

## **TMAC Meeting Minutes – January 15, 2026 DRAFT**

**Location:** Provo City Public Works / Zoom

### **Committee Members**

Beth Provence – West District, Committee Chair  
Noah Gordon – Northwest District, Committee Vice Chair  
Kendall Thurston – East District  
David Keller – Central District (Zoom)  
Greg Macfarlane – Academia (Zoom)  
Lisa Jensen – Planning Commission Member  
Jim Brookhart – Central District (Alternate)

### **Provo City Staff**

Kaehan Shour – Public Works, Engineer  
Vern Keeslar - Public Works, Traffic Manager  
Joseph Gandy - Public Works, Management Analyst/Public Information  
Hannah Salzl – Development Services, Planner/Planning and Sustainability  
Boden Golding - Development Services, Parking Enforcement Supervisor  
Sandra Bussio - Development Services, Parking Manager  
David Michelsen – Public Works, Engineer  
Danielle Nixon - Public Works, Engineer  
Judy Johnson – Public Works, Executive Office Assistant  
Ashley Suyak - Public Works, Executive Office Assistant

### **City Council**

Katrice MacKay

### **Guests**

Emma Thomas – BYU Public Health Student  
McKay Baker - BYU Public Health Student

#### **1. Introductions – TMAC Chair**

The meeting was called to order. Introductions were made, including new alternate members Jim Brookhart and Ryan Cole (not present).

## Staff Notes:

- Judy (Provo City Staff) announced her upcoming retirement effective February 12, 2026. Appreciation and congratulations were expressed.

### **2. Action Item – Approve Minutes from November 20, 2025**

- Motion: Approved by Lisa Jensen
- Second: Approved by Jim Brookhart
- Vote: Unanimous

### **3. BYU Student Project Presentation – Pedestrian & Micromobility Safety (800 North Corridor) – McKay Baker and Emma Thomas**

#### **Overview**

BYU Public Health students presented findings from a Fall 2025 capstone study analyzing pedestrian, cyclist, and micromobility activity and safety along the **800 North corridor (100 East to 700 East)**.

#### **Methodology**

- Video data collected at seven intersections over two 72-hour periods
- Manual observation and classification of pedestrians, cyclists, and micromobility users
- Near misses defined as vehicles passing within three feet of pedestrians or unsafe maneuvers in crosswalks

#### **Key Findings**

- **200 East & 800 North** is the highest-volume and highest-conflict intersection
  - 22,000 pedestrian/bike/micromobility movements over 72 hours
- Peak conflicts occur:
  - 10 minutes before/after each class hour
  - Evening rush hour (5:00 PM)
- Common safety issues:
  - Left-turn vehicle conflicts with pedestrians
  - Vehicles encroaching into crosswalks during congestion
  - Cyclists failing to fully stop and encountering visibility issues
  - Poor nighttime visibility, especially on the BYU (east) side
  - Pedestrian distraction (mobile devices)

- Significant visibility and lighting deficiencies at **300 East and 400 East**

### **Noted Trends (200 East Focus)**

- Left-turn vehicles advancing through crosswalks with pedestrians present
- Vehicles blocking crosswalks during peak pedestrian surges
- Higher vehicle speeds and sudden conflicts during off-peak periods
- Cyclist conflicts due to limited visibility and inadequate stopping behavior
- Severe multimodal congestion during peak evening hours

### **Recommendations**

#### **Short- to Mid-Term:**

- Install a traffic signal at 200 East & 800 North (with consideration of a pedestrian scramble)
- Improve street lighting along the east side of 800 North (BYU coordination)
- Install additional pedestrian hybrid beacons (e.g., 400 East)

#### **Long-Term:**

- Streamline pedestrian/bicycle crash reporting systems
- Coordinate with BYU on corridor-wide infrastructure and safety improvements
- Public Works to conduct a warrant analysis for a traffic signal at 200 East
- Staff indicated a pedestrian scramble may be appropriate, pending design and storage considerations
- Traffic signal installation at 700 East & 800 North confirmed as under design for summer installation
- Coordination with BYU Risk Management acknowledged as necessary for lighting and ramp/interface improvements

## **4. Discussion – Meeting Topics for 2026 – TMAC Chair Beth Provence**

Proposed and agreed-upon topics include:

- Utah Transit Authority (UTA) presentation (airport–intermodal connectivity, on-demand transit)
- MAG (Mountainland Association of Governments) regional transportation plan update
- East–West connectivity analysis within Provo (presentation planned for August 2026)
- Autonomous vehicle technology overview

## 5. Engineering Project Update – Engineering Staff

### **Lakeview Parkway / University Avenue – Danielle Nixon**

- Bridge work and intersection improvements progressing
- Temporary lane modifications expected to become permanent

### **820 North Bridge – David Michelsen**

- Demolition completed December 2025
- Ongoing foundation work (drilled shafts and stone columns)
- Target reopening: **Mid-June 2026**, pending conditions

### **University Avenue Bridge Replacement Update – Vern Keeslar**

- Project back on schedule after early issues
- Enhanced traffic control implemented
- Major utility and structural work ongoing

## 6. Adjourn

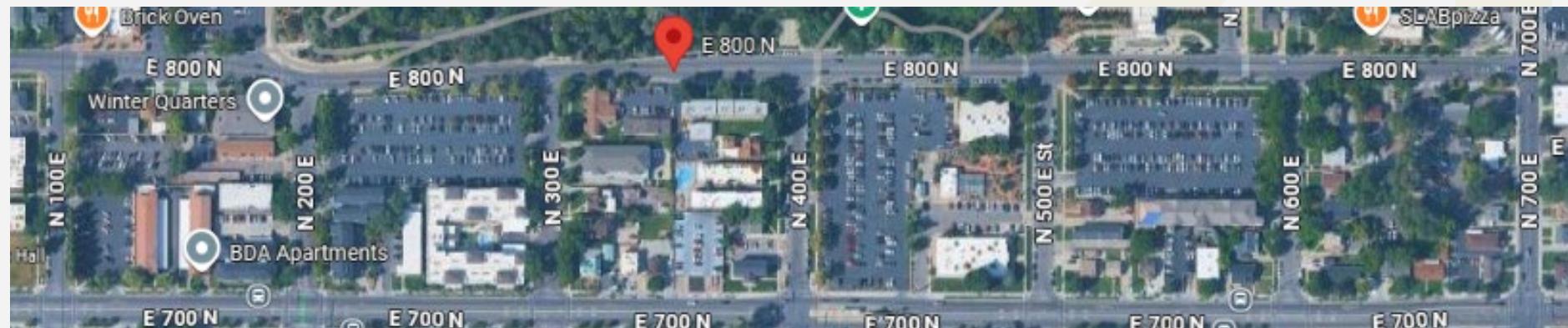
The meeting was adjourned at 1:35 PM with appreciation expressed to TMAC members, staff, and student presenters. The next meeting will be held On February 19, 2026, at 12:30 PM.

A full video/audio recording of this meeting can be found on YouTube at the link below:

[Provo City TMAC | January 15, 2026](#)

# Pedestrian and Cyclist Safety on 800 North

BYU Public Health Capstone Team



# Meet the team



Truman Hoggan

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I'm a Public Health student minoring in Healthcare Administration. I care deeply about improving community health outcomes and hope to make a meaningful impact in the communities I serve.

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Emma Mayo-Thomas

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I'm a Public Health promotion student passionate about improving community health.. I'm interested in creating programs that promote wellness and prevent disease at the local level. I enjoy collaborating with others to make health resources accessible and impactful for everyone.

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McKay Baker

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Born and raised on a blueberry farm in rural Northern CA, I've grown up with a strong work ethic, a love for nature, and an appreciation for community. As a Public Health student at BYU I'm expanding my understanding of how to drive meaningful change.

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McKenna Pouwer

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I'm a Public Health student minoring in design thinking and business. I hope to merge my interests in UX design, social impact, and health to create human centered solutions for society!

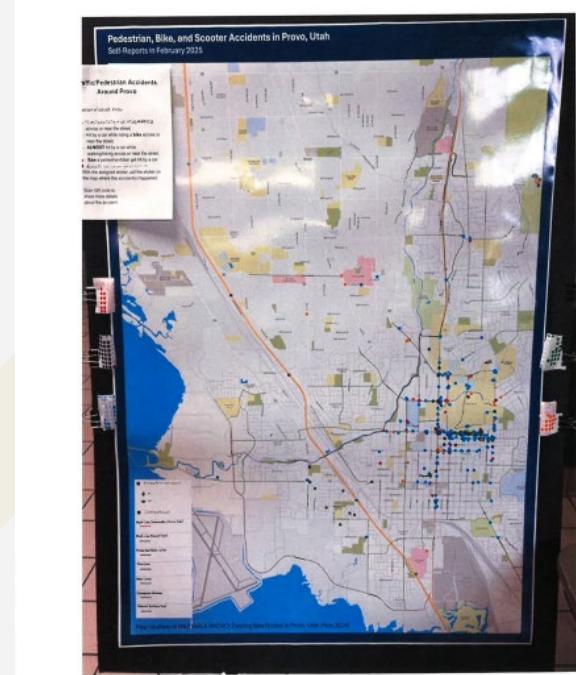
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# Background

Provo has claimed to be one of the safest cities for cyclists.

Last semester, we did preliminary research on street safety and infrastructure on streets around BYU. We found that **75%** of people felt unsafe crossing the road.

We also noticed a problem with the reporting system, where there was time limit while filing a claim, and pedestrians could only fill out the claim if they have the car's license plate number or VIN number.



# Background

Because of the confusion with the reporting system, data for accidents in Provo may be inaccurate or underreported.

This semester, we decided to look at footage on 800 N to determine if there is heavy traffic and understand pedestrian and cyclist behavior.

# Purpose

Our goal with this project is to gather accurate data on 800 N and help influence better infrastructure for pedestrians and cyclists.

We also hope our findings will educate Provo residents on safe practices for crossing roads, how to interact with other modes of transportation, and reducing near misses.

# Methods

9/30 - 10/2: Camera was set up for 72 hours:

- 100 E
- 200 E
- 300 E
- 400 E

10/6 - 10/9: Camera was set up for 72 hours:

- 500 E
- 560 E
- 700 E

201147 2025/09/29 12:59:53



201153 2025/09/29 13:07:45



404139 2025/09/29 13:13:18



404129 2025/09/29 13:22:30



201153 2025/10/06 11:35:39

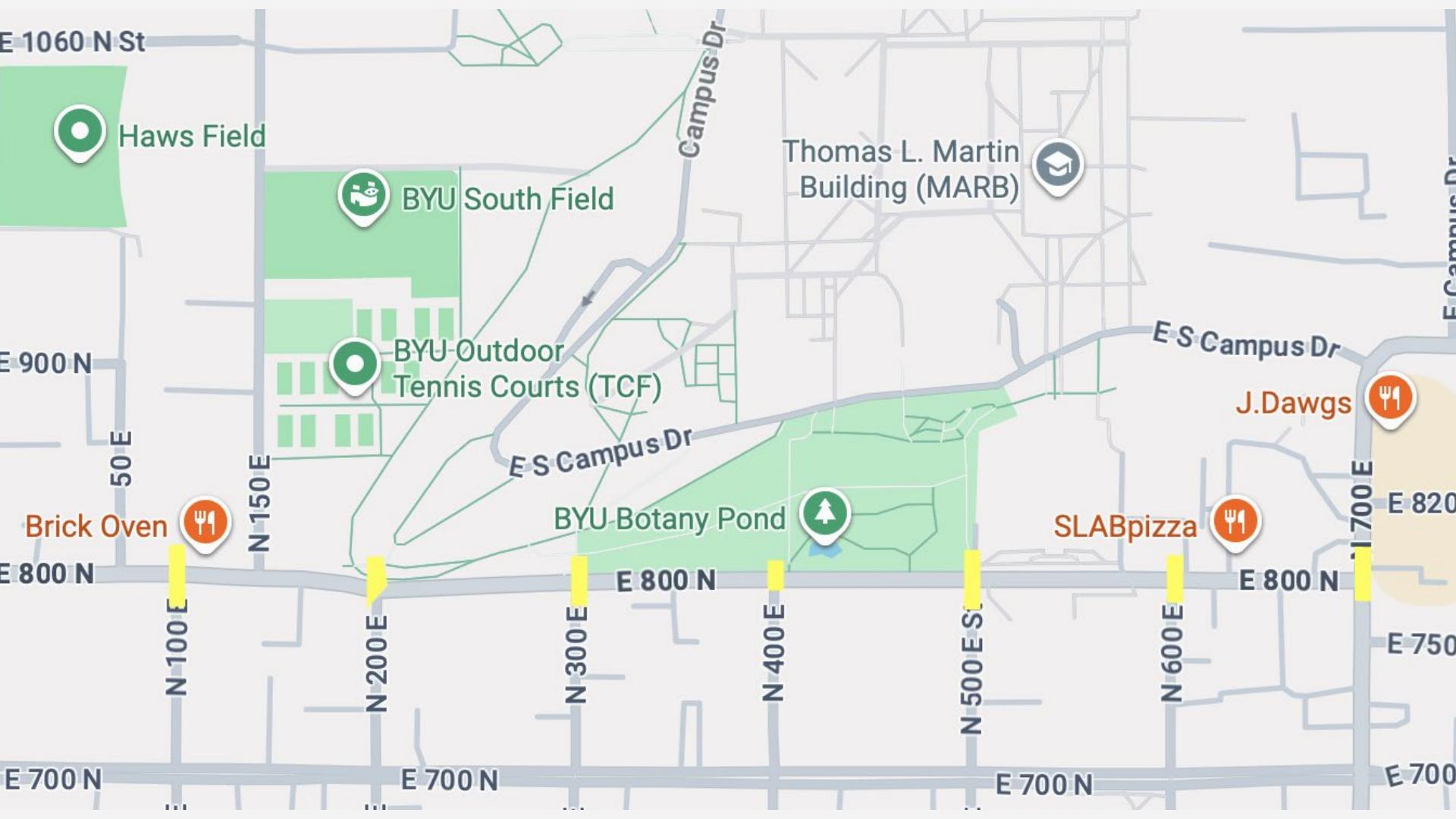


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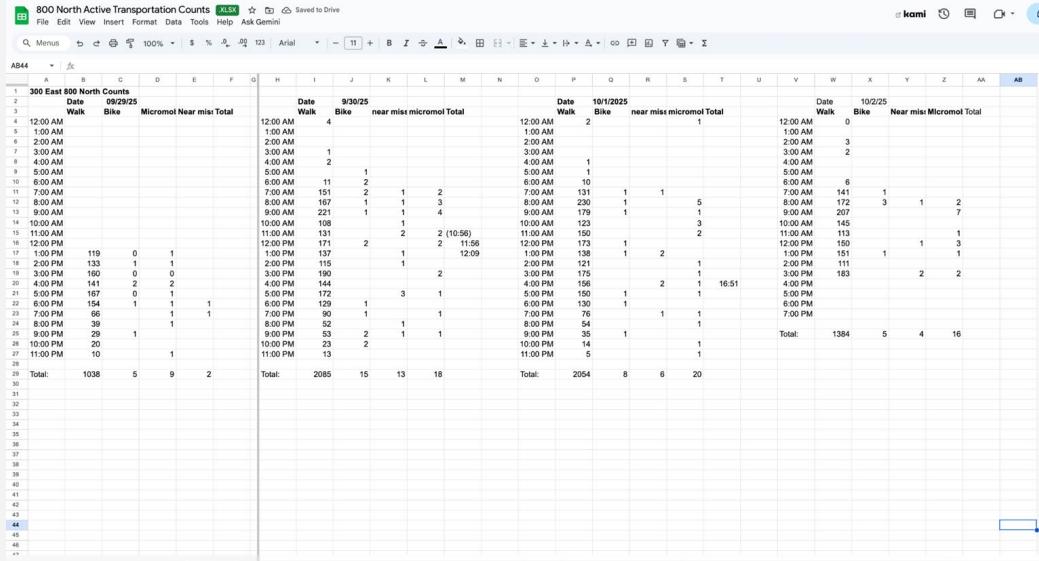
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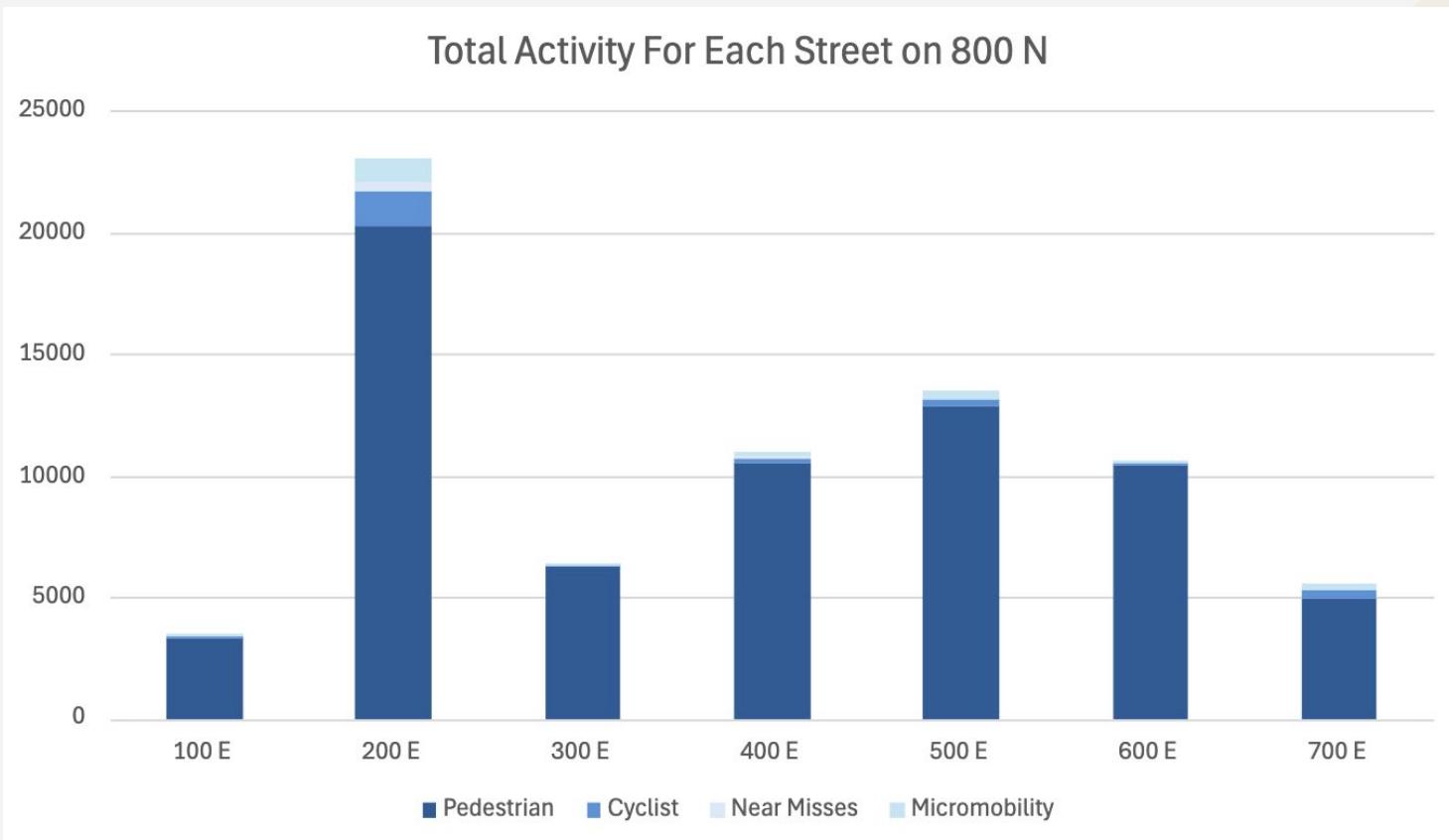
# Results

- We recorded our findings using excel sheets for each street.
- After we cleaned and filled out the sheets, we created charts and graphs to visualize different trends and patterns.

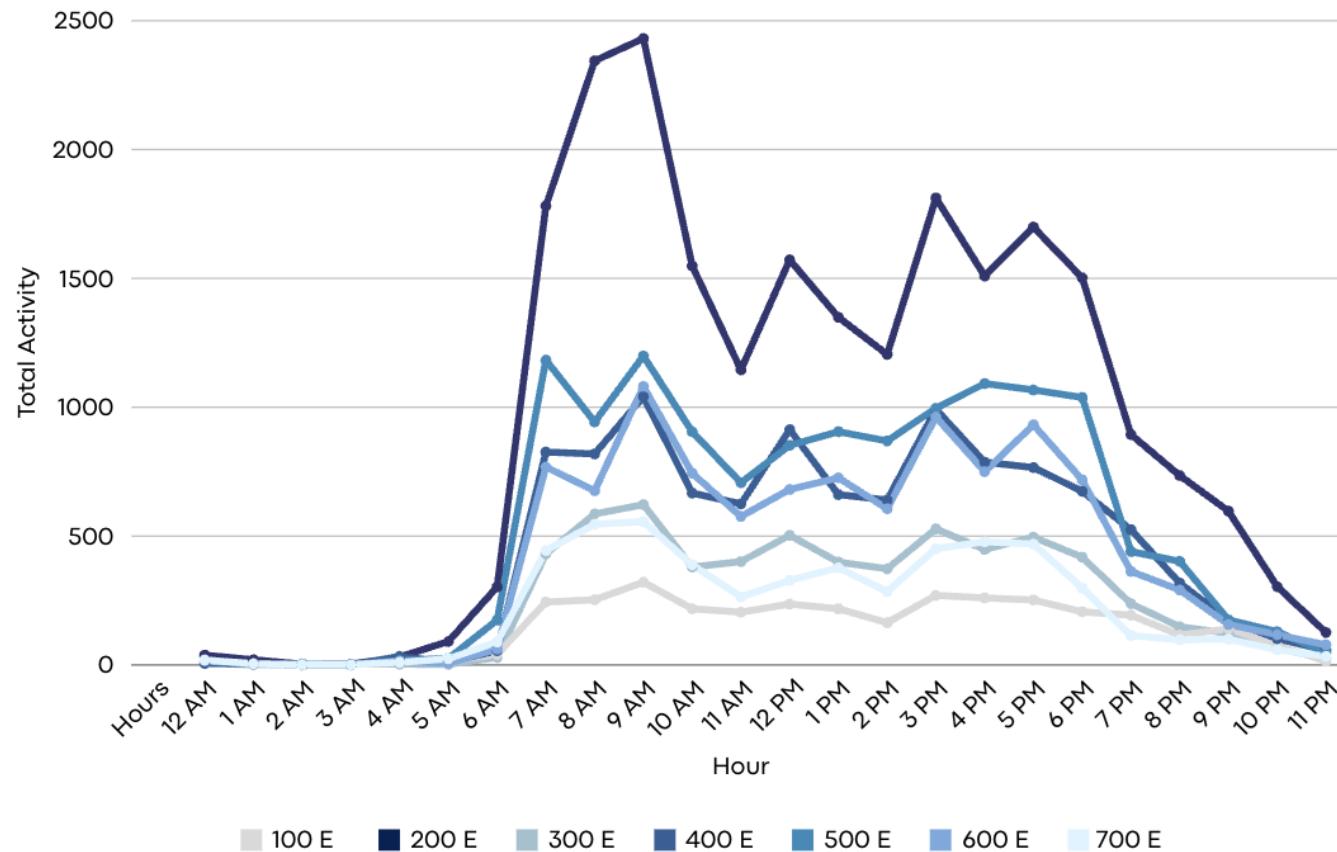


800 North Active Transportation Counts																																		
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB						
1	300 East 800 North Counts					Date	09/29/25	9/30/25					Date	10/1/2025	10/2/25																			
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28								
3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29								
4	12:00 AM	Walk	Bike	Micromot	Near miss	Total	12:00 AM	Walk	Bike	near miss	micromot	Total	12:00 AM	Walk	Bike	near miss	micromot	Total	12:00 AM	Walk	Bike	near miss	micromot	Total	12:00 AM	Walk	Bike	near miss	micromot	Total				
5	1:00 AM						1:00 AM						1:00 AM						1:00 AM															
6	2:00 AM						2:00 AM						2:00 AM						2:00 AM															
7	3:00 AM						3:00 AM	1					3:00 AM						3:00 AM															
8	4:00 AM						4:00 AM	2					4:00 AM						4:00 AM	1														
9	5:00 AM						5:00 AM	1					5:00 AM	1					5:00 AM	1														
10	6:00 AM						6:00 AM	11	2				6:00 AM	10					6:00 AM	6														
11	7:00 AM						7:00 AM	151	2	1	2		7:00 AM	131	1	1	5		7:00 AM	141	1													
12	8:00 AM						8:00 AM	167	1	1	3		8:00 AM	230	1				8:00 AM	172	3	1	2											
13	9:00 AM						9:00 AM	221	1	1	4		9:00 AM	176	1				9:00 AM	145												7		
14	10:00 AM						10:00 AM	108	1				10:00 AM	123	1				10:00 AM	113	1													
15	11:00 AM						11:00 AM	131	2	2	(10:56)		11:00 AM	150	2				11:00 AM	113	1													
16	12:00 PM						12:00 PM	171	2	2	11:56		12:00 PM	173	1				12:00 PM	151	1													
17	1:00 PM	119	0	1			1:00 PM	137	1				1:00 PM	159	1	2			1:00 PM	151	1													
18	2:00 PM	133	1	1			2:00 PM	115	1				2:00 PM	121	1				2:00 PM	111	1													
19	3:00 PM	160	0	0			3:00 PM	190					3:00 PM	175	1				3:00 PM	183	2	2	2											
20	4:00 PM	141	2	2			4:00 PM	144					4:00 PM	159	2	1	16:51		4:00 PM	150	1	1	3											
21	5:00 PM	167	0	1			5:00 PM	172	3	1			5:00 PM	169	1				5:00 PM	151	1													
22	6:00 PM	154	1	1	1		6:00 PM	129	1				6:00 PM	130	1				6:00 PM	111														
23	7:00 PM	66	1	1	1		7:00 PM	90	1	1			7:00 PM	76	1	1			7:00 PM	70														
24	8:00 PM	38		1			8:00 PM	52	1				8:00 PM	54	1				8:00 PM	54	1													
25	9:00 PM	29	1				9:00 PM	53	2	1	1		9:00 PM	47	1				9:00 PM	47	1													
26	10:00 PM	20					10:00 PM	23	2				10:00 PM	14					10:00 PM	14	1													
27	11:00 PM	10		1			11:00 PM	13					11:00 PM	5					11:00 PM	5	1													
28	Total:	1038	5	9	2		Total:	2085	15	13	18		Total:	2054	8	6	20		Total:	1384	5	4	16											
29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59				

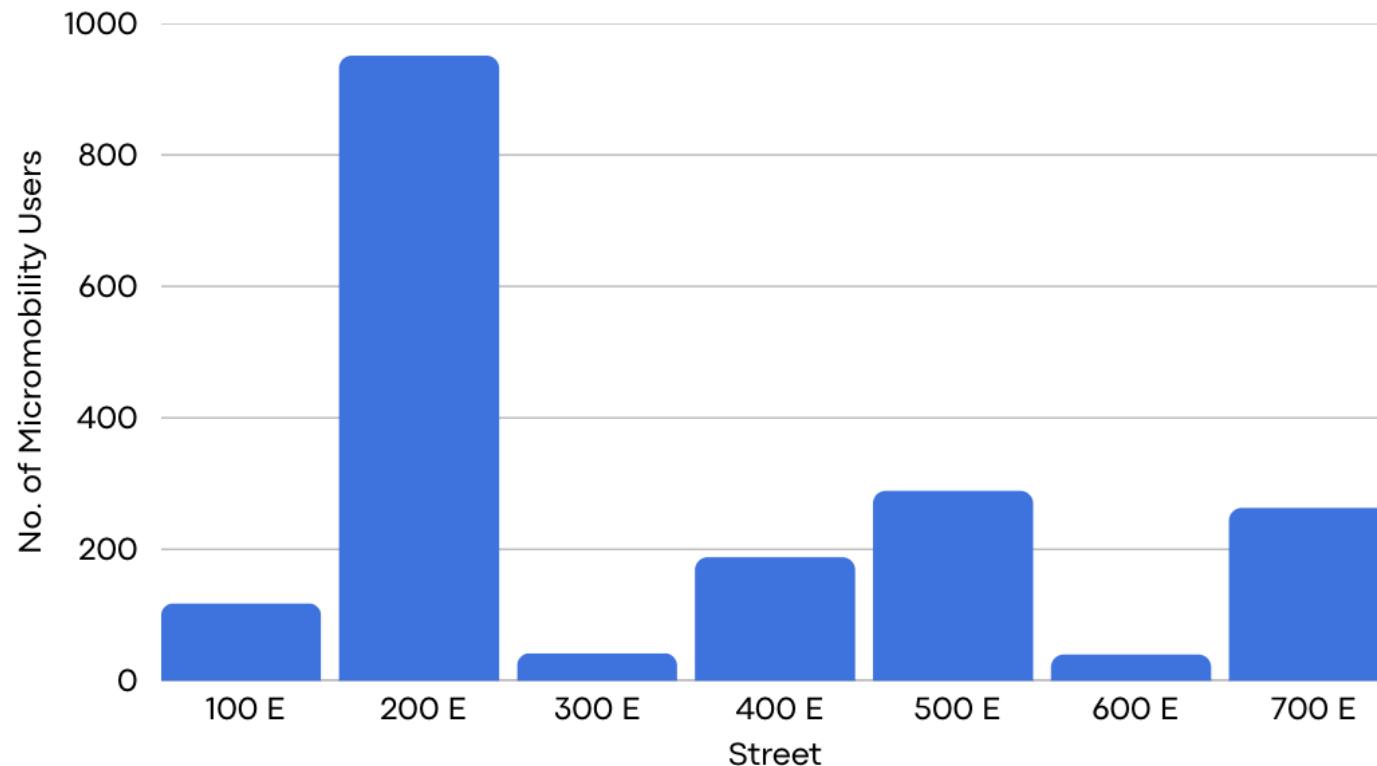
# Results



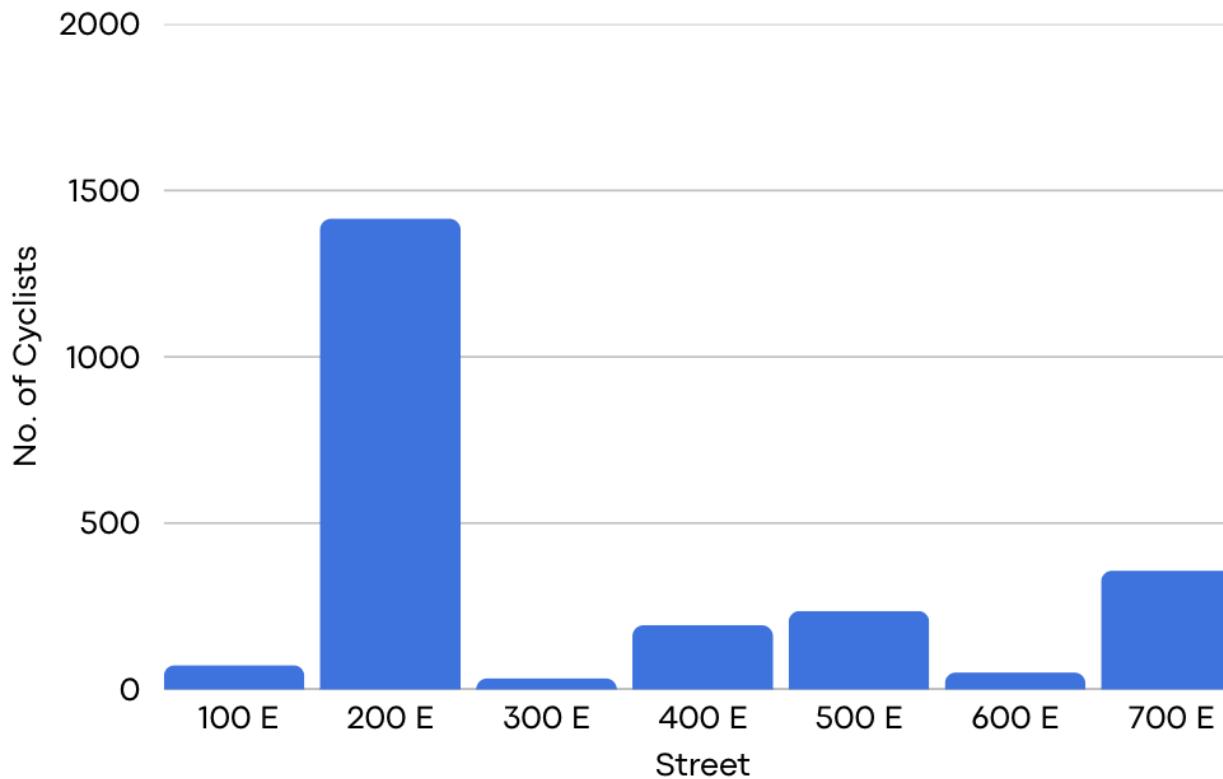
## Total Activity on 800 N (Per Hour)



## Total Micromobility (Per Street)



## Total Cyclists on 800 N (Per Street)



# 41-6a-1002 Pedestrians' right-of-way -- Duty of pedestrian

The operator of a vehicle shall yield the right-of-way by slowing down or stopping if necessary: (i) to a pedestrian crossing the roadway within a crosswalk when the pedestrian is on the half of the roadway upon which the vehicle is traveling; or (ii) when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.

# NEAR MISS EVENT TRENDS

## Legend

Vehicle:



Cyclist:



Pedestrian:



# Trend 1: Left - Turn Conflicts at Parallel Pedestrian Crossings



## Observed Pattern

Vehicles turning **left** onto 800 North frequently commit to the turn while pedestrians and bicyclists are actively crossing within the marked crosswalks and bike lane.

## Pedestrian Impact

Pedestrians are often required to:

- Stop abruptly mid-crossing, or
- Deviate from their intended path to avoid turning vehicles
- Left-turning vehicles commonly maintain speed or accelerate through the turn

# Trend 2: Eastbound Vehicle Encroachment into Active Pedestrian Crosswalk



## Observed Pattern

Vehicles traveling **eastbound** frequently enter the **easternmost pedestrian crosswalk**, then slowly advance into the intersection before accelerating through gaps in pedestrian traffic.

This behavior occurs frequently during **peak pedestrian volumes**, particularly:

- **10 minutes before the hour**, coinciding with class transitions

## Pedestrian Impact

Pedestrians experience:

- Reduced usable crossing space
- Sudden vehicle movements within the crosswalk

# Trend 3: Eastbound Vehicle Conflicts During Off-Peak Pedestrian Flow



## Observed Pattern

Vehicles traveling **eastbound** and **westbound** during lower pedestrian traffic periods.

- Drivers stop briefly to observe gaps in pedestrian flow
- Upon seeing a gap, vehicles accelerate to cross
- Pedestrians entering unexpectedly from stairs may require abrupt braking

## Pedestrian Impact

- Sudden vehicle acceleration increases risk for pedestrians entering the crosswalk
- Distractions (e.g., mobile device use) may reduce pedestrian awareness of approaching vehicles
- Conflicts are more likely when pedestrians are entering unexpectedly

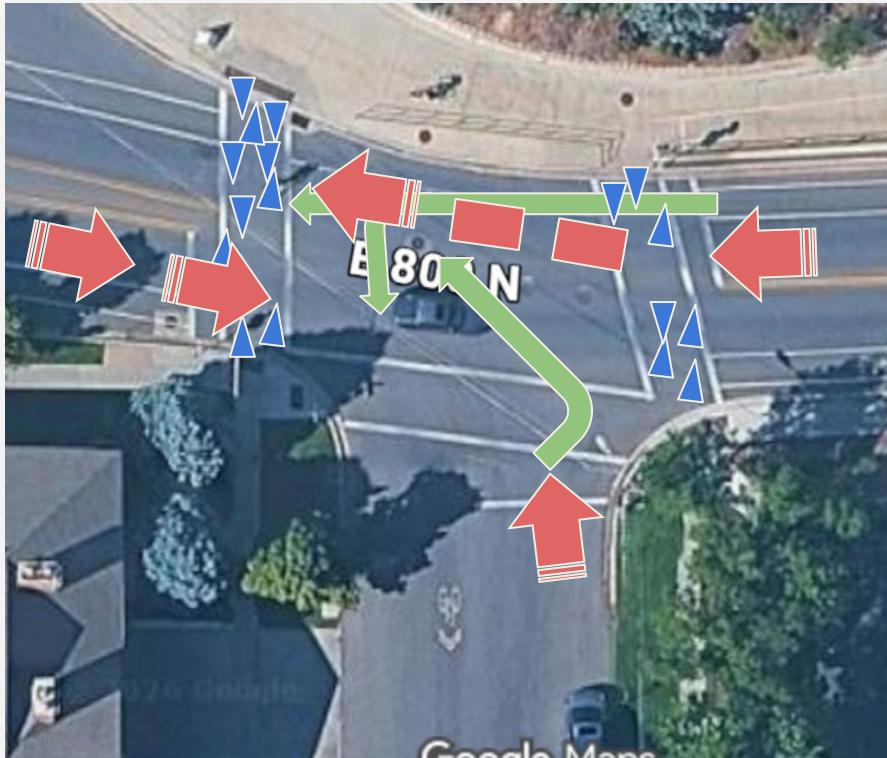
# Trend 4: Cyclist Conflicts at Crosswalk Bike Lane Intersections



## Observed Pattern

- Cyclists frequently approach the intersection **at high speed**
- Visibility of pedestrians in the crosswalk is often **obstructed by vehicles stopped to the left**
- Cyclists often do **not come to a complete stop at the stop sign**
- To avoid pedestrians, cyclists may:
  - Brake abruptly
  - Shift into the **oncoming vehicle lane**
  - Weave between vehicles

# Trend 5: Multimodal Congestion and Conflict During Peak Traffic Periods



## Observed Pattern

- During **high congestion periods** (e.g., 5:00 PM rush hour), northbound cyclists and micromobility users:
  - Stop at the stop sign as expected
  - Enter the crosswalk to access the bicycle/micromobility lane up the hill
- High vehicle volumes frequently **block the intersection**, reducing space for cyclists
- Westbound bicycle lane traffic adds **additional congestion** and potential conflict points

## Pedestrian Impact

- Cyclists may push through pedestrian areas to maintain flow
- Interactions become more unpredictable due to crowding and vehicle obstruction

# PEDESTRIAN VISIBILITY CHALLENGES



*Videos are anonymized and focus solely on system -level visibility factors; no near misses are shown.*

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# PATTERNS & TRENDS

The data speaks for itself. It is *dangerous* to be a pedestrian.

## Observations:

- Higher traffic about 10 minutes before the hour
- Tons of walking pedestrians
- A significant amount of people walking distracted on devices
- Many people not using the crosswalk
- Drivers go at high speed and decelerate abruptly often IN the crosswalk, with the stopping distance not far enough back.
- Cyclists often do not use helmets or lights when dark

# RECOMMENDATION

- **S**tinstall Stoplights at the intersections of 700 East, and 200 East intersecting 800 North to improve safety at high-traffic locations.
- Remove Left-Turn Access at North 150 East to reduce vehicle accidents and enhance pedestrian safety.
- Improve Street Lighting along the east side of 800 North, especially at 300 East and 400 East intersections.
- Install additional Pedestrian Hybrid Beacons (PHBs) at 400 East and 580 East to improve pedestrian crossings.
- Develop a Streamlined Accident Reporting System for pedestrians and cyclists, such as a digital app, to address underreporting of accidents and near-misses.
- Collaborate with BYU to improve infrastructure and increase safety along the 800 North corridor, particularly lighting and crosswalks.

# Thank you