

TMAC MEETING – MAY 15, 2025

Item 1 – Introductions

- The meeting began at 12:32 PM with TMAC Chair Joy McMurray conducting; those present introduced themselves and are listed below.

Committee Members

Joy McMurray - District 2, Committee Chair
Beth Provence - District 3
Noah Gordon - District 4, Committee Vice Chair
David Keller - District 5
Greg Macfarlane - Academia (At Large)
Lisa Jensen - Planning Commission Member (At Large)

Provo City Staff

Vern Keeslar - Public Works, Traffic Manager
Kaehan Shour - Public Works, Engineer
Joseph Gandy - Public Works, Management Analyst/Public Information
Judy Johnson - Public Works, Admin Assistant
Sandy Bussio - Development Services, Parking Enforcement Manager
Boden Golding - Development Services, Parking Enforcement Supervisor
Mary Barnes - Development Services, Planner

Others

Andy Spencer - UDOT Project Manager
Wyatt Woolley - Sr Communications Manager
Jenny Snyder - PI Manager
David Gill - UDOT Resident Engineer
Curt McDonald - UDOT Design Manager
Emma Mayo - BYU Student
McKenna Pouwer - BYU Student
Alisha Redelfs - BYU Professor

Action Item 2 - Approval of April 17, 2025 TMAC Meeting Minutes

- Ms. Provence moved that the minutes of the April 17, 2025 meeting be approved; Ms. Jensen seconded the motion, and the minutes were unanimously approved.

Item 3 – U.S. 189 (University Avenue) Bridge Construction Presentation – Andy Spencer, UDOT

Mr. Keeslar introduced Andy Spencer, David Gill, Wyatt Woolley and Jenny Snyder from UDOT, who were involved in this presentation. Curt McDonald with UDOT also joined the meeting later and proved to be a valuable resource.

- The team discussed the replacement of the Provo Bridge on University Avenue, which was built in 1965. The bridge is in desperate need of a major overhaul and will be fully rebuilt. Construction is expected to start in early fall.
- The construction will take place in two phases: demolition and construction of the west side from Fall 2025 - Fall 2026; the demolition and reconstruction of the east side is anticipated Fall 2026 - Fall 2027. Phase two is dependent on the completion of phase one and is subject to change.
- The new bridge will have two 8' wide sidewalks, two 6' wide bike paths, and four 11' wide multiuse vehicle lanes – two in each direction.
- Alternate routes will include Lakeview Parkway from the south and Center Street from the north. Message boards and signage will also include information about alternate routes.
- UDOT will provide a weekly email to truck drivers giving updated information; local drivers will find updates on the University Avenue Bridge Work website, monitored by the Public Information Team: <https://udotinput.utah.gov/universityavebridge>. By visiting the website, people can sign up for project updates.
- Mr. Keeslar stated that fire stations will overlap coverage to ensure prompt response times; Mr. McDonald stated that there will be reliable routes around the tracks.
- Betterments include enhanced lighting/light poles on the deck and an ornamental fence which will be higher over the railroad tracks.
- UDOT will provide an actual construction start date on the website when it gets closer.

Item 4 – BYU Student Survey of Traffic Accidents – Emma Mayo and McKenna Pouwer, Students

Mr. Keeslar introduced the two students from BYU who presented data on traffic hazards in the BYU campus area.

- An attachment included with these minutes shows a map where people placed stickers in areas where the following occurred:
 - Hit by a car while walking across or near the street.
 - Hit by a car while riding a bike across or near the street.
 - *Almost* hit by a car while walking/biking across or near the street.
 - Saw a pedestrian get hit by a car.
 - *Almost* saw a pedestrian/biker get hit by a car.
- The students talked about the need for a reporting system for traffic hits and near-misses; it is clear that there is not a good system for reporting these issues.

- Ms. Alisha Redelfs, a BYU Professor of Public Health, presented information about an incident she was involved in on September 11, 2023. Her account is included in the BYU pdf attachment. She asked TMAC to focus on a system to report data, thereby improving safety in Provo; we need to count what matters and by doing so will hopefully prevent more serious accidents.
- Discussion included pedestrian responsibility as well as driver responsibility when it comes to promoting safety. It was stated that “the pedestrian has the right of way, but the vehicle has the momentum.”
- Placement of signs and beacons to aid pedestrians and drivers could help.
- Mr. McFarlane pointed out that we don’t get “near misses” data.
- Mr. Keeslar will have a discussion with Provo Police next week about reporting the kind of incidents that are being discussed today.
- Mr. Keeslar mentioned that *Zero Fatalities* does a good job with safety public service announcements. We need to get the word out that, “if you don’t report it, it never happened.” It’s important to report everything.
- Ms. Jensen suggested a massive education push every fall for pedestrians, drivers and micromobility users. Drivers should assume that when they cross a bike lane, there is a bike there. Pedestrians need to know that they shouldn’t be looking at their phones while crossing the street.
- Mr. David Keller, a TMAC member, reported safety concerns on 800 North and on the intersection at 500 North 400 East; improvements are now being installed at that intersection. Even though it took many years for change to happen, it is worthwhile to report safety concerns that can lead to action.
- The BYU students indicated that they would like to pursue projects – to help in promoting safety in the BYU campus area. Some information on this topic was displayed by the students during the presentation while more information was given in handouts. An attachment of BYU information is included with these minutes.
- Ms. McMurray stated that it would be valuable to revisit this topic in the future.

Item 5 – Micromobility Discussion – TMAC

- Due to time restraints, this item will be discussed at a future TMAC meeting.

Item 6 – Notice of Cancellation of June 19, 2025 TMAC meeting (holiday) – Vern Keeslar

- Because next month’s meeting would fall on June 19th, which is the Juneteenth Holiday observed by Provo City, alternate meeting dates were discussed. *It was later determined that the next meeting will be held on June 12th. No TMAC meeting will be held in July; regularly scheduled TMAC meetings will resume on August 21st.*

Item 7 – Special Recognition – Vern Keeslar (presented after Item 8)

- Mr. Keeslar thanked Ms. McMurray for the great work she accomplished with the TMAC, and also with the Safe Routes to School program. She was always willing to be open to both sides of the issue and devoted a great deal of time and effort as she served in TMAC and in other capacities.

Item 8 – Election of Chair and Vice Chair – TMAC Chair

- Ms. Jensen nominated Mr. Noah Gordon for Chair and Ms. Beth Provence for Vice Chair.
- Mr. Gordon then started a discussion on the purpose of TMAC and suggested that the TMAC may look at disbanding. Ms. McMurray strongly expressed her belief that the Committee does good work as a recommending body and that the meetings should continue. She feels that it is important to have a public forum and that there are many opportunities for TMAC to be more proactive and to work with the City Council.
- After more discussion about the purpose and relevance of the TMAC Committee, Mr. Gordon stated that due to other commitments, he would not be able to accept the TMAC Chair position but is willing to continue as Vice Chair. He nominated Ms. Provence as Chair; Ms. Jensen then seconded the motion, restating that Ms. Provence would be nominated as Chair, with Mr. Gordon as Vice Chair.
- The voting was unanimous in favor of the those nominated; Ms. McMurray abstained from voting since her TMAC term ends in June.

Item 9 - Adjourn

- The meeting was adjourned at 1:42 PM. *The next TMAC Meeting was scheduled to be held in July, but because of scheduling conflicts, it will be held on June 12th; no TMAC meeting will be held in July.*

Attachments relating to UDOT's University Avenue Bridge presentation and to the BYU presentation will be included with these minutes.

A full recording of the May 15, 2025 TMAC Meeting is found at the link below:

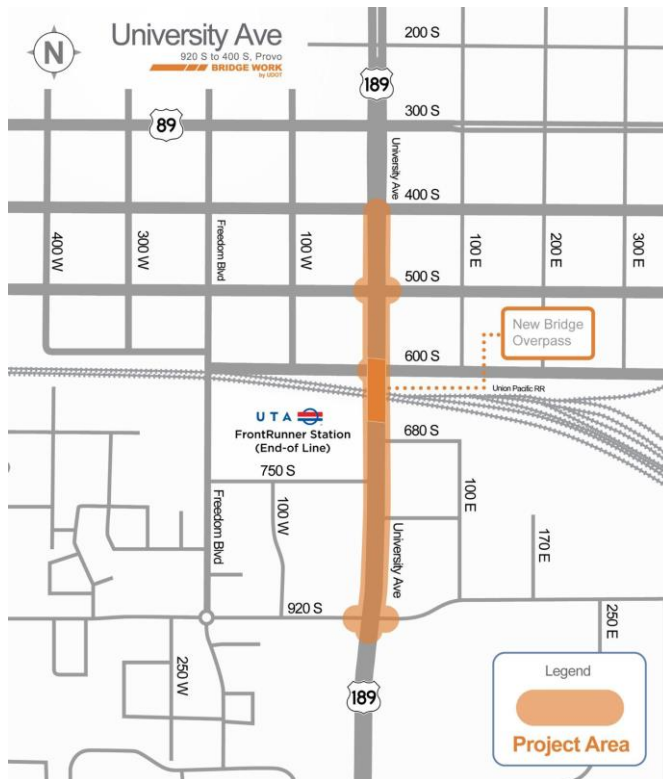
[Provo City TMAC | May 15, 2025](#)

Project Area

University Ave

920 S to 400 S, Provo

BRIDGE WORK
by UDOT



University Avenue (U.S. 189) is the primary corridor connecting the Orem-Provo area to the Heber Valley. The viaduct was originally built in 1965 and has been rehabilitated several times during the past 60 years, including some emergency repairs that were completed in late 2020. Based on previous rehabilitation efforts, and the findings of recent routine inspections, the structure has reached the end of its anticipated service life.

Project Timeline

- Traffic Study 2021 - Complete
- Planning & Design -2022 - 2024 - Complete
 - Environmental Evaluation
 - Union Pacific Railroad Coordination
 - Bridge design
- Contractor On Board - Spring 2025
 - Project out for competitive bid
 - Contractor selected
- Construction anticipated to begin Fall 2025
 - Phase one will be demolition and construction of the west side in Fall 2025 - Fall 2026
 - Phase two will be demolition and reconstruction of the east side anticipated Fall 2026 - Fall 2027*

**Phase two is anticipated to begin Fall of 2026, however, phase two is dependent on the completion of phase one and is subject to change.*

Current Bridge Conditions

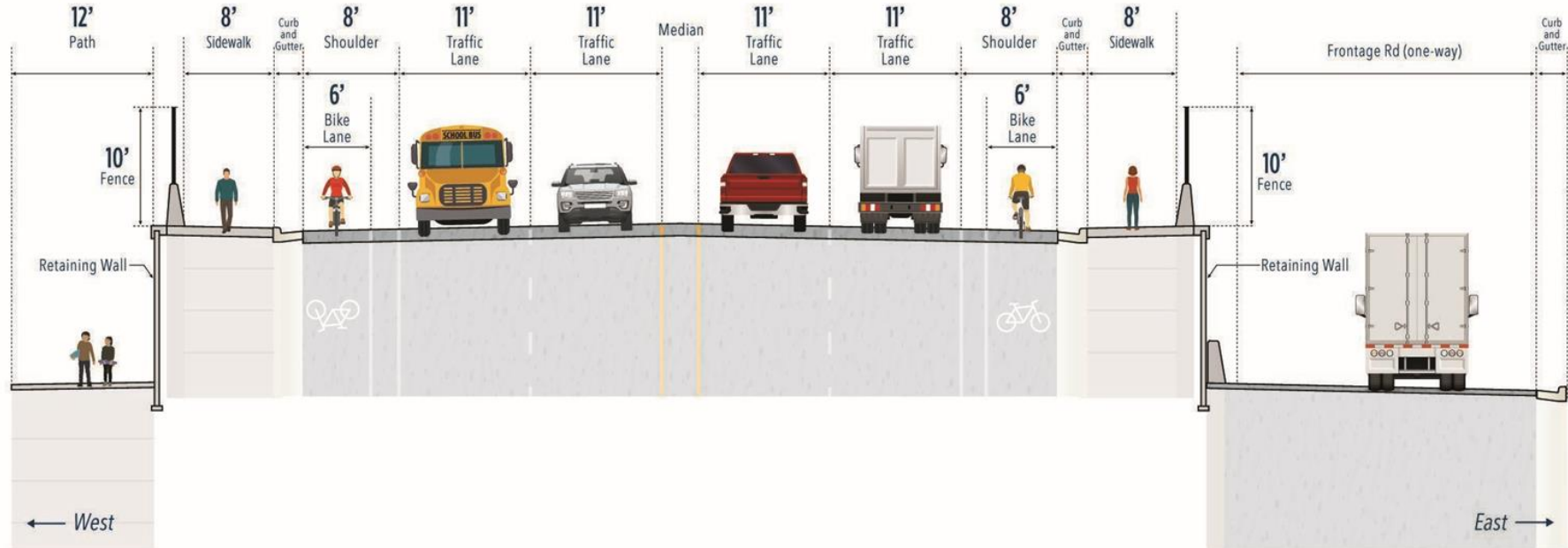


Looking South



Looking North

Future Cross-section



Current Bridge Profile

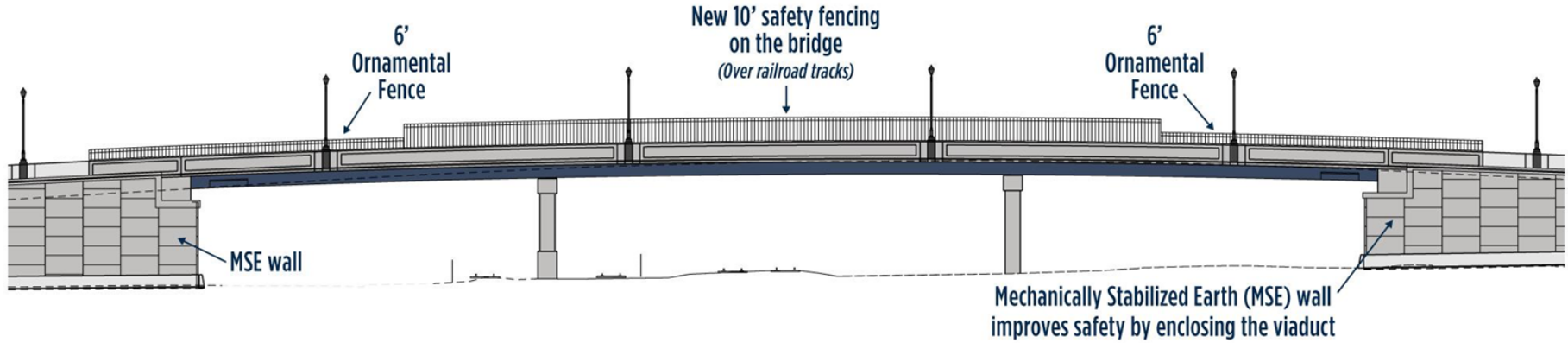


East side of bridge



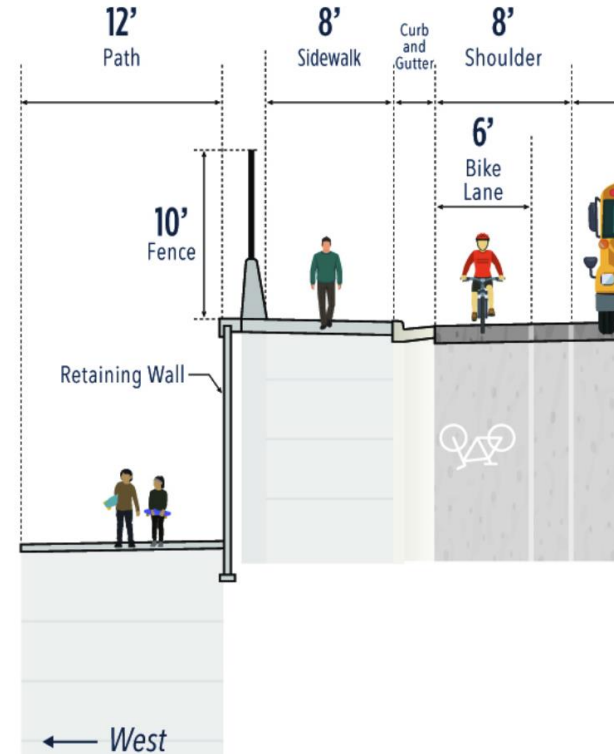
West side of bridge

Future Bridge Profile



Pedestrian and Bicycle Features

- 6' dedicated bike lane
- 8' sidewalks on both sides of the bridge
- 10' fencing over railroad track
- 12' trail on the west side to connect 500 South and 600 South



Alternate Routes

University Ave

920 S to 400 S, Provo

BRIDGE WORK
by UDOT



Access the south end of Provo City, use Lakeview Parkway at University Ave (exit 263)

Access to North end destinations use Center Street (exit 265)

*Access to businesses adjacent to the bridge will be maintained during construction

Project Contact Information



<https://udotinput.utah.gov/universityavebridge>



UNIVERSITYAVEBRIDGE@UTAH.GOV



801-332-9611

Sign up for project updates:



THURSDAY
15 MAY 25

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PUBLIC MEETING PROVO TMAC



Alisha Redelfs

DrPH MPH CHES

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208-226-4832

Quick Insight

Provo needs a system that accurately and easily captures crash data from everyone—not just motor vehicle drivers. That includes pedestrians, cyclists, and micromobility users.

My name is Alisha Redelfs and I am a resident of West Provo. We have been a one-car family for years, so I commute by bike, scooter, and foot through our city every day.

On September 11, 2023, I was riding my (licensed) e-scooter to work at BYU, traveling east on 800 North at 20 mph. I wore a bright yellow helmet and a reflective vest, and I was in the bike lane—obeying all the rules and best practices.

As I passed through a green light at Freedom Boulevard, a minivan suddenly cut across my bike lane to turn into the Mountainlands clinic parking lot. With no time to stop, I crashed into the side of the van, tearing off the mirror with my hip and abdomen and leaving bruising from my left knee to my shoulder.

I was lucky—I walked away.

What happened after was just as frustrating—and revealed a significant gap.

I called the non-emergency dispatch line to report the crash, and the officer told me to use the online system. The form wouldn't let me submit—because my vehicle, a scooter, wasn't recognized. Only car make and models are accepted. I called dispatch again. Same answer. So later that week I went to the police station in person and waited three hours for an officer to take my statement.

I'm a professor of public health, though I'm speaking to you today only as a citizen. I know how essential accurate data is to making informed, life-saving policy decisions. If I—someone trained to navigate government systems—had trouble reporting my collision, I can't imagine how many other incidents go completely unrecorded.

Our current reporting system doesn't accurately reflect the number of bike, scooter, and pedestrian crashes in Provo. That means we're making street safety decisions based on incomplete—and misleading—data.

I'm asking that the TMAC prioritize addressing this reporting gap. We need a system that accurately and easily captures crash data from everyone—not just motor vehicle drivers. That includes pedestrians, cyclists, and micromobility users.

To improve safety in Provo, we need to start by counting what matters. Thank you.

Got Hit? Report It!

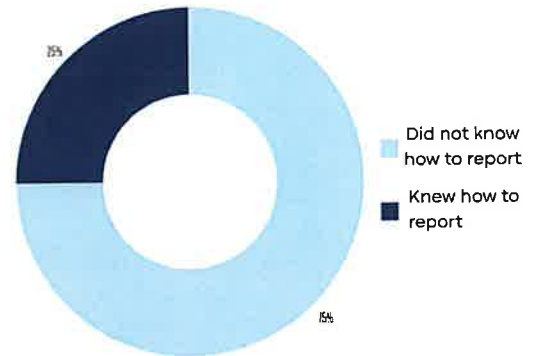
Provo's accident reporting system is outdated and needs to be fixed

The Issue

The accident reporting system inaccurately represents Provo's data. It has:

- No way to report a hit and run as a pedestrian
- No way to report pedestrian-car accidents
- Unclear instructions, grammatical errors
- Limited reporting time

The Data



42 Pedestrian Accidents
from 2023-2024

Testimonials

I was hit by a city bus. It was a hit and run situation. I went to the student health center a few weeks later.

They stopped and pulled over, asking if I was okay. I had some bruising, but felt like I didn't need to call anyone.

It took me weeks to report the accident and get the help that I need!

Solution

Provo needs to ensure that accidents are reported accurately.

- Design reporting system to accommodate pedestrian accidents.
- Increase time on reporting website.
- Increase awareness of the reporting system and what to do when you are hit.

Will you add fixing the reporting system to the next
city council meeting agenda?



Be Seen, Be Safe

There is a lack of pedestrian safety on 800 North due to drivers not being able to see pedestrians and driving too fast.



The crossing at 800 N and 500 E

The Problem:

According to data from the Utah Department of Transportation, 57 car crashes in Provo last year involved pedestrians. This is concerning since 8,500 students cross 800 North every day.

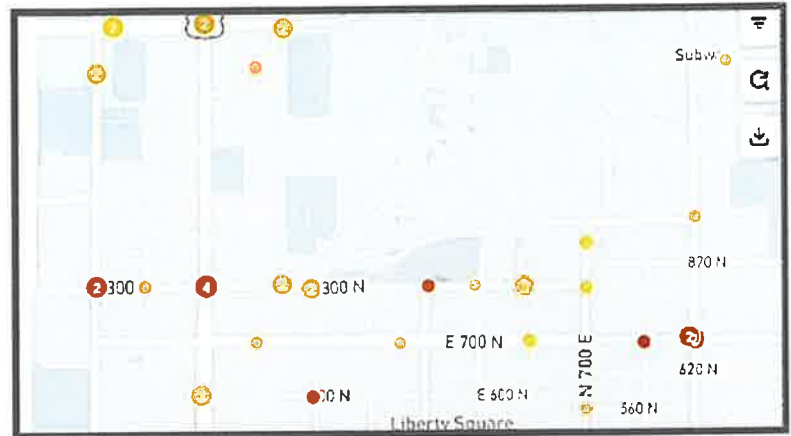
Key Hazards

- Cars obstruct areas beneath pedestrian signs, making it difficult for drivers to see pedestrians in those "blind areas"
- Sidewalks on connecting streets are uneven and cracked
- Multiple blocks on 800 North without a stop sign to slow drivers down
- Inadequate lighting makes it difficult for drivers to see pedestrians crossing on 300, 400, or 500
- Pedestrians have to walk into the crosswalk to be able to see oncoming vehicles

Story

"When I was walking one time on 800 North, I was in the crosswalk and waited until there were no cars. Right by where the road intersects on 400 East, some girl in a car takes the fastest turn I've ever seen and almost hits me. I fell over on the curb and it was awful. I scraped my knee pretty badly. It's the worst road to ever exist." And her's is just one story of many.

Reported Accidents:



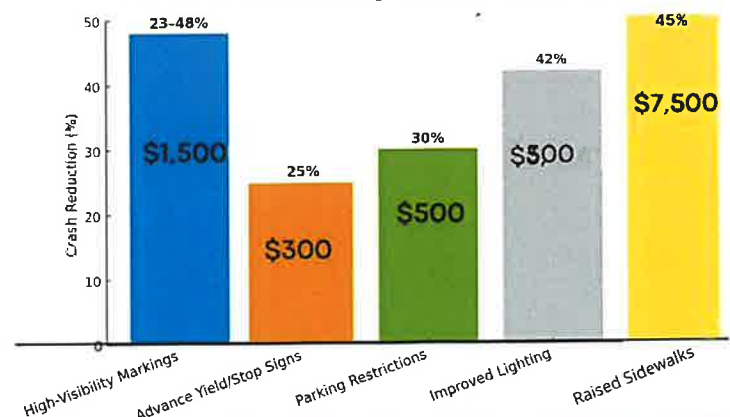
There is higher accident reporting on 800 North than other streets in the surrounding area



Recommendations:

- Conduct a walking safety assessment
- Add street lights on the north side
- Add traffic calming measures such as raised crosswalks
- Implement parking restrictions such as red zones
- Add a stoplight/stop sign on 400 East

% Crash Reduction by Intervention Type



1. Traffic Management System, Uplan <https://uplan.maps.arcgis.com/apps/mapviewer/index.html?webmap=5c6b0418d26a4abf8b15c9f8ff964312>
2. Crosswalk Visibility Enhancements, U.S. Department of Transportation: Federal Highway Administration <https://highways.dot.gov/safety/proven-safety-countermeasures/crosswalk-visibility-enhancements>
3. Crash Data and Statistics, Utah Department of Public Safety, 2025. <https://highwaysafety.utah.gov/crash-data/>
4. https://udps.numeric.net/utah-crash-summary#/1a6f7599-d45b-42db-a9a9-7b4651d4914a?view_id=4

Pedestrian, Bike, and Scooter Accidents in Provo, Utah Self-Reports in February 2025

Traffic/Pedestrian Accidents Around Provo

Please participate if you

- were involved in a car while walking across or near the street.
- Hit by a car while riding a bike across or near the street.

ALMOST hit by a car while walking/biking across or near the street.

- Saw a pedestrian/biker get hit by a car.

ALMOST saw a pedestrian/biker get hit by a car.

With the assigned sticker, put the sticker on the map where the accident(s) happened.

Scan QR code to share more details about the accident.



Map courtesy of BIKE WALK PROVO: Existing Bike Routes in Provo, Utah (Nov 2024)

If you are hit by a car, do you know how to report it?

YES

NO
