

TMAC MEETING – August 21, 2025 - DRAFT

Item 1 – Introductions

- The meeting began at 12:31 PM with TMAC Chair, Beth Provence, conducting. Those present introduced themselves and are listed below.

Committee Members

Beth Provence - District 3, Committee Chair
Noah Gordon - District 4, Committee Vice Chair
Kendall Thurston - District 2
David Keller - District 5
Greg Macfarlane - Academia (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, Executive Office Assistant
Hannah Salzl - Development Services Planner/Planning and Sustainability
Boden Golding - Development Services – Parking Enforcement Supervisor
Sergeant Brough - Provo Police

Council

George Handley - Council Member
Becky Bogdin - Council Member

Others

Tana Hoover - Provo South Neighborhood

Ms. Provence welcomed and recognized Ms. Thurston as a new TMAC member; she will represent District 2.

Action Item 2 - Approval of June 12, 2025 TMAC Meeting Minutes

Mr. Macfarlane moved that the minutes of the June 12, 2025 meeting be approved; Mr. Gordon seconded the motion and the minutes were unanimously approved.

Item 3 – 9.32.170 Micromobility Impact Discussion – TMAC Members

Ms. Provence introduced the topic, noting that it has been discussed briefly over the past several months, but that more discussion time is needed. Two handouts were reviewed and discussed:

- 1) *Micromobility Devices* - Provo City Code 9.32.170
 - Ms. Provence briefly reviewed the code pertaining to micromobility use devices.
 - It was pointed out that #2 and #8 in the Provo City Code are in conflict.

- It was suggested that #9 in the Provo City Code be reviewed and possible boundary changes be implemented restricting micromobility use to as far as 500 North instead of 400 North. This change would better reflect current downtown boundaries.
- The TMAC was invited to review this information and email comments and suggestions to Mr. Keeslar in two weeks, which would be September 5th.

2) *Micromobility and Governance*. This document discusses the fast-growing mode of micromobility transportation and the challenges that exist in cities nationwide. Major points in this document include: a) Core Municipal Challenges, b) Viability of Micromobility Rental Companies, c) The Spectrum of Response to Micromobility and d) Active Management over Neglect.

Discussion items are listed below:

- Many cities have restricted micromobility devices in multiple public areas.
- Ms. Provence would like to reinforce some points found in the state code by adding them to the city code.
- Professor Macfarlane stated that state code applies to all cities in the state. He presented the idea of putting a link to the state code in the city code, with the explanation that, “The city follows all state code.” Cities may enforce codes that are more restrictive, but not less restrictive, than the state code.
- The State requires riders under 15 years of age on a micromobility device to have “direct supervision of the person’s parent or guardian;” the definition of “direct supervision” is missing from state code.
- Sergeant Brough pointed out that there are many undefined, or “grey” areas within the micromobility terminology including types of vehicles, speed limits, minimum age limits, sidewalk vs. street use, etc.
- Ms. Salzl suggested that a direct educational campaign would be valuable, whether referring to city or state code.
- Councilor Handley discussed the fact that many people’s kids have access to micromobility vehicles, but most people don’t know what the rules are pertaining to speed limits, age limits, types of vehicles, where vehicles should and shouldn’t be operated, etc.
- Professor Macfarlane agreed: “The problem is not that we don’t have rules; the problem is that people don’t know the rules and/or that they’re not being enforced effectively.”
- Ms. Thurston pointed out that intersection education is needed; it is especially dangerous if rules at intersections aren’t followed by micromobility users.
- More discussion took place regarding the best way to familiarize people with micromobility rules. While education is important, adding details on specific requirements to city code could also be valuable.
- Mr. Gordon observed that as the state continues to make new rules, it’s a challenge to find where local code is at odds with state code. We also have an enforceability issue; if parents aren’t willing to enforce at home, it will be a challenge to enforce when out of the home.
- Councilor Bogdin pointed out that the micromobility chart found on the city’s website has caused a lot of good chatter.
- Mr. Keeslar informed the group that Bird has officially notified Provo City that they will be terminating their contract with Provo City at the end of September. Micromobility is important enough for the first and last mile of connectivity that Provo may put out another RFQ so that residents could have access to rent e-scooters and e-bikes to help with transportation issues.
- Mr. Keeslar stated there are some “clean-up items” that the TMAC may want to provide to the Planning Commission and the City Council for inclusion in the City Code. Mr. Keeslar

doesn't think the Committee is close enough to recommend those now, but again invited TMAC members to email comments to him by Friday, September 5th.

- *The two micromobility papers are included as pdf documents with these minutes.*

Item 4 – Follow Up Item – Transportation Utility Fees – Vern Keeslar

Mr. Keeslar stated that city staff needs to better update TMAC on their successes. TMAC recognized the need for more road maintenance funds. Provo's Transportation Utility Fees were studied, and rate increases will be implemented in the future. A Transportation Utility Fees PowerPoint was presented. Information included:

- History of the TUF program.
- Original Current and Monthly Fee schedule.
- Trip Generation Rate table – TUF Categories based on trip information and land uses.
- Roadway Maintenance Needs Approach – "Good Roads Cost Less."
- Average Remaining Service Life.
- Potential Rates.
- Potential Ordinance Amendment.
- *The PowerPoint of this presentation will be included with these minutes.*

Item 5 – Engineering Project Update – Vern Keeslar

Mr. Keeslar showed pictures and reviewed Provo projects that have been completed recently.

- 900 E under construction – between the two 560 North streets.
- Coordination with BYU on University Parkway; 40 new trees were installed.
- 800 North & 500 East has been needed for 50 years. (Engineer: Kaehan Shour)
- 600 North & 400 E includes four new bulb-outs, four crosswalks and four new street lamps. (Engineer: Kaehan Shour)
- Traffic signal installed at 500 North & 500 East (Engineer: Kaehan Shour)
- Restriped 500 North, which will be a detour street when bridge work is started on the 820 North Provo River Bridge.
- Restriped 1730 North in Grandview neighborhood; collector road.
- 600 South between 1600 West & 1400 West. Sidewalk installation – the project was delayed a year to be able to install the sidewalk (Engineer: Emma Patching)
- Canyon Road at about 4380 North – filled in a sidewalk gap that was missing for Edgemont Elementary (Engineer: Danielle Nixon).
- Sidewalk by Canyon Crest Elementary – removed the mid-block crosswalk; worked with the School Community Council (Engineer: Danielle Nixon)
- Lakeview Parkway Grand Opening was held on August 16th. (Engineer: Danielle Nixon)

Mr. Keeslar stated that we've had a busy summer, but the construction season doesn't end when school starts. Engineering still has many projects ongoing this year.

Item 6 – Adjourn

Ms. Provence adjourned the meeting at 1:35. The next meeting will be held on September 18, 2025 at 12:30 PM.

A full recording of the August 21, 2025 TMAC Meeting is found on YouTube:

[Provo City TMAC | August 21, 2025](#)

9.32.170 Micromobility Devices.

- (1) (a) "Micromobility device" means a human-, motor-, or electric-powered transportation device that is driven by the user personally.
- (b) "Micromobility device" includes, but is not limited to, the following as defined in Utah Code Section 41-6a-102:
- (i) Electric personal assistive mobility device;
 - (ii) Electric-assisted bicycle;
 - (iii) Motor-assisted scooter;
 - (iv) Moped;
 - (v) Bicycle; and
 - (vi) Motor-driven cycle.
- (c) "Micromobility device" includes, but is not limited to, any device that would be described in Subsection (1)(b) of this Section but for the fact that it is capable of speeds greater than those set forth in Utah Code Section 41-6a-102 in the relevant definition.
- (d) "Micromobility device" includes, but is not limited to, skateboards, roller skates, roller blades, hoverboards, non-motor-assisted scooters, and any other small, lightweight, wheeled conveyance that meets the definition in Subsection (1)(a) of this Section and is not specifically excluded in this Section.
- (e) "Micromobility device" does not include automobiles, motorcycles, golf carts, manual or electric wheelchairs, or other such vehicles.
- (2) A person may not operate a micromobility device at a speed greater than ten (10) miles per hour on a public sidewalk. A violation of this Subsection is an infraction.
- (3) It is unlawful to ride or use a micromobility device on a public street or sidewalk after dark unless the user is equipped with reflective material of sufficient size and reflectivity to be visible from both sides for five hundred (500) feet when directly in front of lawful lower beams of headlamps on a motor vehicle, or, in lieu of reflective material, with a lighted lamp visible from both sides from a distance of at least five hundred (500) feet. "After dark" shall mean one-half (1/2) hour after sunset.
- (4) It is unlawful to leave a micromobility device obstructing pedestrian travel on the sidewalk, in a pedestrian crosswalk, or in a roadway except in an area where it would be lawful to park a motor vehicle.
- (5) Whenever any person is riding a micromobility device, such person shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing such pedestrian.

(6) A property owner may prohibit micromobility devices generally, specific types of micromobility devices, and/or specific uses of micromobility devices on the owner's property by posting signs that give reasonable notice of the prohibited device(s) and/or use(s). It is unlawful to use a micromobility device on any property contrary to the prohibitions posted by the owner.

(7) It is unlawful for any company to provide micromobility device rentals for use upon City streets unless done on behalf of the City pursuant to a contract with the City.

(8) It is unlawful to operate any micromobility device described in Subsection (1)(c) of this Section on City sidewalks.

(9) No person shall ride a micromobility device upon a sidewalk contiguous to University Avenue between 400 North Street and 100 South Street, and on a sidewalk contiguous to Center Street between 100 East Street and 500 West Street.

(Am 1989-62, Am 1999-09, Am 1999-11, Rep&ReEn 2023-10)

The Provo City Code is current through Ordinance 2025-41, passed July 8, 2025.

Disclaimer: The city recorder has the official version of the Provo City Code. Users should contact the city recorder for ordinances passed subsequent to the ordinance cited above.

City Website: www.provo.gov

City Telephone: (801) 852-6000

Hosted by General Code.

Micromobility and Governance

The rise of shared and private electronic micromobility presents a double-edged sword to municipalities. On one hand, these devices offer a promising solution to reduce traffic congestion, lower emissions, and solve the "first-and-last-mile" transit gap.¹ However, the rapid and unregulated deployment of such devices can easily be viewed as a nuisance, and at worst, a public safety crisis.³ This whitepaper provides a condensed overview of these challenges, micromobility rental companies, and the response from other local governments to this growing mode of transportation.

Core Municipal Challenges:

Municipalities face a cluster of distinct problems that have driven policy.

- **Public Safety and Injury:** Reckless rider behavior (speeding, ignoring traffic laws, sidewalk riding, etc.) is the primary complaint.⁵ This is substantiated by alarming data showing a dramatic rise in injuries. Between 2017 and 2022, e-scooter-related emergency room visits increased nearly sevenfold, and e-bike injuries surged from 751 to over 23,000.⁷ Studies show high rates of head injuries, particularly for inexperienced riders.⁸ Those who operate rental devices are often inexperienced, prone to risky behavior, and less likely to wear a helmet.³⁰
- **ADA Compliance:** Improperly parked devices create tripping hazards and, more seriously, block access for people with disabilities, potentially putting cities in violation of the Americans with Disabilities Act (ADA).³
- **Operational Burdens:** The "ask for forgiveness, not permission" launch strategy of almost every micromobility company forced local governments to create new regulatory frameworks and enforcement mechanisms.¹

Viability of Micromobility Rental Companies:

Within the last decade, many micromobility rental companies surfaced.

- **Early Growth:** In the late 2010s, these companies experienced an aggressive, venture-capital-fueled growth. During this time, companies would compete in cities to capture market share². This led to a race to the bottom, and companies that couldn't grow, secure funding, or adapt to regulations were edged out. This left only a few major companies standing by the early 2020s.
- **Current Profitability:** As regulations from local governments have grown, micromobility rental companies have had to shift from being "business-to-consumer" to "business-to-government. Instead of competing to be the preferred app on someone's phone, they are competing for a limited number of permits and contracts from municipalities. As it stands, only two of these types of companies are currently profitable, Lime³¹ and Veo³².

The Spectrum of Response to Micromobility:

Municipal responses have varied widely, from pilot programs to prohibition.

- **Bans:** Orland Park, Illinois, prohibits e-bikes and e-scooters from nearly all public spaces.¹⁴ St. Louis banned e-scooters from its downtown area, citing broader concerns about crime and public disorder.¹⁶ The push for a ban in Houston's urban core is a direct result of the city's lack of a regulatory framework, which allowed a "culture of lawlessness" to develop.⁶ Micromobility devices have not been outright banned anywhere in the United States. However, it is not uncommon for cities to restrict usage in designated areas (i.e., downtowns, business parks). It is commonplace for cities to restrict which micromobility rental companies operate via contracts or permits.
- **Additional Regulation:** Many cities passed ordinances detailing where specific micromobility devices can or cannot operate, and who can operate them. Chula Vista, California, is working on an ordinance that is scheduled for final approval on August 21st, 2025. It will introduce a wave of micromobility regulations.²⁷ Here are just a few:
 - No person under the age of 12 may operate an electric bicycle.
 - Class 3 electric bikes are prohibited on all sidewalks.
 - No e-scooter may be operated on roadways that are ≥ 40 mph.
 - Minors must wear helmets when operating an electric micromobility vehicle.
- **Unintended Consequences of Bans:** Outright bans are blunt instruments that can cause collateral damage. Bans disproportionately harm low-income populations.¹⁸ They also cut off vital transit connections for residents in "transit deserts".² A study on Atlanta's night-time scooter ban found it caused a 10% increase in average commute times, pushing users back into cars.²⁰ Data from Santa Monica showed nearly half of all micromobility trips replaced a car trip.²²

Active Management Over Neglect

The challenges of micromobility are real. The choice for municipalities is "active management vs. neglect." A failure to proactively regulate can lead to chaos that makes a ban seem like the only viable option. Provo City already has a robust municipal code, adopted in April 2023, that addresses micromobility definitions, safety, and access.²⁸ If issues arise, they aren't likely to stem from inadequate regulation. In addition to this, Provo restricts micromobility companies from operating within city limits without a contract. Provo had a contract with Bird that started in October 2022²⁹; however, Bird has provided a notice of termination and will no longer offer micromobility services in Provo. Bird recently filed for bankruptcy, restructured, and sold itself to Third Lane Mobility³³. The search will begin to find a new vendor that can meet Provo City's needs.

Works Cited | Additional Research

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Transportation Utility Fees (TUFs)

By Vern Keeslar, AICP, Traffic Manager
April 22, 2025

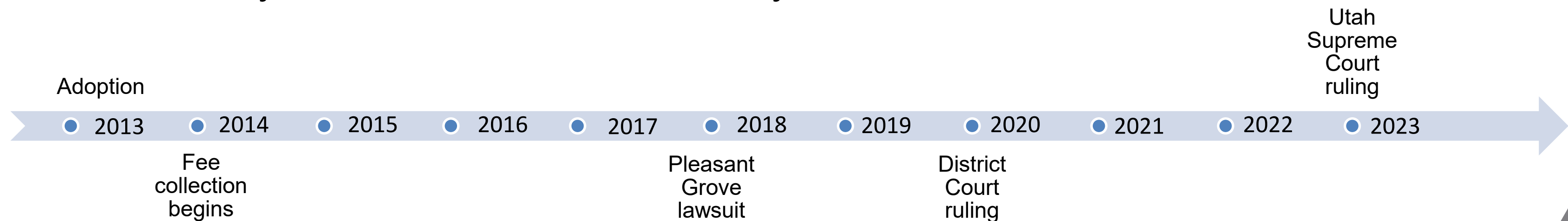


Outline

1. Transportation Utility Fee (TUF) History
2. Original and Current Monthly TUF Rates
3. Examples of Trip Generation Rates
4. Roadway Maintenance Needs Approach
5. Roadway Maintenance Condition
6. Potential Rates
7. New Ordinance Language

History

- 2013 – Study and Adoption
- 2014 – Fee collection begins
- 2018 – Pleasant Grove lawsuit
- 2020 – District Court rules against TUF
- 2023 – Utah Supreme Court rules in favor of TUF upon appeal
- 2024 – HB367 introduced but does not pass
- 2025 – HB454 & SB310 introduced but do not pass
- Future – Likely to be in Utah Code someday



Original and Current Monthly Fee

| TUF Category | | Original (2014) Monthly Rate | Current (2025) Monthly Rate |
|-----------------------------|---------------------------|---------------------------------|--------------------------------|
| Residential A | Single-family Residential | \$3.50 | \$3.68 |
| Residential B | Multi-family Residential | \$2.10 | \$2.21 |
| Commercial A | < 100 ADT | \$9.50 | \$9.98 |
| Commercial B | 100-200 ADT | \$25.10 | \$26.36 |
| Commercial C | 200-600 ADT | \$75.50 | \$79.28 |
| Commercial D | > 600 ADT | \$225.50 | \$236.78 |
| Public Use A | < 300 ADT | \$20.50 | \$21.53 |
| Public Use B | > 300 ADT | \$91.50 | \$96.08 |
| Total Annual Revenue | | \$2,200,000 | \$2,700,000 |

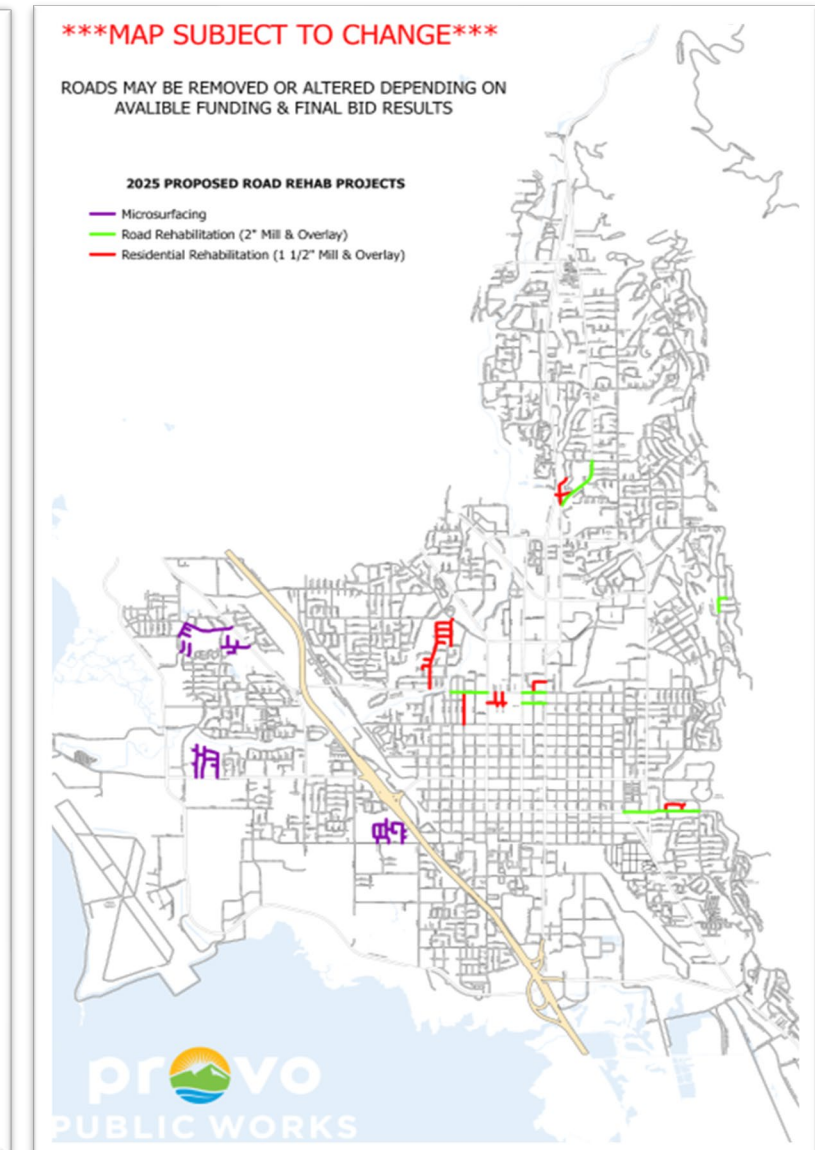
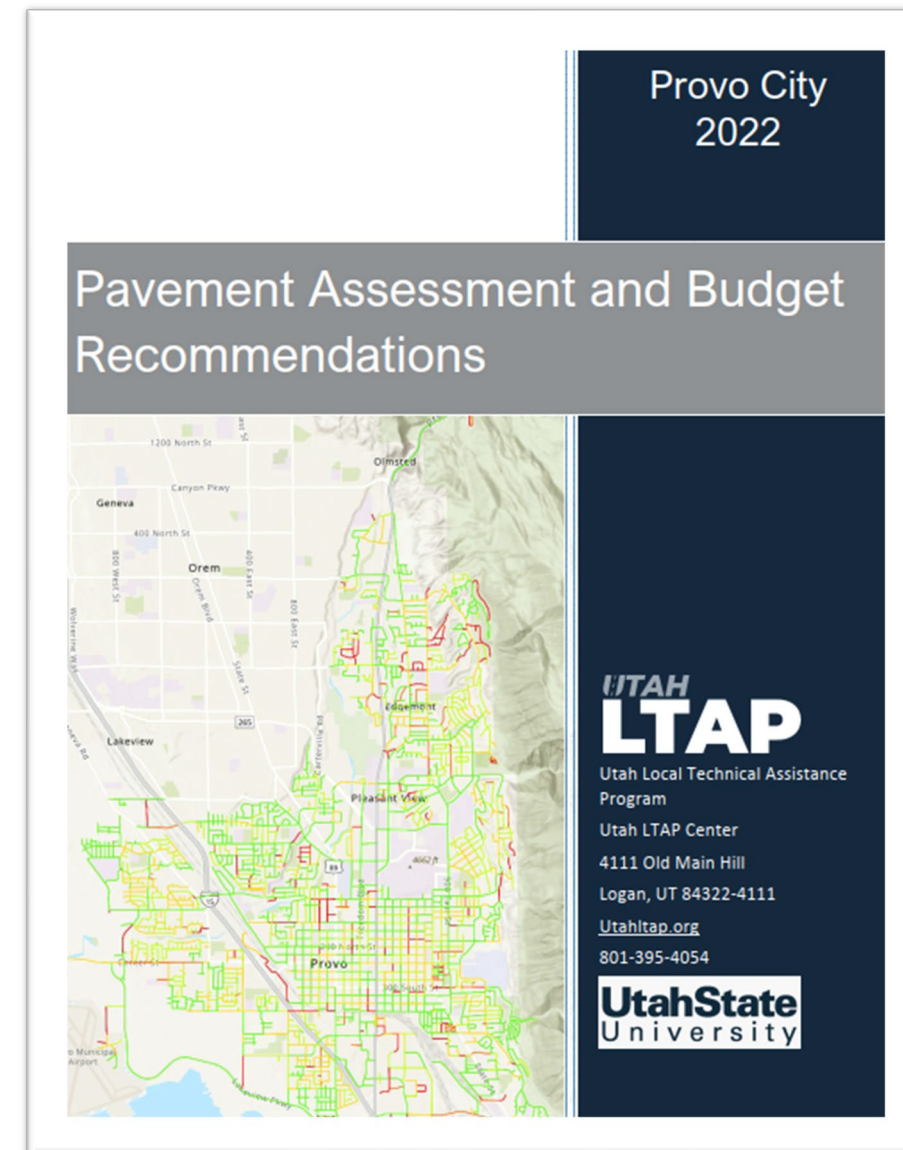
ADT - Average Daily Trips based upon the Institute of Traffic Engineers Trip Generation Rates, 11th Edition, September 2021.

Examples of Trip Generation Rates

| TUF Category | | Example Land Use |
|---------------|---------------------------|---|
| Residential A | Single-family Residential | Detached or attached side by side house structure |
| Residential B | Multi-family Residential | Attached side by side and/or over and under structure |
| Commercial A | < 100 ADT | Small office, insurance agency, dental office, small retail, hair salon, etc. |
| Commercial B | 100-200 ADT | General office, specialty retail, bank, gymnastics, dance, self serve car wash, tire store, etc. |
| Commercial C | 200-600 ADT | Corporate headquarters, medical clinic, fitness center, drive through car wash, bank with drive through, small restaurant, hotel, assisted living, etc. |
| Commercial D | > 600 ADT | Manufacturing, big box retail, grocery store, gas station, fast food with drive through, large restaurant, etc. |
| Public Use A | < 300 ADT | Government office or church building, adult education, etc. |
| Public Use B | > 300 ADT | University, hospital, post office, state park, convention center, elementary, middle, and high school, etc. |

Roadway Maintenance Needs Approach

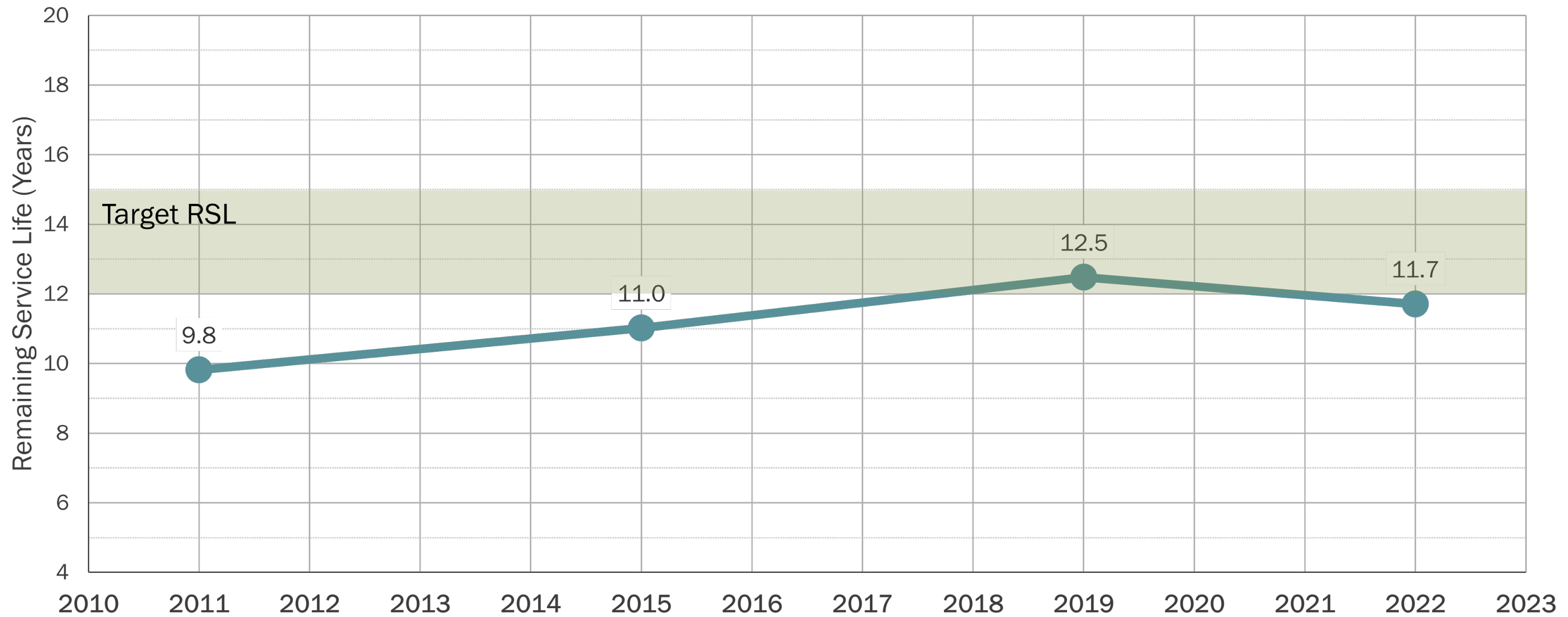
- “Good Roads Cost Less”
- Consistent funding allows for a regular maintenance program
- Applying pavement preservation treatments on time increases lifespan of pavements
- Delayed maintenance pushes roadways closer to costly full reconstruction
- Inflation weakens ability to adequately maintain roads



| | Annual Amount |
|--|---------------|
| Provo City Recommended TUF Maintenance Funding | \$4,000,000 |

Roadway Maintenance Condition

Average Remaining Service Life



Potential Rates

| TUF Category | Current Monthly Rate | FY2026 | FY2027 | FY2028 |
|------------------------------|----------------------------|-------------|-------------|-------------|
| Residential A | \$3.68 | \$4.20 | \$4.78 | \$5.45 |
| Residential B | \$2.21 | \$2.52 | \$2.87 | \$3.27 |
| Commercial A | \$9.98 | \$11.38 | \$12.97 | \$14.79 |
| Commercial B | \$26.36 | \$30.05 | \$34.26 | \$39.05 |
| Commercial C | \$79.28 | \$90.38 | \$103.03 | \$117.45 |
| Commercial D | \$236.78 | \$269.93 | \$307.71 | \$350.79 |
| Public Use A | \$21.53 | \$24.54 | \$27.98 | \$31.90 |
| Public Use B | \$96.08 | \$109.53 | \$124.86 | \$142.34 |
| Total Annual Revenue | \$2,700,000 | \$3,077,957 | \$3,508,821 | \$4,000,000 |
| Increase from Current | | \$377,957 | \$808,821 | \$1,300,000 |

Potential Ordinance Amendment

Provo City Code Section 5.08.060 is hereby repealed and reenacted as follows:

5.08.060 Dedication of Funds

All funds collected by the City from this fee shall annually be paid into the transportation utility fund, which is hereby created as an established enterprise fund in the City budget. Such revenues shall be used for the following purposes:

- i. the operation, improvement, and maintenance of existing Provo City streets;
- ii. expenses incurred for studies done to examine the effectiveness of the fee, including remaining service life, infrastructure condition, and potential changes to the amount or application of the fee; or
- iii. reasonable administrative costs.

It shall not be required that the operations, improvement, and maintenance expenditures from the fund specifically relate to any particular property from which the fees were collected.

THANK YOU!

Vern Keeslar, AICP, Traffic Manager

- Phone: 801-852-6783
- Email: vkeeslar@provo.gov
- Address: 1377 South 350 East,
Provo, UT 84606