



MAG



M A G

Expert Resources. Enriching Lives.



MAG's Mission is to empower communities to achieve their vision in Summit, Utah, and Wasatch counties.

Main programs in the Planning Department:

- Transportation Improvement Plan/TIP (4 years of funding)
- Regional Transportation Plan/RTP (Planning for Growth through 2050)
- Technical Assistance to Governments (such as Station Area Plans)

<https://www.youtube.com/@mag7859/featured>

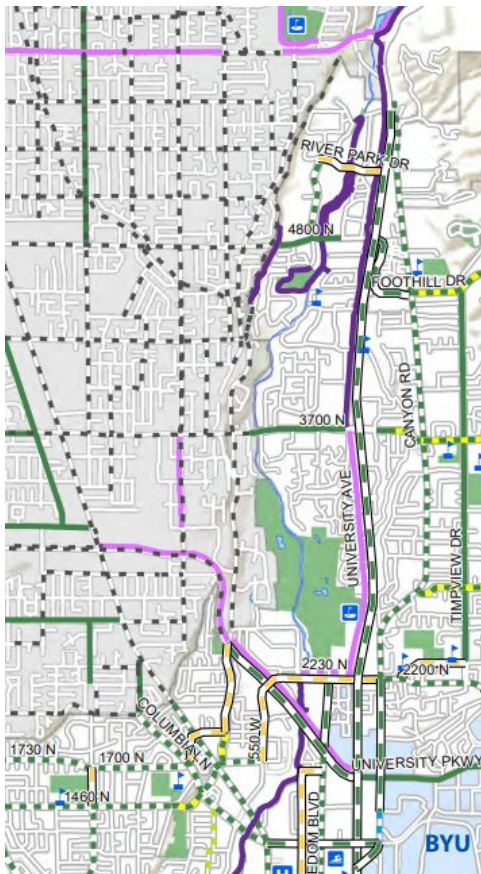


Carterville Potential

April 2022 Bike Ride

Gordon Haight
John Bunderson
Ben McMurry
Chris Wiltsie
Aaron Skabelund
Orem City
Riverwoods





Provo's Bike Plan Phase 2 (2013)

Marked Shared Roadway

Existing Bikeways

- Shared Use Path
- Sidepath
- Bike Lane

Proposed Bikeways

- - - Shared Use Path
- - - Sidepath
- - - Cycle Track
- - - Buffered Bike Lane
- - - Bike Lane
- - - Bike Boulevard
- - - Uphill Bike Lane / Downhill Shared Lane
- - - Marked Shared Roadway
- - - Signed Shared Roadway
- - - Proposed Orem Bikeways

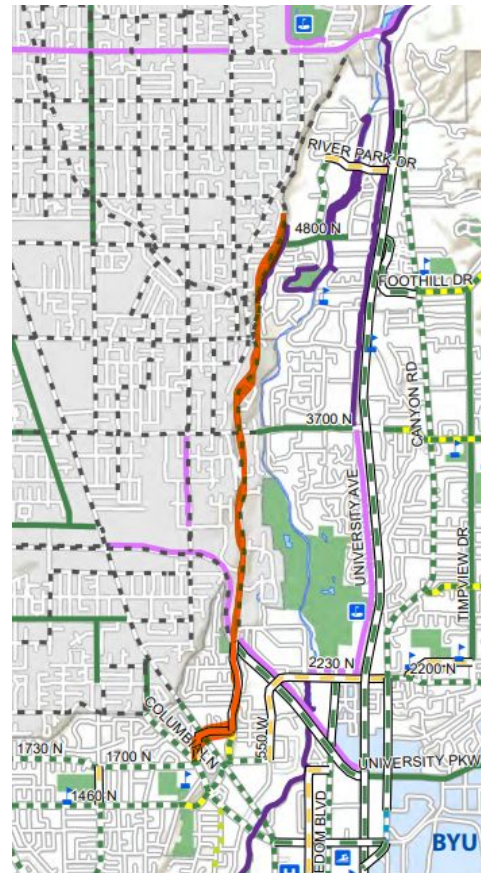
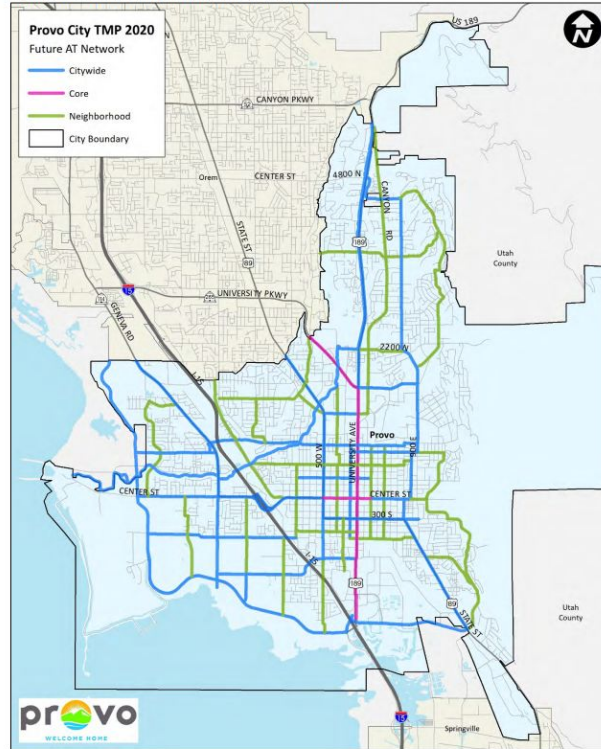


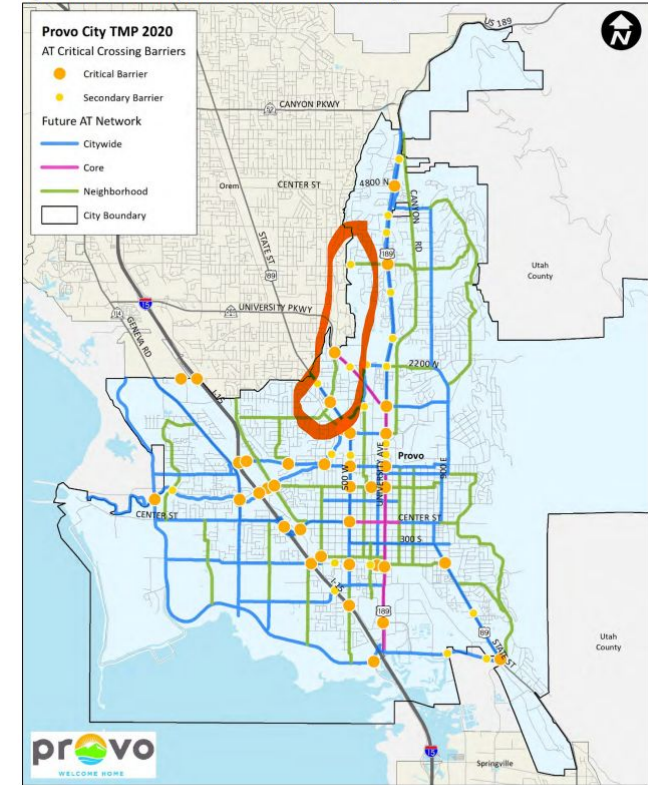
Figure 5.4: Active Transportation Combined Network



Transportation Master Plan 2020

-Phase 1b Active Transportation Priority Projects includes Carterville Road from University Parkway to 1720 North (pg 99)

Figure 5.6: Active Transportation Critical Barrier Crossings





What are Bike Boulevards?

“Bicycle boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle Boulevards use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.

“Many of the treatments presented... not only benefit people on bicycles, but also help create and maintain “quiet” streets that **benefit residents and improve safety for all road users.**”

See [NACTO](#) guidance

Relatively cheap and easy to create

Quiet streets benefit all users

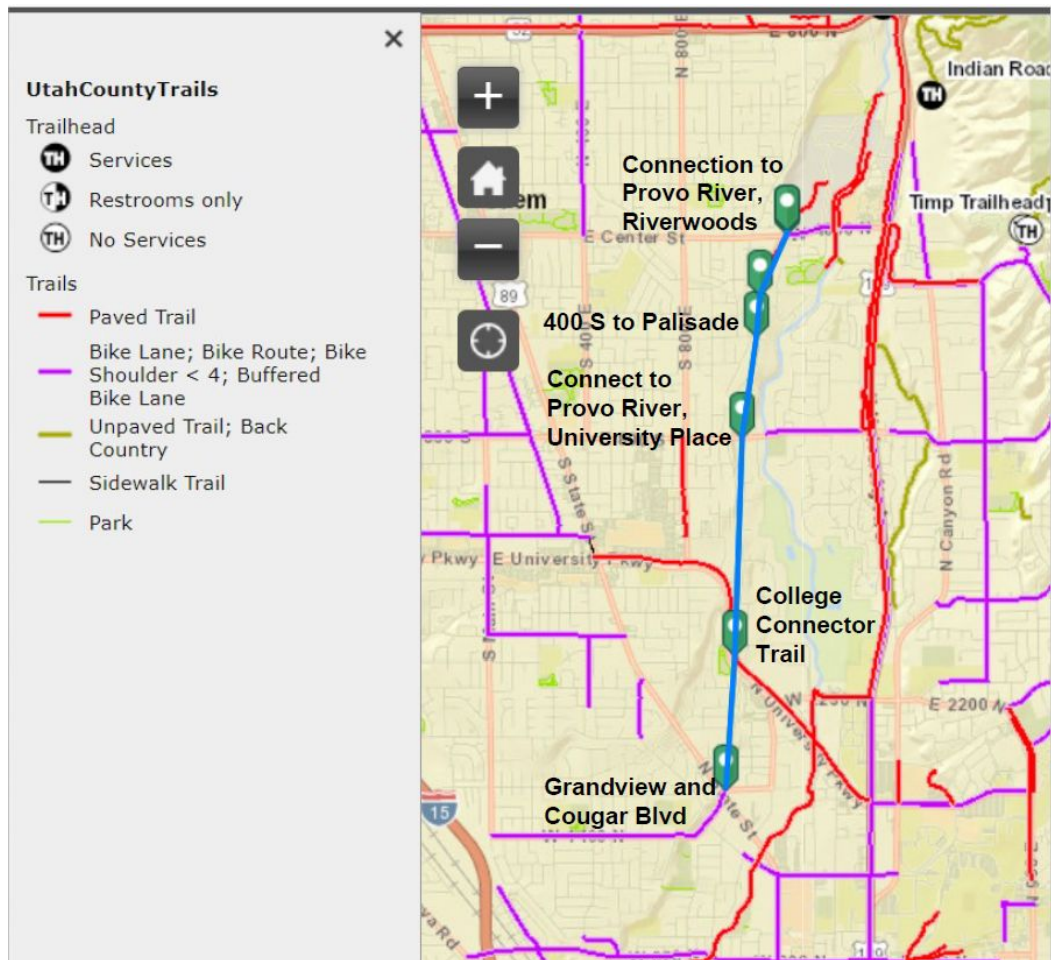
Cartersville already has high bike use, connectivity, and low speed

Strava Heatmap



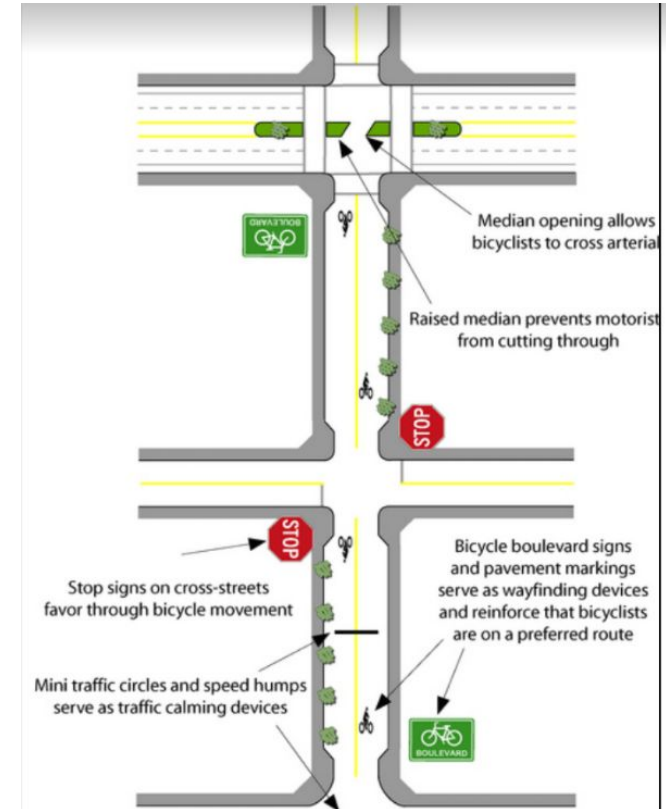
1) Route Planning: Direct Access to Destinations

- Starts near Riverwoods Mall
- Intersects with Palisade Dr, an existing Bike Route
- Crosses Orem 800 S/Provo 3700 N which has buffered bike lanes connecting with the Provo River Trail
- Intersects the College Connector Trail near University Place Mall
- Ends near on Provo's Grandview Lane, a road with bike lanes



2) Signs and Pavement Markings: Easy to find and follow

See page 12 of Orem's 2010 City of [Orem Bicycle and Pedestrian Study](#) prepared by Alta Planning & Design or mountainland.org/wayfinding



2) Signs and Pavement Markings: Easy to find and follow



3) Low vehicle speeds and volumes

- Existing speed bumps on about 1.5 miles of road
- Curving, narrow road naturally reduces speed
- Speed indicator around 900 S

Palisade has about 500 trips/day, Carterville can't be much higher.



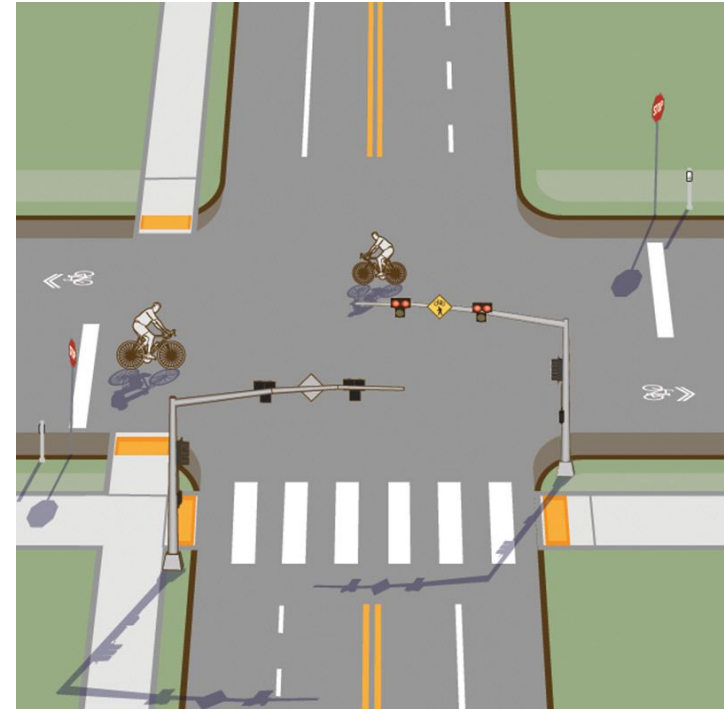
4) Street Crossings: Safe and minimize delay

Orem 800 S/Provo 3700 N is a major barrier with no current signalization.

In Provo, the intersection of Carterville and State St is marked as a critical barrier.



Carterville @ 800 S Orem



Next Steps?

- Community buy-in
- Place temporary signs to raise awareness
- Decide on needed signs, pavement markings, and branding
- Incorporate into regional bike network
- Plan a safe crossing at 800 S/3700 N
- Determine if there should be traffic calming on the southernmost mile in Provo



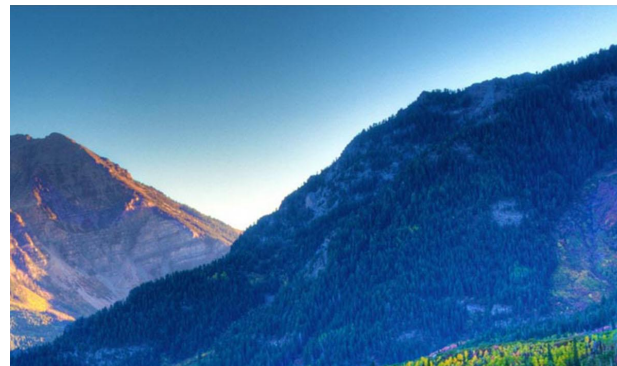


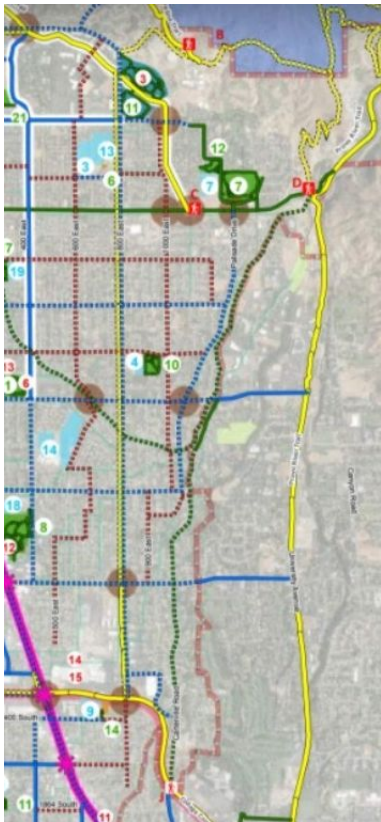
Questions? Concerns?

Call Shauna Mecham

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smecham@mountainland.org





Orem 2017 Bike Plan

Identified in Orem's Bike plan as a proposed multi-use path (green dotted line)



Provo Bike Boulevard Intersections



NACTO Guidance (National Association of City Transportation Officials)

Many local streets with low existing speeds and volumes offer the basic components of a safe bicycling environment. These streets can be enhanced using a range of design treatments, tailored to existing conditions and desired outcomes, to create bicycle boulevards. Design treatments are grouped into measures that provide the following benefits.

1. Route Planning: Direct access to destinations
2. Signs and Pavement Markings: Easy to find and to follow
3. Speed and Volume Management: Slow motor vehicle speeds and low volumes
4. Street Crossings: Minimal bicyclist delay, are safe and convenient
5. Green Infrastructure: Enhancing environments

Many of the treatments presented in this section not only benefit people on bicycles, but also help create and maintain “quiet” streets that benefit residents and improve safety for all road users.