

PROVO CITY PUBLIC WORKS COMPLETE STREETS POLICY

Last Revised 10/06/2021

1. Purpose

The purpose of this Complete Streets Policy Summary is to compile in one location references to the various City guidance, policies, and standards that work together to establish a city-wide Complete Streets network.

2. Reference Documents

Provo City refers to the following documents in the planning and design of streets:

- 1) Provo City Transportation Master Plan (TMP)
- 2) Provo City Public Works Department Development Design Standards
- 3) Provo Standard Drawing Details
- 4) Provo City General Plan
- 5) Provo City Bicycle Master Plan
- 6) American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets
- 7) Utah Department of Transportation (UDOT) Roadway Design Manual
- 8) UDOT Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways (FHWA's MUTCD as amended for use in Utah)
- 9) National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide

3. Bicycle Infrastructure

Chapter 5 – Active Transportation of the 2020 TMP “provides a framework for priority and investment in street infrastructure for walking, bicycling, transit access, and other active transportation modes” (TMP, pg. 73). The 2013 Provo Bicycle Master Plan is “utilized as an important reference in the implementation of Chapter 5 of the TMP” (TMP, pg. 104). The active transportation network identified in Chapter 5 of the TMP provides guidance to incorporate bicycle infrastructure into public street improvement projects.

4. Public Transit

Public transit in Provo City is provided by the Utah Transit Authority (UTA) and includes the FrontRunner commuter train, the UVX Bus Rapid Transit, various bus routes, and paratransit services. Chapter 5 of the TMP summarizes existing and proposed major transit investment corridors within Provo City that are identified in the TransPlan50 regional transportation plan produced by the Mountainland Association of Governments (MAG). Provo City works with MAG, UTA, Utah County, and surrounding municipalities to implement the public transit network identified in the TMP and the TransPlan50.

5. Sidewalks and Trails

Several established policies and standards work together to implement a connected pedestrian network of sidewalks and trails throughout the City. Provo City standard details P-900 and P-901 require minimum six (6)-foot sidewalks on both sides of the street. Neighborhood plans adopted as appendices to the Provo City General Plan require wider sidewalks along specific streets identified as major pedestrian corridors. Provo City standard

Details P-903 thru P-909 also require handicap access ramps at all new intersections for all street types. The Provo City Parks and Recreation Master Plan identifies several projects to enhance and expand Provo's trail system. Provo City Code 15.10.080 addresses repair, removal, and replacement of defective sidewalk.

6. Street Trees and Landscaping

Provo City standard details P-900 and P-901 require seven (7)-foot planters (parkways) between the curbs and sidewalks as the base standard. For some streets, neighborhood plans adopted as appendices to the Provo City General Plan require other specific parkway landscape requirements; however, they all require street trees and landscaping. Provo City code 15.20.120 also requires that the parkway be landscaped, including specific street tree spacing and minimum size requirements.

7. Traffic Calming and Safety

Requiring street trees and landscaping to beautify the streetscape entails one aspect of traffic calming. In addition, Provo City standard details P-904, P-905, P-907, P-908, and P-909 require "bulbouts" at local street intersections, a traffic calming treatment where the section of the road near the intersection is narrowed from 30-36 feet to 24-26 feet. Provo City Code 15.03.200 allows roundabouts for intersections on collector and local streets, which studies have shown to result in less severe crashes than signalized intersections. Chapter 3 of the TMP details a safety analysis performed for the street network, identifies specific corridors with high crash data, and provides safety recommendations that include considerations for bicycle and pedestrian safety.

8. Storm Water Quality

Chapter 11 of the Provo City Storm Drainage System Design and Management Manual establishes a storm water quality requirement for new and redevelopment projects over one (1) acre, including streets. Projects must infiltrate the eightieth (80th) percentile storm if feasible, or if infiltration is infeasible, they must use alternative treatment methods to treat the eightieth (80th) percentile storm before discharging downstream.

9. Application and Conflicts

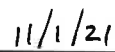
The intent of this document is to summarize and provide reference to the plans, documents, and ordinances that govern the issues referenced herein. Nothing in this document is intended to create new policy that does not exist in those plans, documents, and ordinances. If there is any conflict between this document and any of the plans, documents, and ordinances referred to herein, those referenced sources shall control.



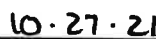
Dave Decker, Public Works Director



Wayne Parker, CAO



Date



Date