

TMAC MEETING – September 18, 2025

Item 1 – Introductions

- The meeting began at 12:30 PM with TMAC Chair, Beth Provence, conducting. Those present introduced themselves and are listed below.

Committee Members

David Hurtado – District 1, Business/Community representative
Kendall Thurston – District 2 (Attended by Zoom)
Beth Provence - District 3 Committee Chair
Noah Gordon - District 4, Committee Vice Chair
David Keller - District 5 (Attended by Zoom)
Lisa Jensen – Planning Commission Member (At Large)

Provo City Staff

Vern Keeslar – Public Works, Traffic Manager
Kaehan Shour – Public Works, Engineer
Judy Johnson – Public Works, Engineering Office Assistant
Joseph Gandy – Public Works Management Analyst/Public Information
Hannah Salzl – Development Services Planner/Planning and Sustainability

Council

Katrice Mackay – Council Member

Others

Mike West - Lehi City, Planner
Chris Wiltsie – Bike Utah, Co-Executive Director

Action Item 2 - Approval of August 21, 2025 TMAC Meeting Minutes

- Mr. Gordon moved that the minutes of the August 21, 2025 meeting be approved; Ms. Provence seconded the motion, and the minutes were unanimously approved.

Item 3 – 9.32.170 Micromobility Ordinance Amendment Discussion – Beth Provence

Ms. Provence introduced this item as a follow-up to the August meeting where TMAC members were invited to submit proposals for updating the City Code. The discussion focused on defining and regulating micromobility devices in Provo. State Code defines micromobility as motor-assisted vehicles that don't require licensing, registration or insurance. Mr. Hurtado provided legal context from State Code regarding motorcycle classifications. Discussion items included:

- Proposed City Ordinances Changes (pdf handout – attached with these minutes):
 - 1) Ban on use of motorized conveyances 15 and under.
 - 2) Ban of motorized conveyances on city sidewalks, not including trails in the park system.
 - 3) Ban of use on school properties (may be regulated by Provo School District).
 - 4) Motorized conveyances should be required to stop at all stop signs.

- The pros and cons of suggested City Ordinance changes were reviewed and discussed, along with other micromobility issues:
 - Stopping at stop signs may prevent near misses that occur on a regular basis.
 - If riding on sidewalks is banned, riding on the road could inadvertently put people in danger. There are consequences on both sides; the issues need to be weighed.
 - Age limits defined by State Code include banning children under 8 from using micromobility devices and those under 14 from using them without parental supervision.
 - Difficulty of defining and enforcing “parental supervision.” If a vehicle is traveling over 20 mph, it would be difficult for a parent to supervise.
 - Question of needing more rules if rules already established aren’t enforced. Police most likely do not have enough resources to enforce micromobility use regulations.
 - Importance of establishing a speed limit on the Provo River Trail and on other trails.
 - How to deal with outcry of those who have purchased conveyances that couldn’t be used if certain changes are implemented.
 - Consideration of various approaches to address safety issues, such as enforcement of speed limits, educational campaigns and public awareness measures.
 - Information could be displayed at schools and resource officers could be involved. Provo’s *Safe Routes to School* programs may also be utilized.
 - It was asked if the micromobility issues being discussed also pertain to regular bikes and scooters; it was determined that this discussion is mainly focused on motorized vehicles.
 - Everyone agrees there are many dangers to micromobility users. A 13-year-old Utah boy was recently killed while riding an e-bike; two brothers on e-scooters were hit when they did not stop at a stop sign. Pedestrians are also put in danger as discourteous electric vehicle users crowd them on trails and sidewalks.
 - Mr. Hurtado explained that a state code implemented last year requires sellers of some types of conveyances to post information about street legality of the vehicles; this is not typically done.
- The discussion highlighted challenges with enforcement resources and the need for clear, enforceable rules that balance safety with practical usage needs.
- Those in attendance agreed that issues pertaining to micromobility use are a growing problem and are not going to go away. It was suggested that we gather information from other local cities to find out what is being done to address micromobility issues. It was decided that the Provo City Ordinance changes are not yet ready for revision. *TMAC members were invited to email suggestions on amended city ordinances as they pertain to micromobility.*

Item 4 – New Jersey Mobile Active Transportation Tour Presentation – Chris Wiltsie, Co-Executive Director, Bike Utah

- Chris Wiltsie with Bike Utah and Mike West, a Lehi City Planner, presented information on a recent Mobile Active Transportation Tour (MATT). This Tour involves visiting cities around the country and observing what they are doing to make their streets safer. Information was shared from Jersey City and Hoboken, two New Jersey cities which were visited on this tour.
- *The Safe System Approach* to road safety highlighted insights from the tour. The presentation emphasized the importance of designing streets to be forgiving of human errors, ensuring safe speeds, and promoting shared responsibility among all road users. Key principles include making streets safe for pedestrians and bicyclists. Examples of unsafe street designs and the need to prioritize safety in urban planning were shown.

- Different approaches to street design and traffic safety were shown, including bulb-outs, daylighting intersections, installing flexible delineators, parking-protected bike lanes, and designing narrow streets to reduce speeds.
- *A pdf attachment of this presentation is included with these minutes. The audible narration that accompanies the PowerPoint can be accessed at the meeting link below.*

Item 5 – Engineering Project Updates – Vern Keeslar

- The 800 East Bikeway has been completely signed from State Street to the BYU campus; it is signed in both directions.
- A temporary pilot project has been implemented on Navajo Drive. Delineators have been placed on curved sections of road where speeding occurs. This will be in place for a year.
- We may also experiment with placing delineators on 2950 North that connects Canyon Road and Timpview Drive. The discussion included questions about the effectiveness of these measures and their winter maintenance implications, noting that temporary delineators have generally been well-received by residents.
- Mr. Gordon mentioned that some residents may not want traffic-calming measures in front of their house due to the parking limitations; others may not like the appearance.

Item 6 – Adjourn

- The meeting was adjourned by Ms. Provence at 1:45 PM.

A full recording of the September TMAC Meeting is found on YouTube at this link:

[Provo City TMAC | September 18, 2025](#)

Proposed city ordinances

1 - Ban on use of motorized conveyances 15 and under

Depending on how you define supervision, there is no way a reasonable adult can be in a position to stop a dangerous situation with their child when they are going upwards of 20 miles per hour. To even keep up with them they would have to be on their own conveyance which prevents them from having the capacity to intervene if they are controlling the vehicle they are on

2 - Ban of use on city sidewalks. This does not include trails in the park system

The speed at which the motorized conveyances go (even with a reduction to 10 mph) is too high a speed for a reasonable amount of time to react for pedestrians.

3 - Ban of use on school properties (this may be a school district thing)

4 - Must stop at all stop signs

While peddle bicycles have a limited allowance of slowing down instead of stopping at stop signs in certain conditions, motorized vehicles should stop at all stop signs. There is no fatigue of peddling when they don't actually pedal.

Here is a article about the rise of e-scooter injuries in children

<https://www.psychreg.org/e-scooter-injuries-surge-us-child-hospitalisations-double-report-finds/>

Highlight

“We’re seeing the consequences of treating e-scooters like toys instead of vehicles. No training, no licenses, and helmets aren’t the norm. What really drives the injury spike is that e-scooters slipped into our cities without the safety culture that develops around other vehicles,” said Rasmus Barslund, founder of ERideHero.

Children’s vulnerability was emphasised by Daniel Rosenfield, a pediatric emergency physician. “Some parents seem to have bought their kids e-scooters without realizing that they can go from zero to 40 km/h in seconds,” he noted. Pediatric emergency medicine physician Dr. Meghan Martin added, “Kids need to be in appropriate safety gear. They should be wearing helmets, not flipflops or sandals but full foot sneakers, covered shoes. They should also be in long pants, long sleeves, in case they were to crash.” Yet fewer than 5% of riders wear helmets, despite evidence that they reduce fatalities and serious injury.

Another article:

<https://www.cpsc.gov/Newsroom/News-Releases/2024/E-Scooter-and-E-Bike-Injuries-Soar-2022-Injuries-Increased-Nearly-21>

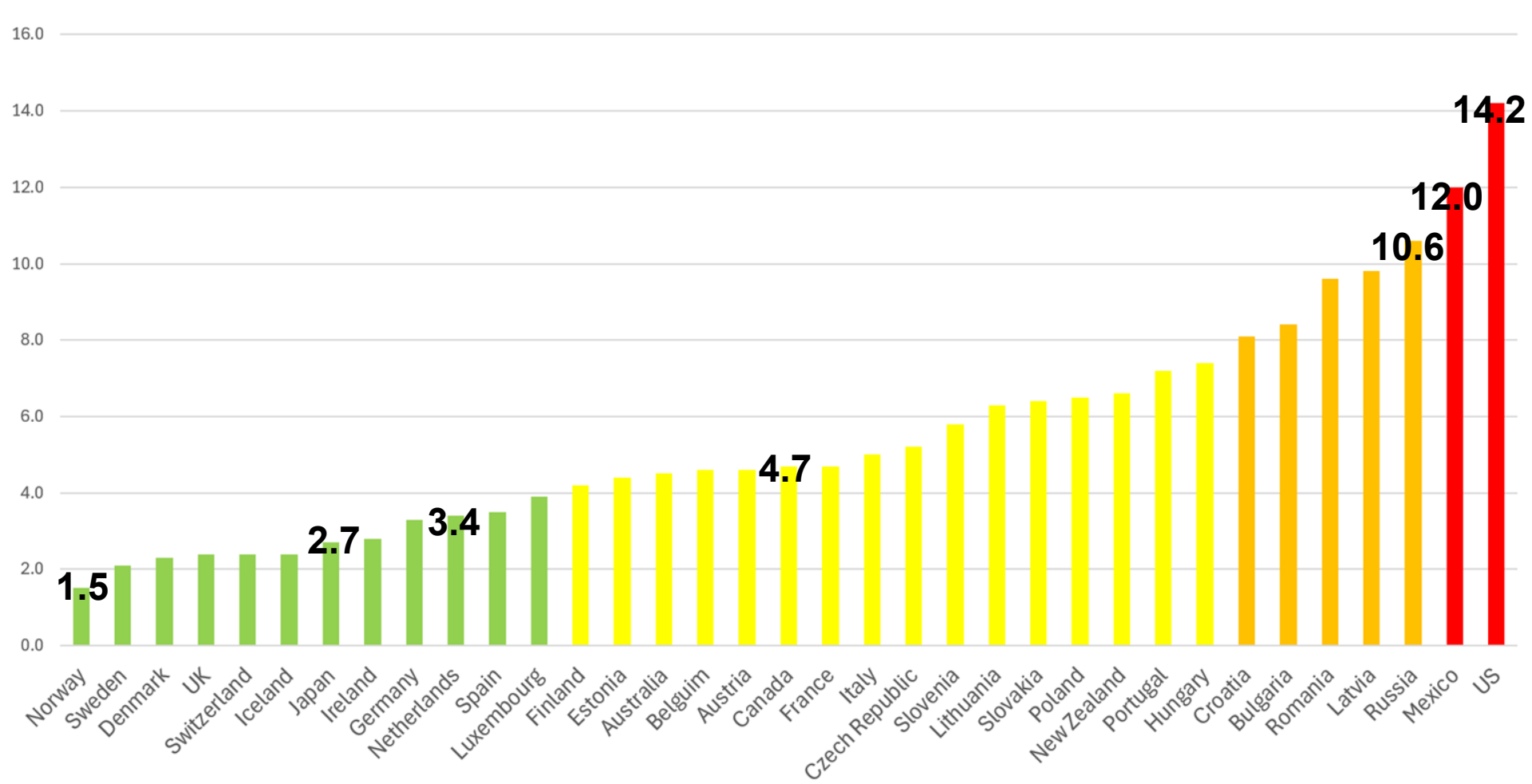
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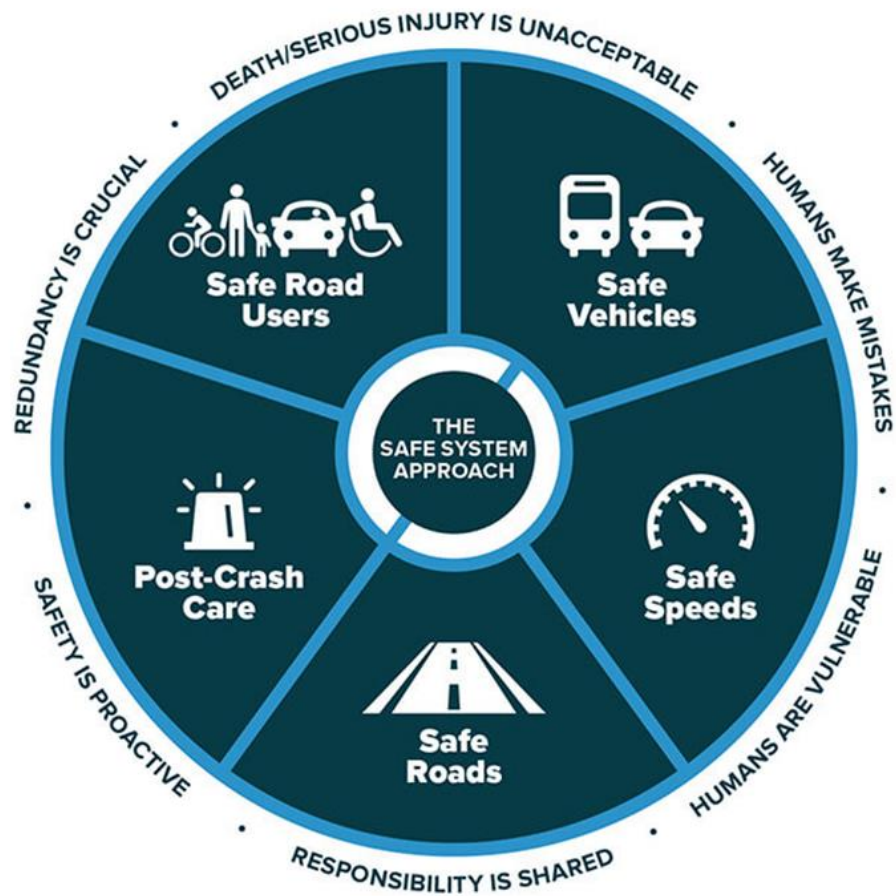
<https://www.nature.com/articles/s41390-024-03786-0>

New Jersey MATT



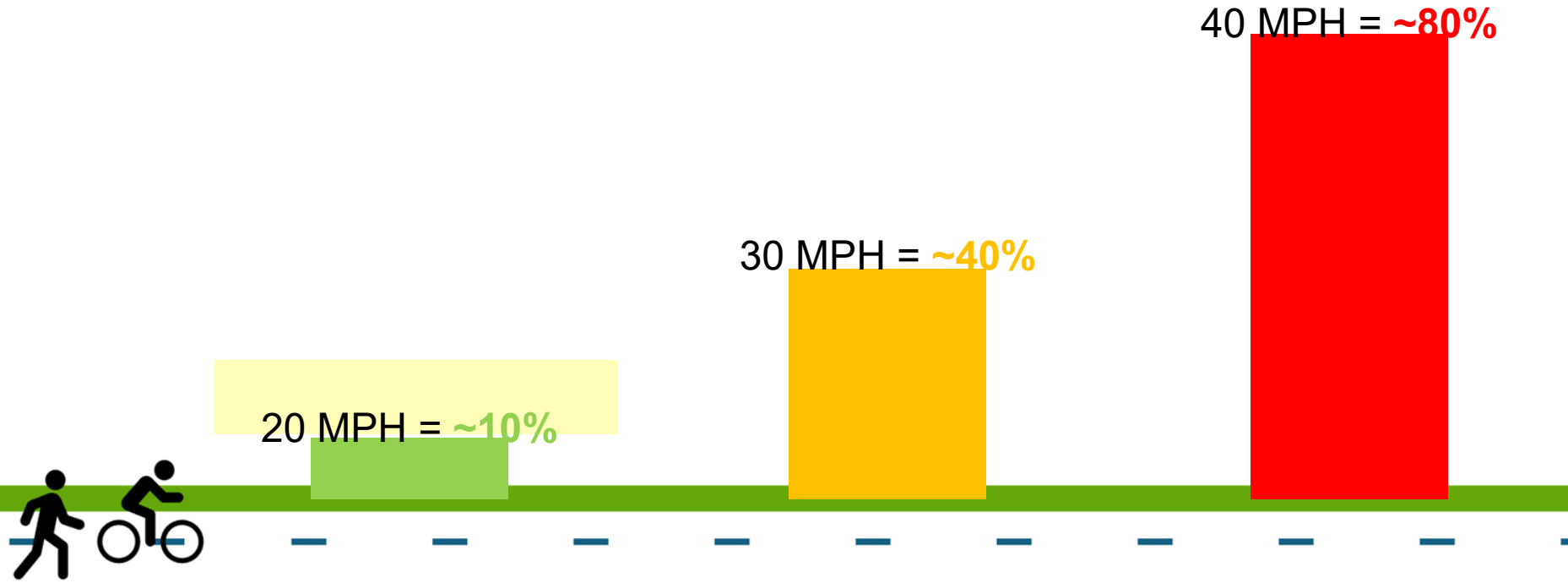
Safe Systems Approach





Source: FHWA.

Humans are Vulnerable - Pedestrian Risk Potential



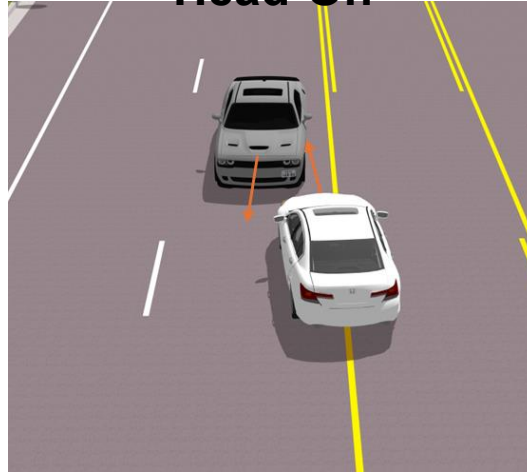
Risk Potential - Vehicles

Angle



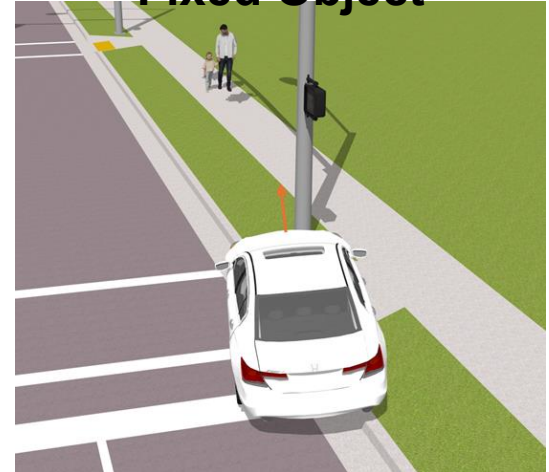
30 MPH

Head-On



30-45 MPH

Fixed Object



30 MPH

Humans Make Mistakes



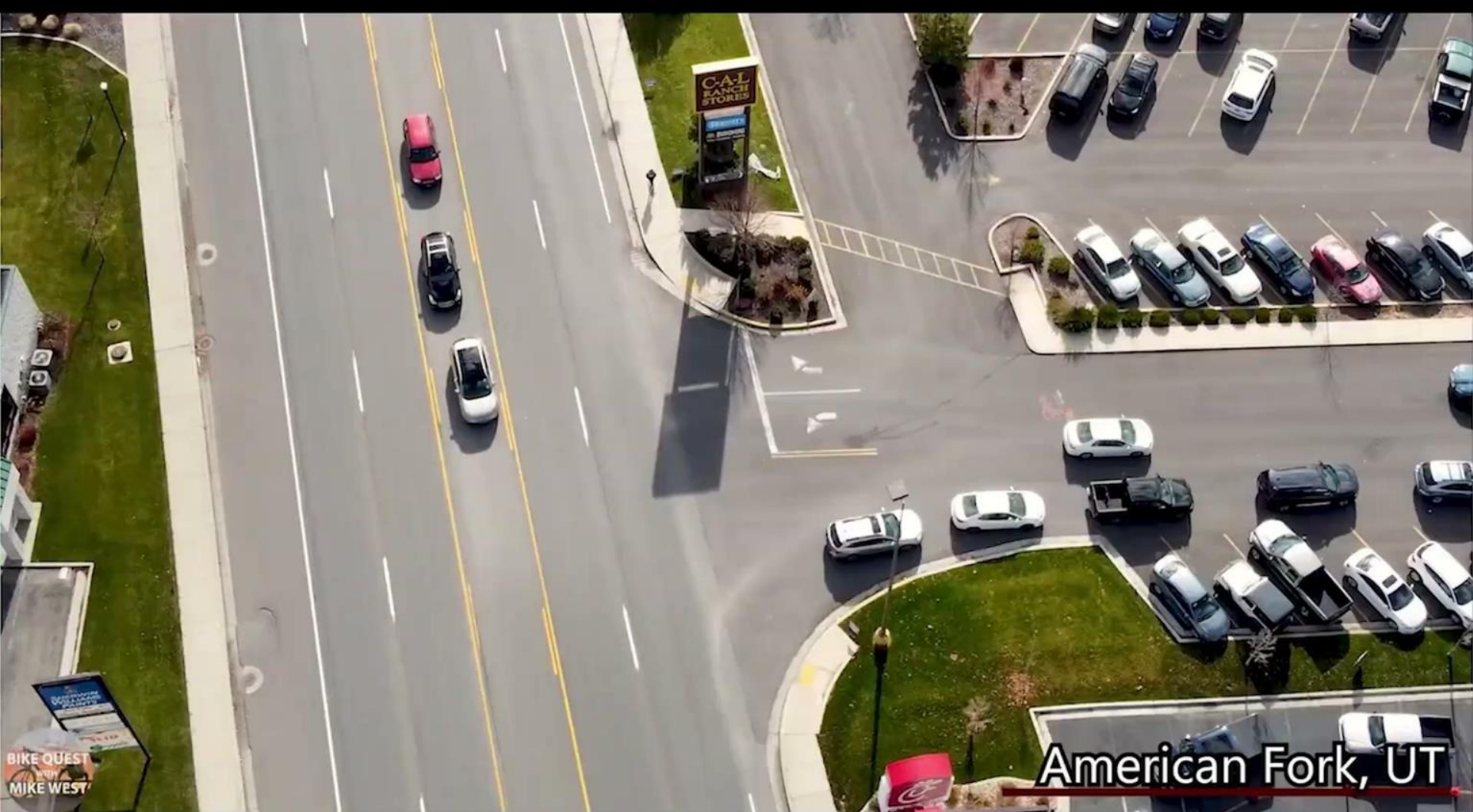


ONE WAY

STOP

ALL WAY

51 2025/08/09 19:33:28



Home » Local » Traffic

Man dies after being hit by car while crossing the street



Police lights. (Photo/Las Vegas Review-Journal)



By Taylor Lane Las Vegas Review-Journal

May 6, 2016 • 7:54 AM



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A pedestrian was killed Friday evening in the east valley while crossing the street outside of a marked crosswalk.

The Metropolitan Police Department said in a news release that the pedestrian, a 59-year-old man, was crossing East Cheyenne Avenue east of Las Vegas Boulevard North around 8:43 p.m. when he was struck by a BMW 325i.

Police said the man was taken to University Medical Center Trauma where he later died.

MOST READ

1 "We're trying to move the needle": WNBA investigating UVCVA's sponsorship of Aces players



2 Ellis Island targets Las Vegas Grand Prix in lawsuit



3 1 shot at UNLV parking garage; school vows 'enhanced' police presence



4 CARTOON: Biden protectionism



5 3 takeaways from Aces' win: Bookie earns praise in WNBA debut



Shared Responsibility - For Who?





Safe Users



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Safe Users



What Are Your Values?



What Are Your Values?



Safe System Implementation - Different Problems/Solutions

Hoboken - Daylighting/Calming



Jersey City - Bike Network



Daylighting

Hoboken has gone over seven years without a pedestrian fatality, with no recorded traffic deaths occurring since January 2017.

Hoboken

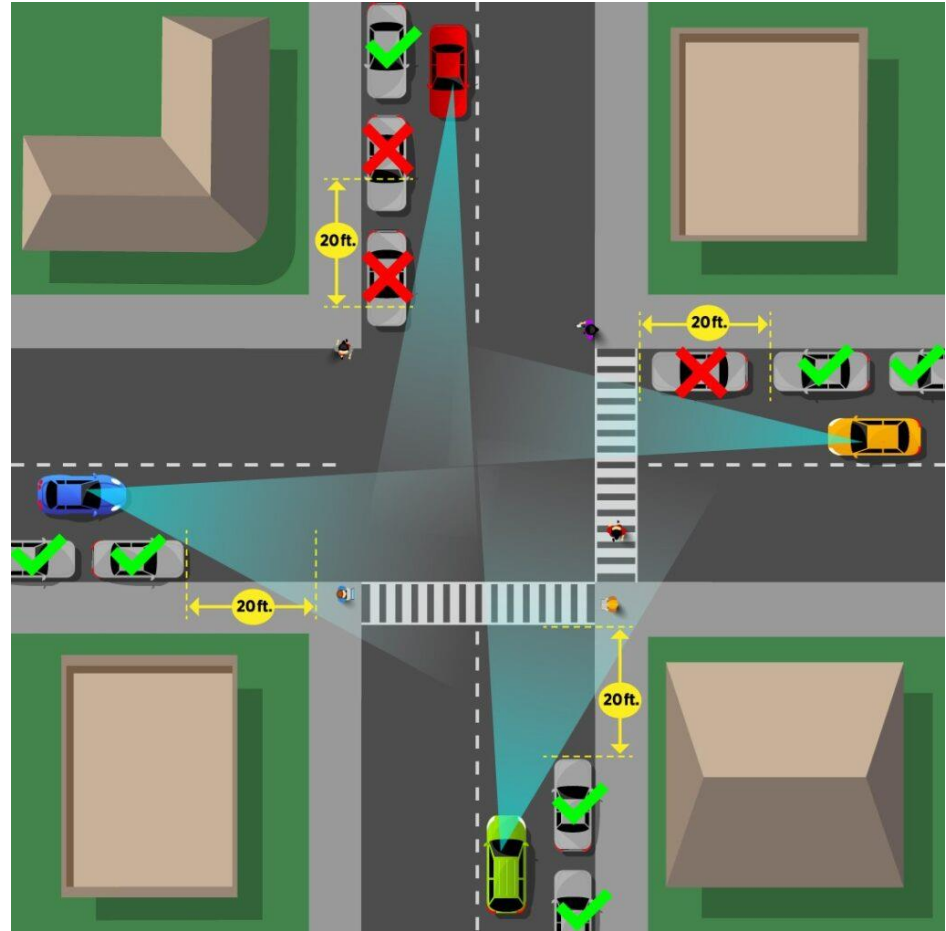
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What is Daylighting



What is Daylighting





Daylighted Street



Daylighted Street

Wide Streets

Narrow Streets

Narrow Streets

Low Cost Infrastructure

A photograph of a person walking away from the camera on a green-paved path. To the left of the path is a series of yellow and black striped barriers. Further left is a road with several white cars. The path is bordered by a white metal railing on the right. The scene is outdoors on a sunny day with shadows cast on the path. The text "Protected AT Lane" is overlaid in white on the left side of the image.

Protected AT Lane

Parking Protected AT Lane

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**Allows Jersey City to test out ideas
before more expensive infrastructure
is installed.**

Questions