Provo City Transportation Mobility Advisory Committee Meeting

May 16, 2024 Minutes

Item 1 – **Introductions**

The meeting was called to order and attendees were welcomed at 12:30 PM by Mr. Geoff McLaughlin, TMAC Vice-Chair. Those in attendance:

Committee Members

James Hamula – District 1
Joy McMurray – District 2, Committee Chair (arrived just after 12:30 PM)
Geoff McLaughlin – Alternate, Committee Vice-Chair
Beth Provence – District 3
Lisa Jensen – Planning Commission Member (At Large)
Greg McFarlane – Academia (At Large)

City Staff

Vern Keeslar – Public Works, Traffic Manager
Kaehan Shour – Public Works, Engineer
David Day – Public Works, Engineer
Joseph Gandy – Public Works, Management Analyst/Public Information
Judy Johnson – Public Works, Engineering Office Assistant
Hana Salzl – Development Services Planner/Planning and Sustainability
Boden Golding – Development Services, Parking Enforcement Supervisor

Council Members

Katrice Mackay – Council Chair

Others:

Charles Allen – Consultant - Parametrix Consultants

Item 2 – Action Item - Approval of April 18, 2024 TMAC Meeting Minutes

Mr. McFarlane made a motion to approve the minutes of the April 18, 2024 meeting; Ms. Provence seconded the motion, and the minutes were unanimously approved by the TMAC members.

Item 3 – Information Item – Conservation and Resiliency Plan – Hannah Salzl

Ms. Salzl explained that her PowerPoint, titled *Transportation Goals in Recent Plans*, contains much more information than she has time to present in detail. The following topics are included in the presentation.

1. Transportation Context
2. General Plan Survey Findings
3. General Plan
4. Conservation and Resiliency Plant
5. Hillsides and Canyons Plan
6. River and Lakeshore Plan
7. MAG TransPlan2050

Discussion on these topics included:

- About 96% of the miles travelled in Provo are by car. Cars will likely continue to be the main mode of transportation. However, Provo's population is expected to increase rapidly in the coming decades. Provo should focus on a holistic, connected, diverse network in order to avoid overburdening any single element of that network.
- Shared findings from the citywide General Plan survey in 2021, which found that managing traffic flow, providing safe alternate transport choices, and improving air quality were all among residents' top priorities.
- The General Plan focuses on a "connected network of streets, trails, and tracks that efficiently moves people, goods, and services through the city by a variety of means."
- The Conservation and Resiliency Plan focuses on reducing emissions by reducing single-occupancy vehicle trips, making low-emissions transportation options more attainable, and helping cars move efficiently through the road network.
- The Hillsides and Canyons Plan aligns with the Provo Trails Plan and recommends improving connectivity and access for the trails, reducing conflicts between different modes on trails (e.g., hikers, bikes, e-bikes, horses, ATV's), and improving safety by avoiding watersheds and ensuring emergency medical services can access the trails quickly.
- The River and Lakeshore Plan also aligns with the Provo Trails Plan and recommends adding access points to the Provo River Trail, orienting future development toward the river, and considering a blue trail route along the river for watercraft.
- The Mountainland Association of Government's TransPlan50 was adopted in 2020 and is updated every four years. Its goal is to "minimize impacts on society and the environment while providing for enough transportation capacity and choices to ensure the region's economy continues to grow" and, like the General Plan, prioritizes a "robust, intermodal, urban transportation system."

- The specific goals and maps for each of these plans can be found in the presentation slide show, attached with these minutes.

Item 4 – Information Item – Mountainland Safety Streets Update - Charles Allen, Parametrix Consultant

Mr. Keeslar introduced Charles Allen, who represents Parametrix Consultants, the firm which is under contract assisting Mountainland Association of Governments (MAG) in their Safe Streets for All Safety Action Plan for three counties. The presentation by Mr. Allen focused on Utah County, specifically the Provo-Orem area, then specifically the Provo area. The following information was included in the presentation:

- A proactive Safe System Approach is being used, including safe road users, safe vehicles, safe speeds, safe roads and improved post-crash care.
- FHWA (Federal Highway Administration) Proven Countermeasures.
- Safety Action Plan featuring eight required elements: 1) Leadership, Commitment and Goal Setting, 2) Planning Structure, 3) Safety Analysis, 4) Engagement and Collaboration, 5) Equity, 6) Policy and Process Changes, 7) Strategy and Project Selections, 8) Progress and Transparency.
- Utah County was divided into seven zones; Provo and Orem are in one zone. Studies in this zone feature collision data, including injuries and fatalities. Crash data for this zone was shown; crash causes and hot spot locations were identified. It was pointed out that 10% of the roads in the Provo/Orem area have 67% of the crashes that result in severe injury or fatality.
- Countermeasures for these data findings include: 1) Crosswalk improvements, 2) Bicycle facility upgrades, 3) Improved lighting, 4) Teen driving campaigns and 5) Red-light running enforcement. The availability of grants was also discussed.
- For more information on the MAG Safe Streets for All Safety Action Plan, visit this link: www.mountainloandsafestreets.org – feedback is welcome.
- This PowerPoint presentation is attached to these minutes.

Discussion

- Mr. Keeslar explained that a set of TMAC by-laws was never created; Mr. Keeslar will work on a draft of by-laws for review by the TMAC.

- Possible rescheduling of two future TMAC meetings was discussed:
- June 20th due to the Provo City Juneteenth holiday on June 19th.
- October 17th due to the School District Fall Break.

- It was agreed that an email would be sent to the Committee and schedules would be finalized after responses have been received.

- Update to TMAC Meeting Scheduling:
  - The next TMAC meeting will be held on June 27, 2024
  - October's meeting will be held on October 24, 2024

Item 5 – Adjourn

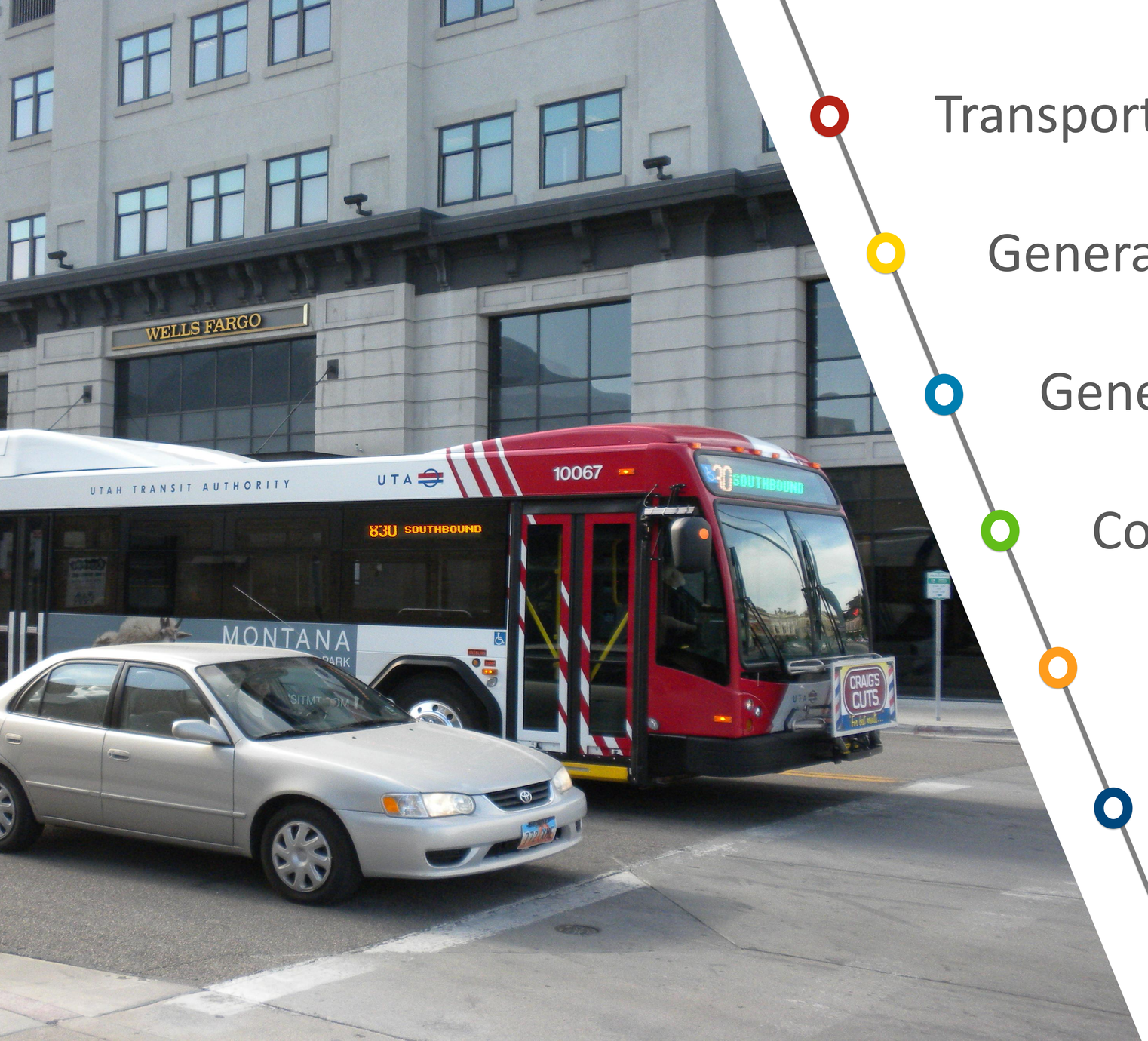
- Mr. McLaughlin adjourned the meeting at 1:33.

The next TMAC Meeting will be held on June 27, 2024. A complete video and audio recording (including closed captions) of the May16, 2024 TMAC Meeting can be accessed at:

https://www.youtube.com/watch?v=G3kFegFrB1w

TRANSPORTATION GOALS IN RECENT PLANS

provo



- Transportation Context
- General Plan Survey Findings
- General Plan
- Conservation and Resiliency Plan
- Hillsides and Canyons Plan
- River and Lakeshore Plan
- MAG TransPlan2050

TRANSPORTATION CONTEXT

Provo transportation emitted 405 k tCo2e in 2022*
(buildings 480k tCo2e/year)

944,500,000 miles traveled*

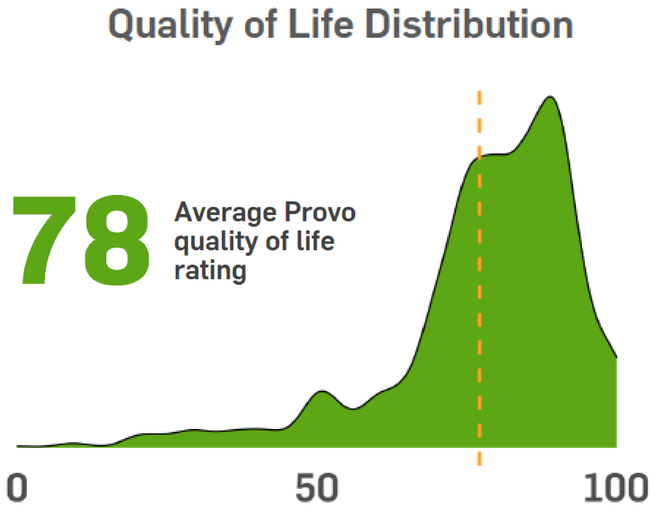
Walking
1.28%
Cycling
0.42%
Bus
0.49%
Rail
2.06%
Automobile
95.8%

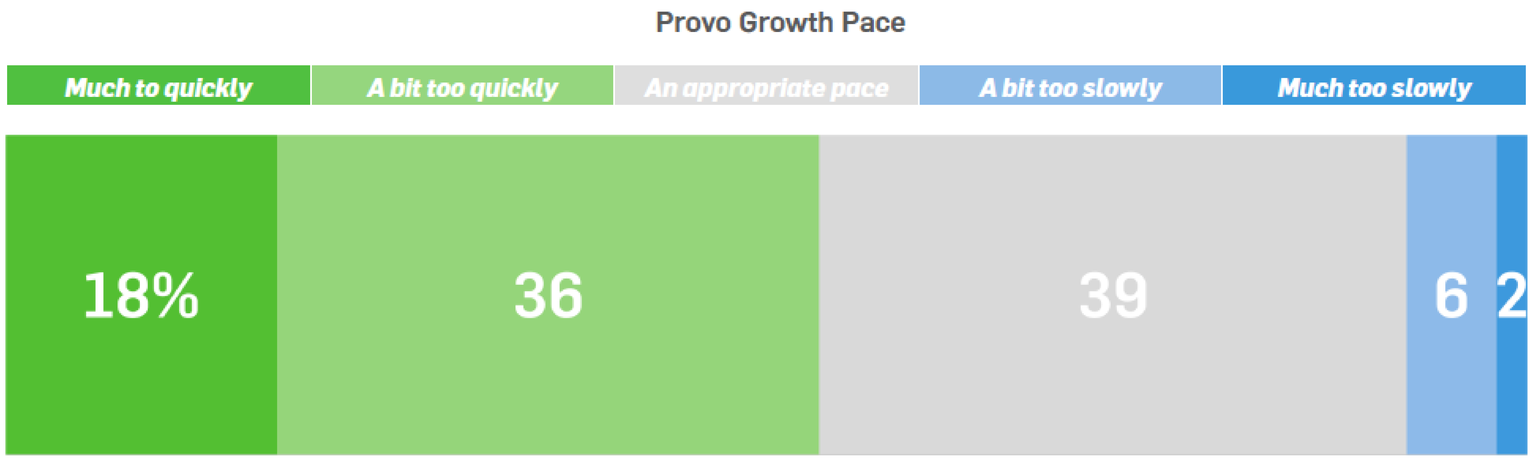
196,000,000 trips*

Walking
9.77%
Cycling
1.39%
Bus
0.8%
Rail
0.48%
Automobile
87.6%

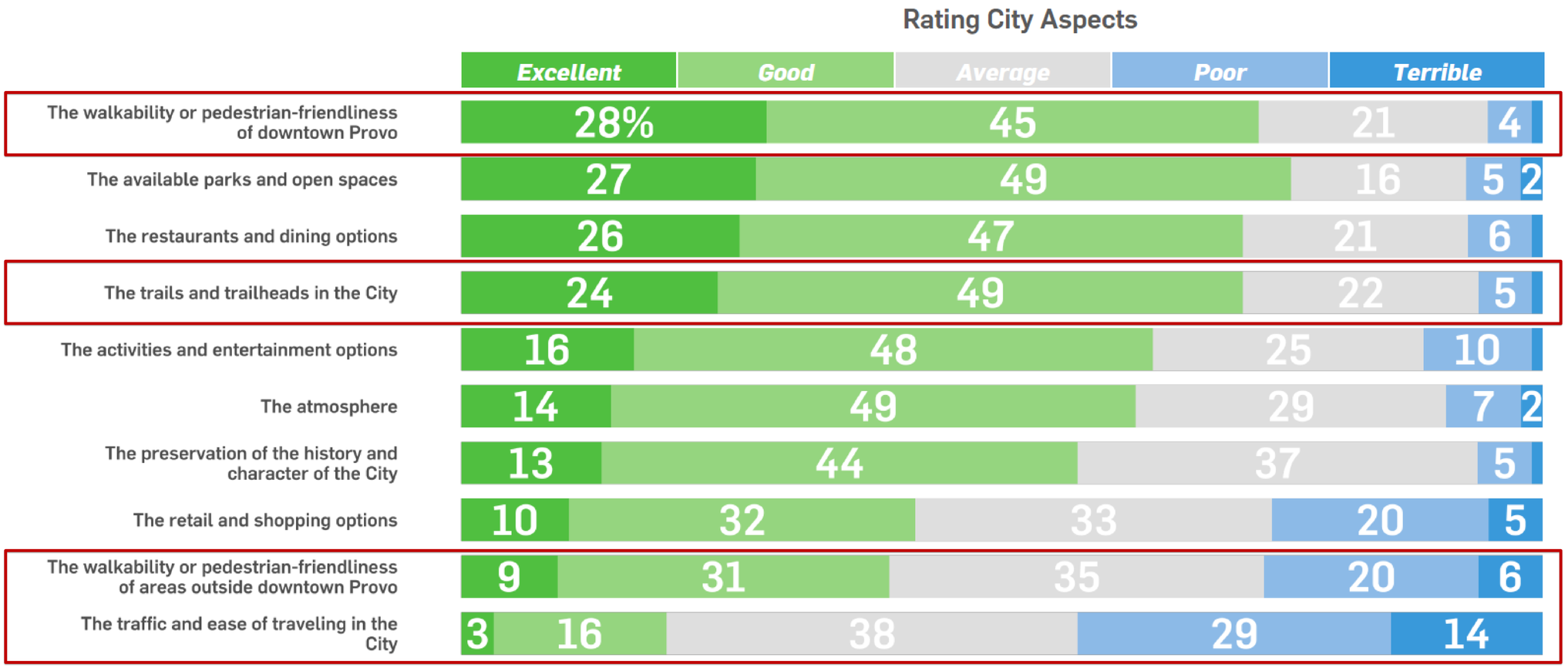
* not including through-trips (trains, I-15, etc.)

GENERAL PLAN SURVEY FINDINGS



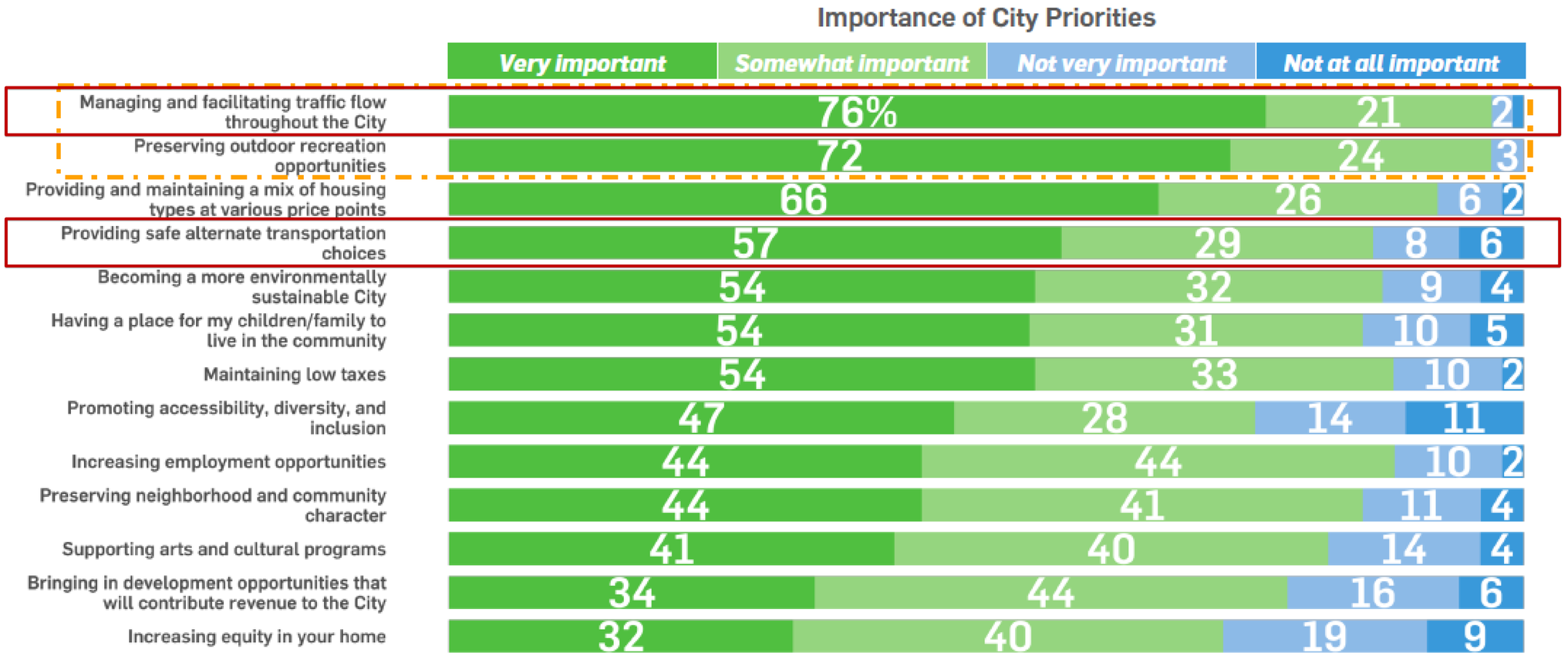


GENERAL PLAN SURVEY FINDINGS



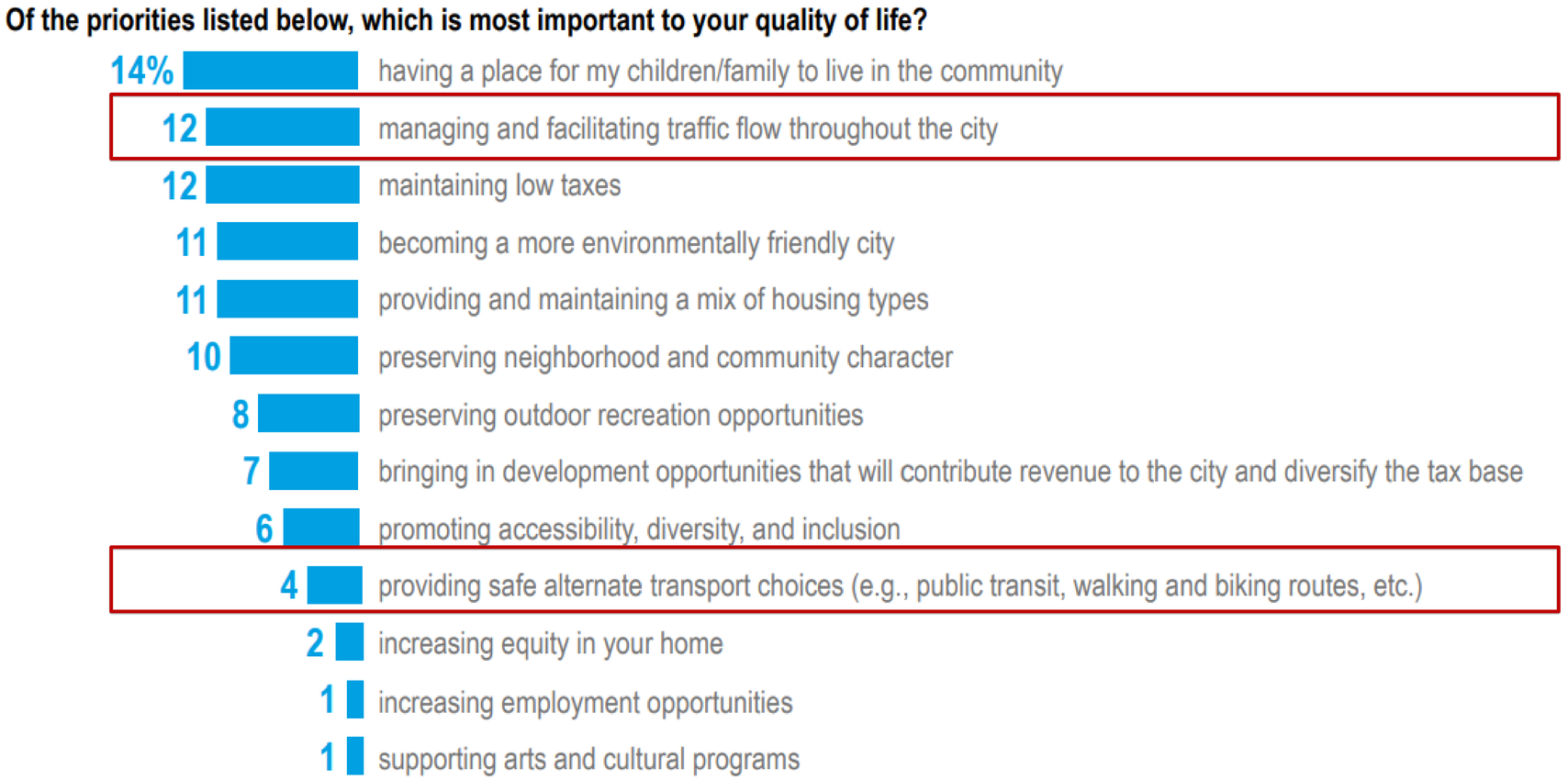
Q: How would you rate each of the following aspects of Provo? (n = 868)

GENERAL PLAN SURVEY FINDINGS



Q: Thinking about planning for the future of Provo and the aspects of the community you live in, how important are each of the following potential priorities to you personally? (n = 899)

GENERAL PLAN SURVEY FINDINGS



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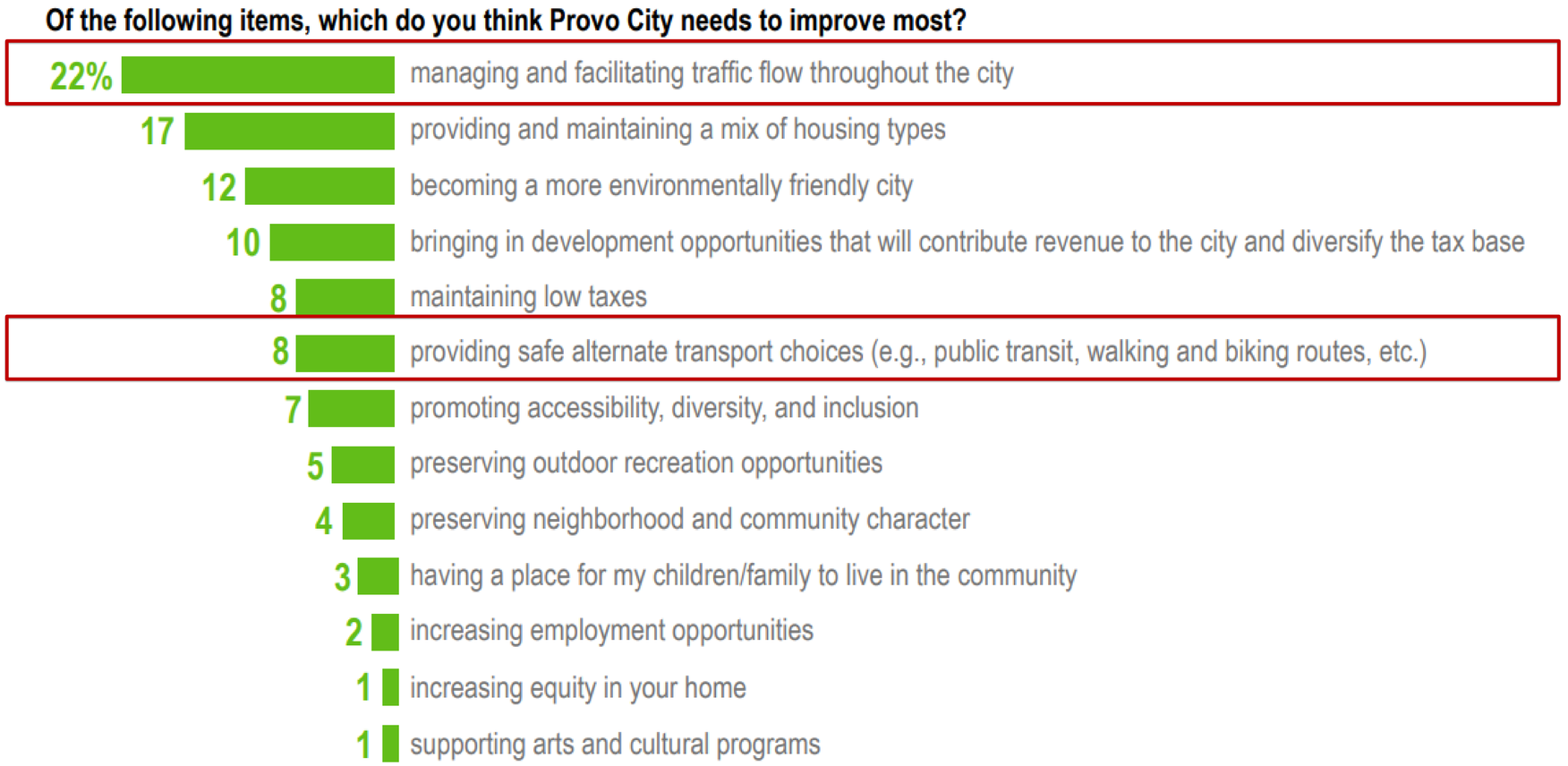

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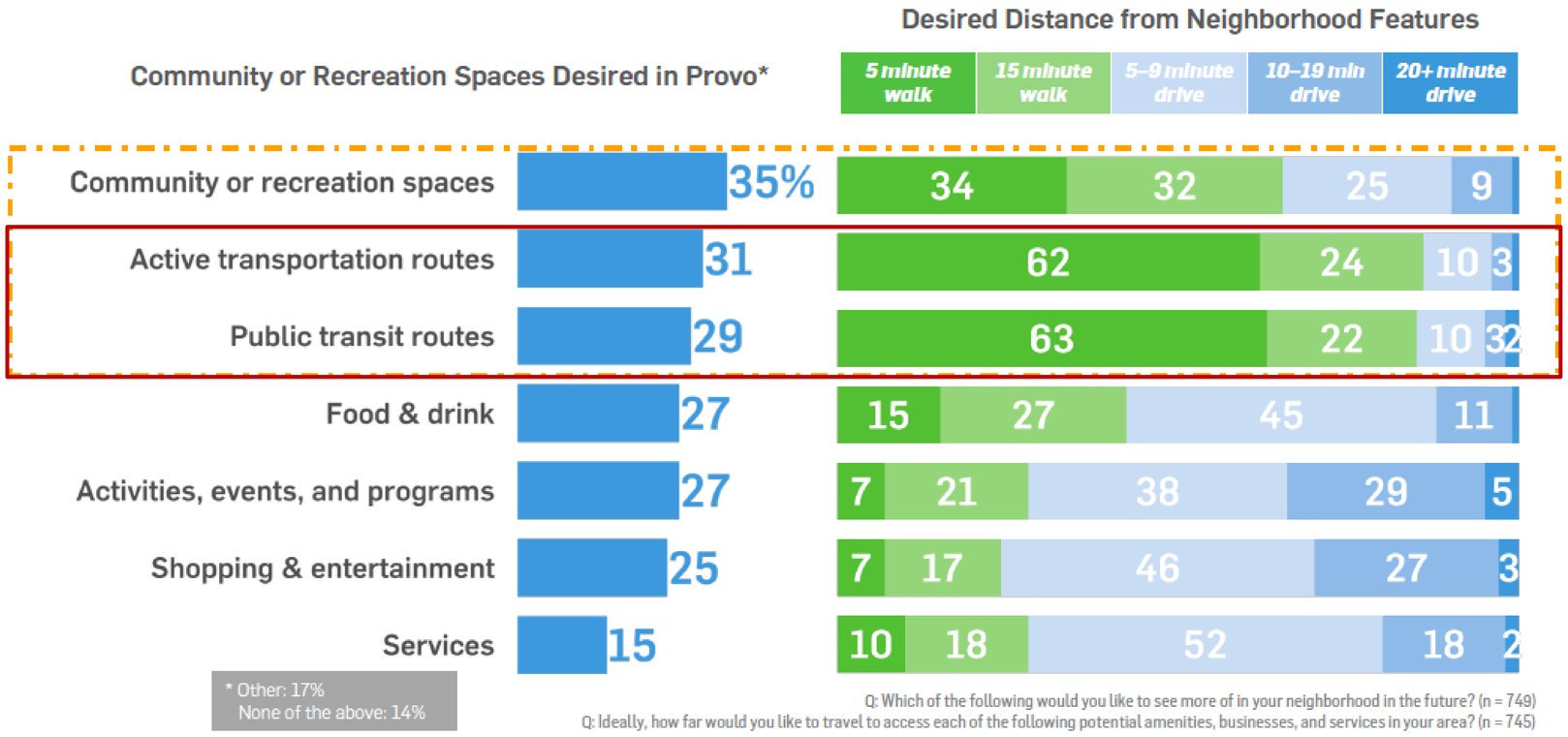

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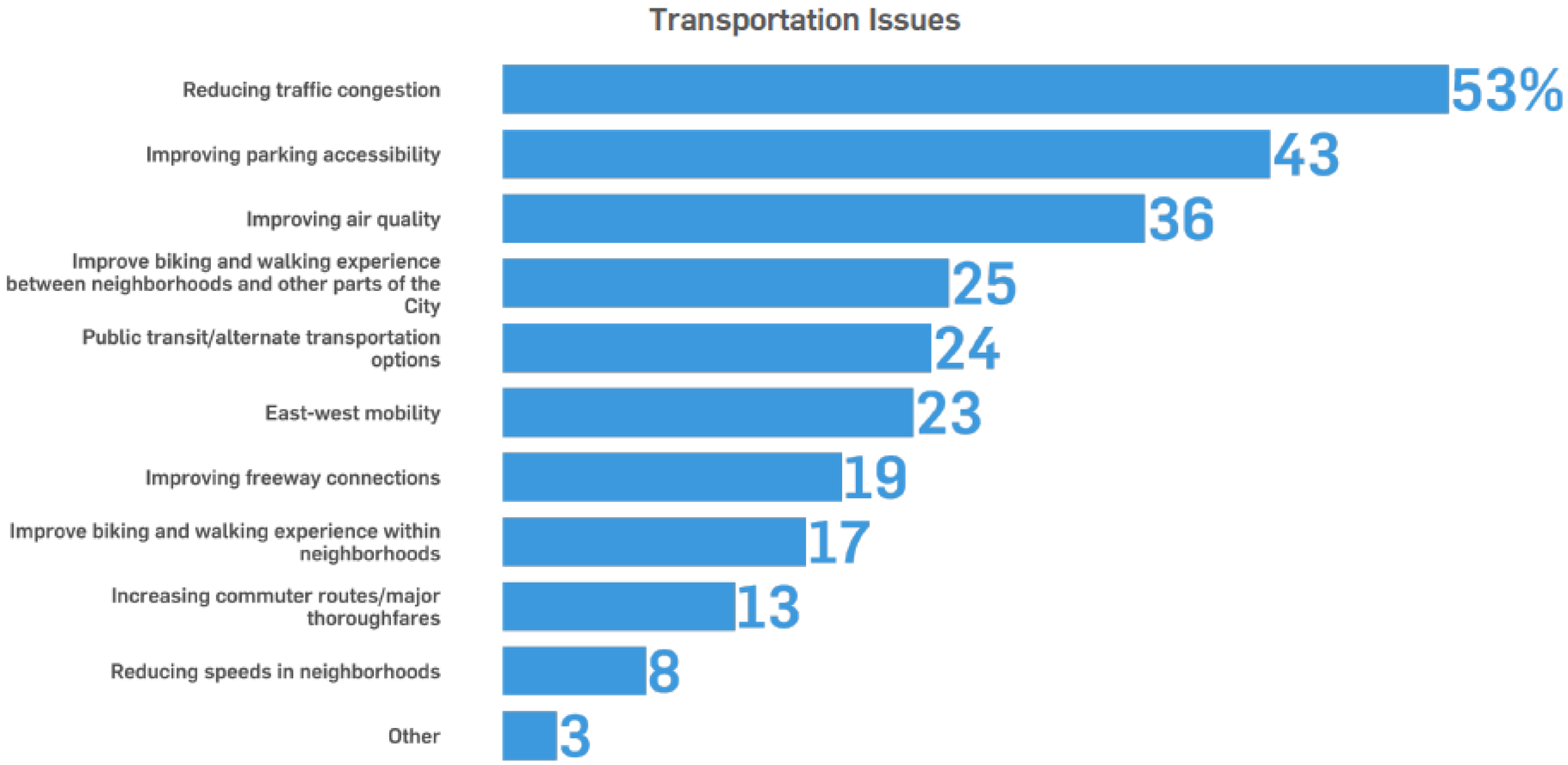
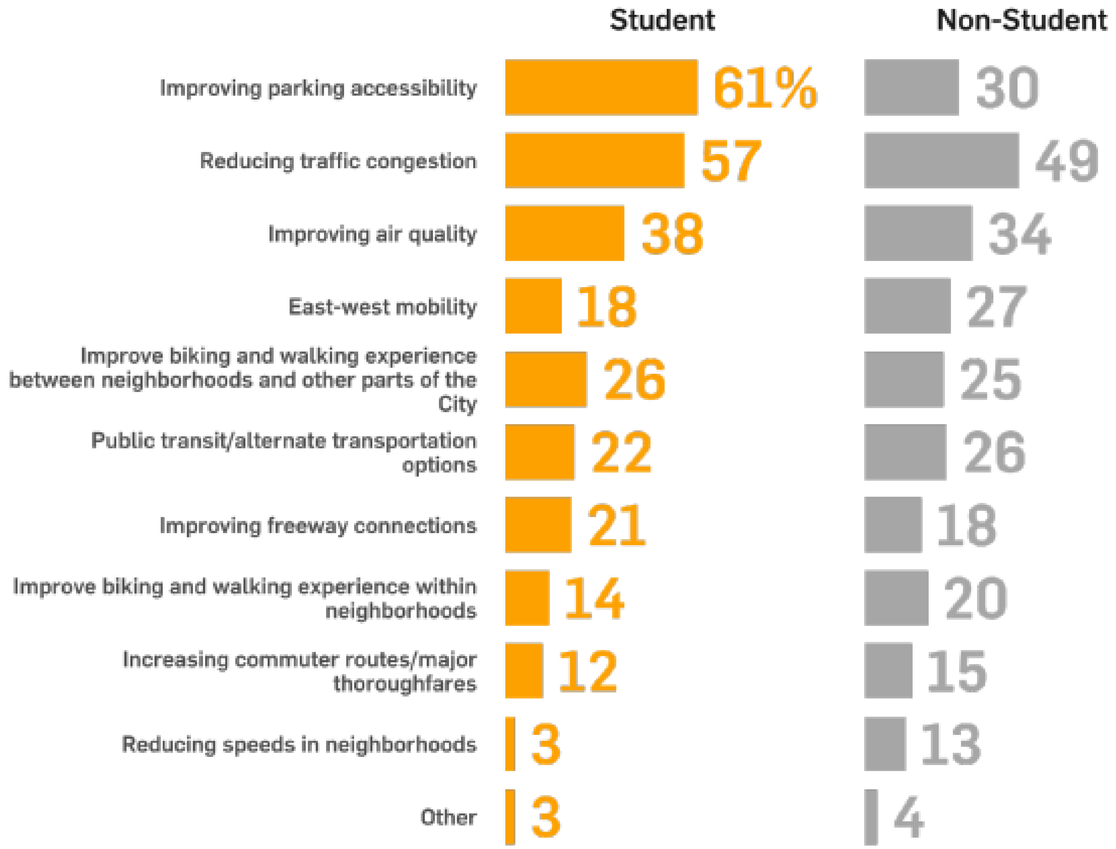


Q: When it comes to transportation in Provo, which of the following issues would you consider to be most important for the City to address? Select up to three (3). (n = 747)

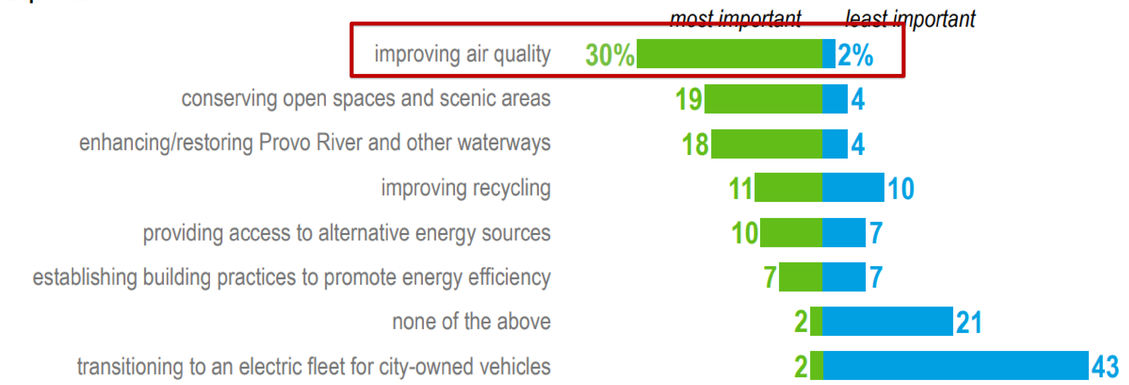
GENERAL PLAN SURVEY FINDINGS



Q: When it comes to transportation in Provo, which of the following issues would you consider to be most important for the City to address? Select up to three (3). (n = 747)

GENERAL PLAN SURVEY FINDINGS

Of the following aspects of environmental sustainability, which is the most important to your quality of life? Which is the least important?



Of the following aspects of environmental sustainability, which do you think the City needs to improve most? Which do you think the City does best?

GENERAL PLAN SURVEY FINDINGS

Ideally, how far would you like to travel to access each of the following potential amenities, businesses, and services in your area?

Non-students

	5 Minute WALK	15 Minute WALK	5-9 Minute DRIVE	10-19 Minute DRIVE	20+ Minute DRIVE
Food & drink	18%	26	42	11	2
Shopping & entertainment	9	19	47	22	3
Services (e.g., salon, bank, medical facilities, laundry)	9	19	51	18	3
Active transportation routes (e.g., walking, biking)	60	24	12	3	1
Public transit routes (e.g., bus, light rail)	55	25	13	4	3
Activities, events, and programs	8	21	40	26	6
Community or recreation spaces (e.g., parks, trails, recreation center)	35	31	25	7	2

Students

	5 Minute WALK	15 Minute WALK	5-9 Minute DRIVE	10-19 Minute DRIVE	20+ Minute DRIVE
Food & drink	11%	30	51	8	0
Shopping & entertainment	5	16	45	32	2
Services (e.g., salon, bank, medical facilities, laundry)	11	18	55	15	0
Active transportation routes (e.g., walking, biking)	62	26	9	3	1
Public transit routes (e.g., bus, light rail)	75	19	4	1	1
Activities, events, and programs	7	24	35	31	3
Community or recreation spaces (e.g., parks, trails, recreation center)	30	33	25	11	1

GENERAL PLAN

Transportation: Connected and Safe

Our Commitment: We promote a connected network of streets, trails, and tracks that efficiently moves people, goods, and services through the city by a variety of means.

1. Facilitate an efficient, connected network of streets and travel ways to reduce traffic congestion
2. Encourage access to a variety of safe transit, safe biking, and pedestrian facilities to reduce the number of vehicles on the road and improve air quality.
3. Leverage transportation routes, multi-modal transportation options, and the expanding regional airport to grow additional social and economic benefits for Provo residents.

TRANSPORTATION

Multimodal Transit Options

As a percentage, Provo has significantly more people who walk to work than in the county and state. Existing bike and transit networks are strong, but gaps exist that need to be filled, especially east-west connectivity and west Provo's biking and walking facilities. A multimodal transportation system will improve as connectivity increases for all users, from drivers and public transit riders to cyclists and pedestrians.

To improve multimodal transportation systems, transportation options need to be affordable, obvious, and accessible for all people, regardless of location, income, or vehicle ownership.

WHEN IT COMES TO TRANSPORTATION IN PROVO, WHICH OF THE FOLLOWING ISSUES WOULD YOU CONSIDER TO BE MOST IMPORTANT FOR THE CITY TO ADDRESS?

SELECT UP TO THREE.

REDUCING TRAFFIC CONGESTION 52%

43% IMPROVING PARKING ACCESSIBILITY

IMPROVING AIR QUALITY 35%

Sustainable Transportation Choices

The average commute time in Provo is about 19 minutes, and 61% of commuters drive alone to work, which is much lower than the rest of the metropolitan area. Removing single-occupancy vehicles from the road, especially during peak commuting times, would also help reduce traffic congestion and improve air quality. Offering mobility options in the city will encourage many to choose alternatives to using an automobile while providing transportation opportunities for a broader number of city residents, including economically disadvantaged, older, and disabled persons. Electric vehicles (EVs) and charging stations throughout the city can also help reduce pollution and ought to be prioritized as the city grows. Developers should be encouraged to include EV charging stations in residential developments.

Transportation and Economy

Provo's major transportation routes, multi-model transportation options, and expanding regional airport are major assets to current and potential employers. Maintaining and improving the city's street network with automobiles in mind is currently indispensable for putting the business community in the best position to conduct their operations in the city. However, Provo should continue to support investment in bicycle, pedestrian, and mass transit infrastructure to provide alternative transportation options to residents and improve air quality.

Provo encourages business owners to consider their impacts on traffic and air pollution and to think of ways they can improve commuting and parking for employees and patrons. Examples could include hybrid working from home where possible, incentives for using public or active transportation, employee transit passes, secure bicycle parking options, etc.

The graphic on the following page shows the preferred travel times of respondents to the random sample survey. Most residents would prefer that food, shopping, services, and activities be within a short drive. Residents would also prefer public and active transportation routes as well as community recreation spaces to be within a walkable distance.

GENERAL PLAN 2023 | 59

GENERAL PLAN

"Although for the foreseeable future, automobiles will likely continue to be the primary mode of transportation, the City should seek innovative solutions to encourage a smooth transition toward greater independence to minimize pollution, safety risks, and costs. Public and active transportation will be important pieces of Provo's transportation future."

- Be safe and comfortable for all ages and types of users, whether on foot, bike, bus, or vehicle
- Consider different parts of a holistic network and avoid overburdening any single element of that network
- Provide and improve infrastructure for automobile traffic that moves traffic efficiently and is safe for all citizens

GENERAL PLAN

- Improve automobile use by …
  - increasing east-west connectivity and reducing bottlenecks
  - supporting electric vehicle (EV) infrastructure
  - reducing single-occupancy vehicle trips (especially commuting) to reduce congestion at peak times
  - repurposing under-used parking lots

GENERAL PLAN

- Increase viability of non-automobile options by …
  - increasing density near transit centers
  - avoiding extreme densification away from commercial, employment, and transit centers
  - encouraging neighborhood commercial development
  - improving active transit network connectivity
  - support and promote public transportation
  - support and promote micromobility (e.g., requiring parking at key locations)

GENERAL PLAN

Transportation

1. Prioritize street corridors that are safe and have adequate capacity for all modes of transportation as appropriate.

1a. Encourage connections to increase east to west mobility.

1b. Design residential and collector roadways to control traffic speeds using street standards that include design elements such as bulbouts, roundabouts, and bike lanes.

1c. Plan future transportation networks to accommodate future growth and avoid congestion.

1d. Prioritize implementing the Safety Action Plan to reach the Vision Zero goal.

GENERAL PLAN

Transportation

2. Strive to create a safe, robust system of local and regional transportation alternatives including rail, bus, biking, and walking options.

2a. Consider increasing the operations, access, and number of stops for public transit.

2b. Consider developing programs to encourage biking and transit use.

2c. Support efforts to expand bus rapid transit routes to key destinations such as the hospital, the Riverwoods Business Park, and the airport.

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GENERAL PLAN

Continued from previous slide

2d. Continue to utilize innovative approaches to alternative transportation methods as technology advances.

2e. Continue to evaluate future roadway capacity improvements to reduce congestion as growth-related transportation demands increase.

2f. Explore the feasibility of an active transportation facility from east to west across I-15.

2g. Increase opportunities, including considering facilitating parking, for cost-effective micro-transit, such as city bike programs and scooters, to help with the first and last mile and to serve a greater number of destinations.

GENERAL PLAN

Transportation

3. Find the right balance of parking to promote the local economy and encourage alternative transportation.

3a. Explore a strategy/program to address parking in university neighborhoods through signage, and/or permitting.

3b. Consider implementing the Strategic Parking Plan recommendations to manage parking citywide.

3c. Encourage walkability in downtown, mixed-use centers, and at transit locations to reduce vehicular trips.

3d. Reduce parking requirements as appropriate to encourage residential development in key areas.

3e. Ensure sufficient parking for uses that may have impacts on residential neighborhoods, such as accessory dwelling units (ADUs).

GENERAL PLAN

Resource Management

1. Coordinate with the Conservation and Resiliency Plan to reduce environmental impacts of single-occupancy vehicle trips.

4a. Consider increasing the total number of public charging stations for electric vehicles.

4b. Relieve automobile congestion and reduce stress on roadways by promoting multimodal choices.

4c. Increase the urban tree canopy and consider looking at the size of parkstrips to accommodate larger trees.

4d. Identify locations and projects to improve storm water management using green infrastructure and low impact design.

CONSERVATION AND RESILIENCY PLAN

BASELINES AND TARGETS

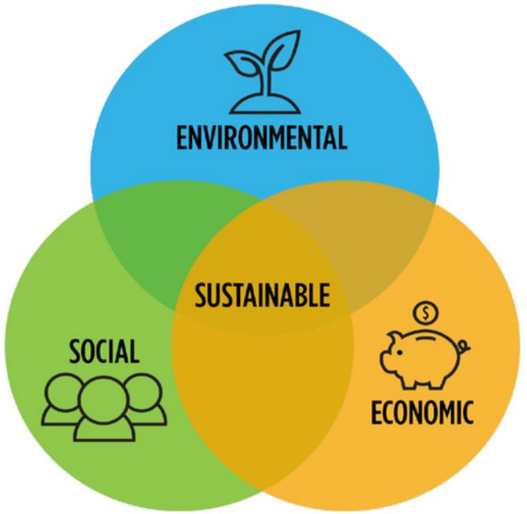
	2019	2030	2050
MOBILITY	3.5 Metric Tons CO2e/Year/Capita	5% Decrease	15% Decrease

MOBILITY

Transportation is the number one cause of air pollution and carbon emissions in Provo (see Carbon Emissions for an explanation of measurements). This KPI includes 100% of emissions from trips within Provo and 50% of trips that begin or end in Provo. It does not include trips that only pass through the city.

CONSERVATION AND RESILIENCY PLAN

- Promote environmental health (reduce emissions) by …
  - Reducing single-occupancy vehicle trips
  - Make low-emissions transportation options more attainable and attractive
  - Helping cars move efficiently through the road network
  - Focus on trips beginning and ending in Provo (not I-15, rail lines)
- Promote financial, environmental, and social health by
  - Avoiding overburdening any one system
  - Avoiding disproportionately negatively impacting any areas or demographic groups
  - Addressing barriers to public and active transit like cost, time, location, and physical ability



CONSERVATION AND RESILIENCY PLAN

Mobility

1. Track overall mode split and refine transportation KPI.

1a. Work with MAG and Google to refine the CO2e from transportation metric for national comparability.

1b. Track usage of various transportation modes.

CONSERVATION AND RESILIENCY PLAN

Mobility

2. Implement travel demand management strategies.

2a. Consider parking management districts and paid parking where it makes sense.

2b. Consider partnering with Utah TravelWise to implement strategies to reduce vehicle miles traveled.

CONSERVATION AND RESILIENCY PLAN

Mobility

3. Work toward maximizing access to different transportation options for all members of the community.

3a. Collaborate with UTA to expand access to public transportation in low-income and underserved communities.

3b. Collaborate with UTA to incentivize and possibly subsidize public transportation access for low-income residents.

3c. Consider expanding transit options on macro and micro levels.

CONSERVATION AND RESILIENCY PLAN

Mobility

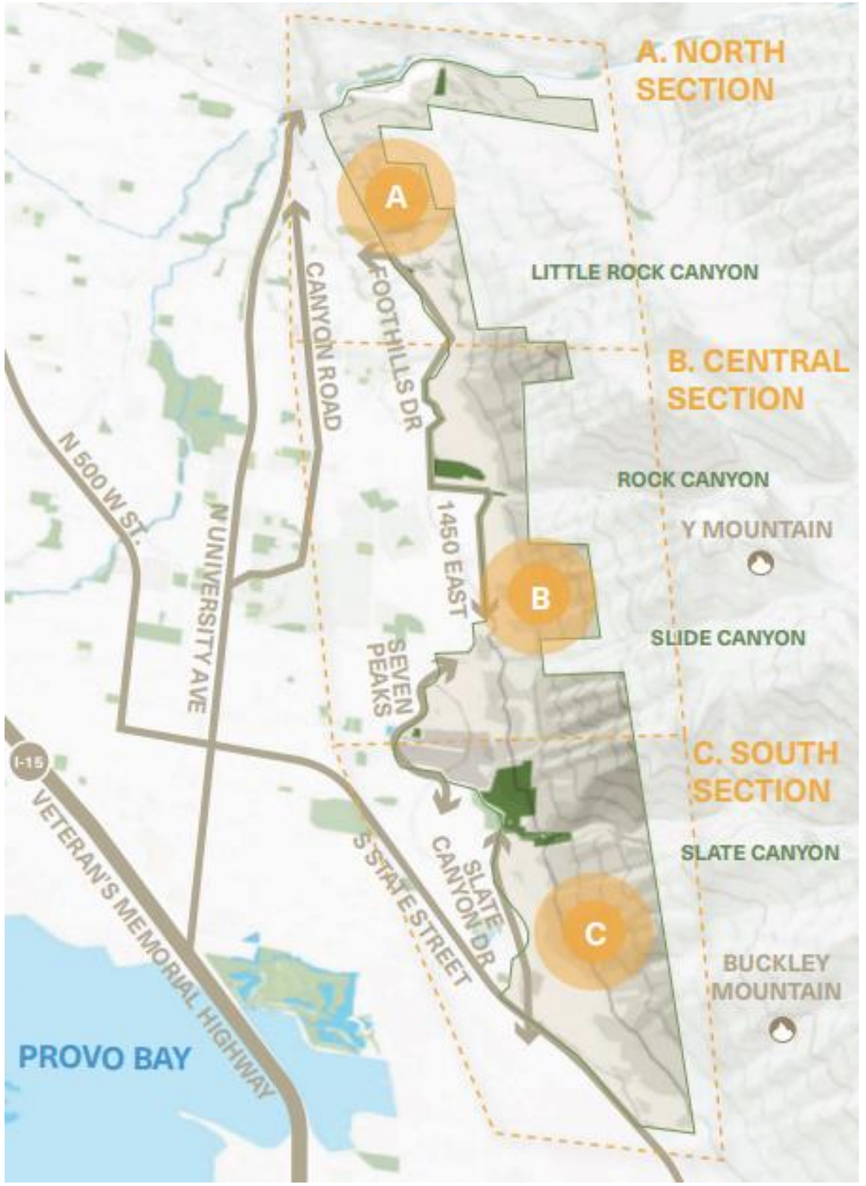
4. Promote the use of mass transit.

4a. Incentivize Provo employees to use mass transit or alternative transportation.

4b. Coordinate with UTA to incentivize local businesses to use mass-transit or alternative transportation.

HILLSIDES AND CANYONS PLAN

- Aligns with the Provo Trails Plan
- Improve connectivity and access by …
  - Connecting trails to each other and to other transit routes, and add more access points
  - Adding more parking for cars and bikes at trailheads and consider EV chargers at popular access points
  - Formalizing certain social trails and block off others to prevent their use, especially in ecologically sensitive areas



HILLSIDES AND CANYONS PLAN

- Reduce conflicts by …
  - Designating areas for activities that create conflict (hikers, bikers, ebikes, horses, ATVs, dogs) with educational signage and online info to let people know
- Improve safety by …
  - Avoiding watershed areas, wildlife habitat areas
  - Ensuring EMS services can access the trails and roads in the area
  - Widening cleared area around BST to serve as a firebreak
  - Avoiding putting critical infrastructure in seismically risky areas and create redundancy and easy access where possible

HILLSIDES AND CANYONS PLAN

ENVIRONMENTAL

2b. Encourage trail connectivity.

4a. Incentivize Provo employees to use mass transit or alternative transportation.

4b. Coordinate with UTA to incentivize local businesses to use mass-transit or alternative transportation.

HILLSIDES AND CANYONS PLAN

ENVIRONMENTAL

1a.1.4. Route trails to minimize disturbance to habitats, including avoiding riparian areas, minimizing crossings of habitat corridors, and avoiding wildlife breeding areas. Refer to section 14.33A.140 of Provo City Code on Trails and Public Accesses regarding density bonuses and requirements.

HILLSIDES AND CANYONS PLAN

ENVIRONMENTAL

1c.1 Ensure access to City services, including fire, emergency medical services (EMS), police, and waste management.

1. Design the Bonneville Trail to serve as the primary firebreak for Provo Fire. The trail should be 8-10 feet wide and include a 20-foot clear zone with fire-resistant native or regionally appropriate vegetation on either side.

2. Establish access points along the Bonneville Shoreline trail to support additional EMS access and operations.

3. Coordinate with the U.S. Forest Service and Parks to identify a comprehensive plan for emergency rapid response routes in recreation areas.

4. Provide adequate emergency access as defined by emergency providers, preferably with multiple points of access.

5. Maintain the standard level of service on all roads in the hillsides and canyons.

…

HILLSIDES AND CANYONS PLAN

ENVIRONMENTAL

1c.3. Consider seismic activity in development review.

…

3. Avoid critical City infrastructure (e.g., water tanks) in fault study areas wherever possible. When critical infrastructure crosses fault study areas, ensure redundancies and shutoffs are easily accessible.

HILLSIDES AND CANYONS PLAN

SOCIAL

2a.3. Explore strategies to manage parking at trailheads.

1. Ensure adequate parking for users, including bicycle parking.

2. Consider designated parking spaces for carpool and/or electric vehicles (EV).

3. Encourage transit and bike use to reduce vehicle trips.

HILLSIDES AND CANYONS PLAN

SOCIAL

2b.1. Support the recommendations and standards of the Provo Trails Plan.

1. Support efforts to complete the Bonneville Shoreline Trail on the east bench of Provo to connect Provo Canyon with the trailhead at Rock Canyon. Coordinate with partners, including agreements with private property owners and the U.S. Forest Service.

2. Consider the development of additional vista points accessible by foot, car, or both along trails.

3. Rate the trails within the city and provide consistent distance markers that inform users of the health benefits and impacts of each trail.

…

5. Consider additional planning to address motorized vehicles on trails, including a strategies for e-bikes, off-highway vehicles, and fire and EMS access.

HILLSIDES AND CANYONS PLAN

SOCIAL

2b.3. Designate primary trails and limit social trails in the area.

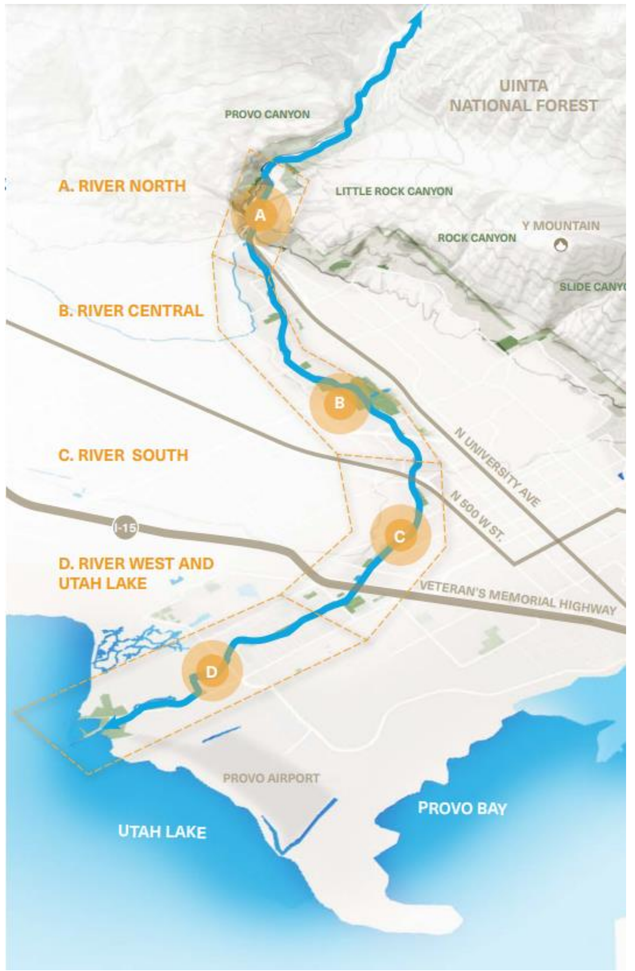
…

Top social trails to address:

1. Luna's – Formalize, extend to avoid Dell trail, encourage downhill-only biking
2. Indian Road – Formalize for mixed use, provide signage
3. Terra – Reroute or rebuild
4. Foothills Park – Reroute to avoid steep terrain, consider official bike park to limit freeriding and conflicts with landowners
5. Lime Kilns – Formalize existing multi-use trail

HILLSIDES AND CANYONS PLAN

- Aligns with the Provo Trails Plan
- Improve connectivity and access by …
  - Adding access points and ensure connectivity to active transit networks, and add more signage to guide people to access points
  - Making sure the trail is accessible for all users (bikers, runners, strollers, wheelchairs as much as possible)
  - Orienting future development toward the river and lake and promote a linear greenbelt (ideally a riverwalk development)
  - Considering a blue trail route along river for watercraft



RIVER AND LAKESHORE PLAN

SOCIAL

2a.1. Ensure all trails are adequately designed and safe for all users, including bikers, walkers, and runners.

2a. Increase recreational opportunities along the river corridor and at key locations along the lakeshore.

2a.12. Improve the ability for neighborhoods to access the corridor with connecting trails.

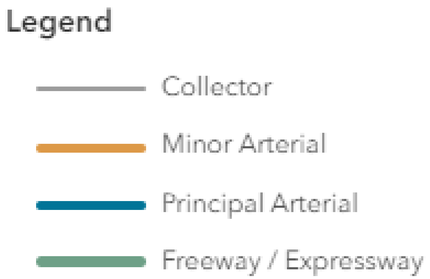
2c.1. Explore establishing a blue trail route for watercraft along the Provo River and around Utah Lake. Promote trail connectivity through signage and wayfinding

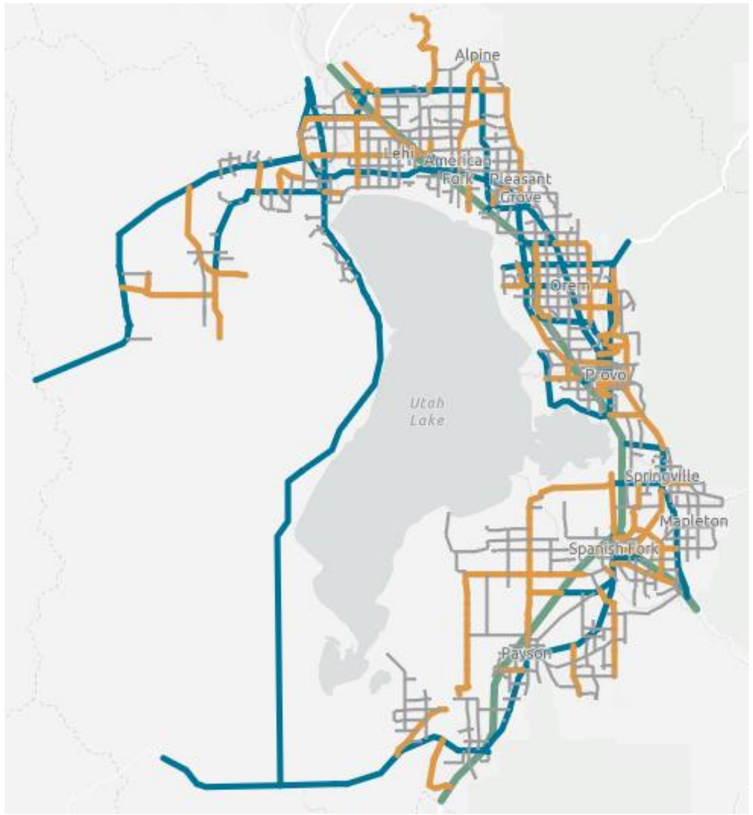
MAG TRANSPLAN50 (2023)

- Regional Transportation Plan from our Metropolitan Planning Organization
  - Adopted 2023
  - Updated every 4 years
  - Currently in public comment phase for an amendment, including Geneva Road Safety Project 2000 N to Center Street (add median, shoulders, sidewalks)
- “The plan attempts to minimize impacts on society and the environment while providing for enough transportation capacity and choices to ensure the region’s economy continues to grow. The plan focuses on building a robust, intermodal, urban transportation system.”
- $30b in projects 2023-2050 ($21.4B already secured)

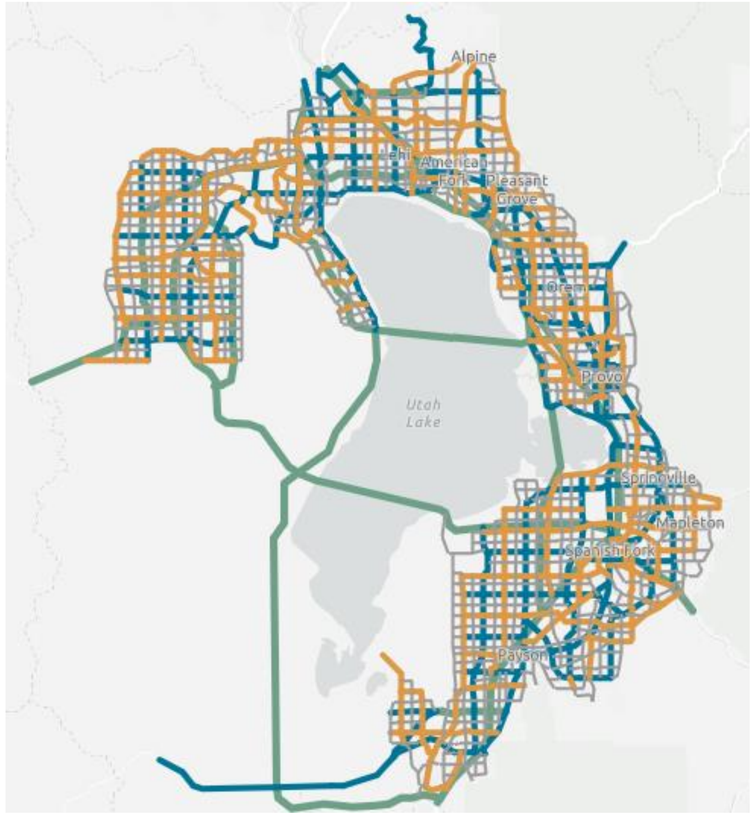
MAG TRANSPLAN50

1. Enhanced roadway grid network.





2023

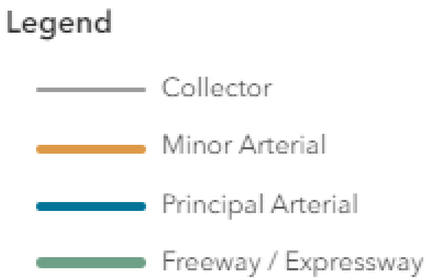


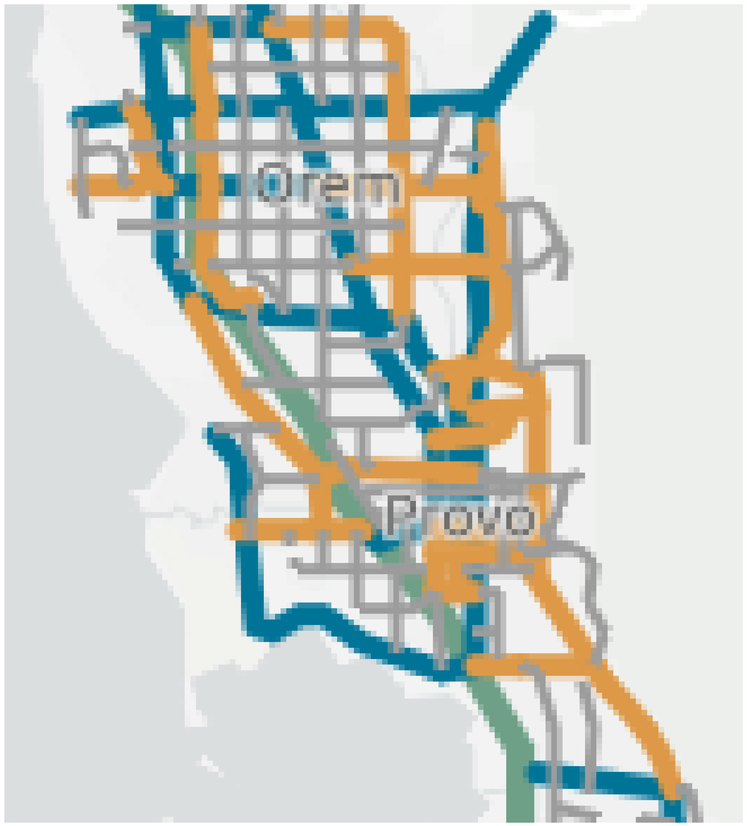
2050

MAG TRANSPLAN50

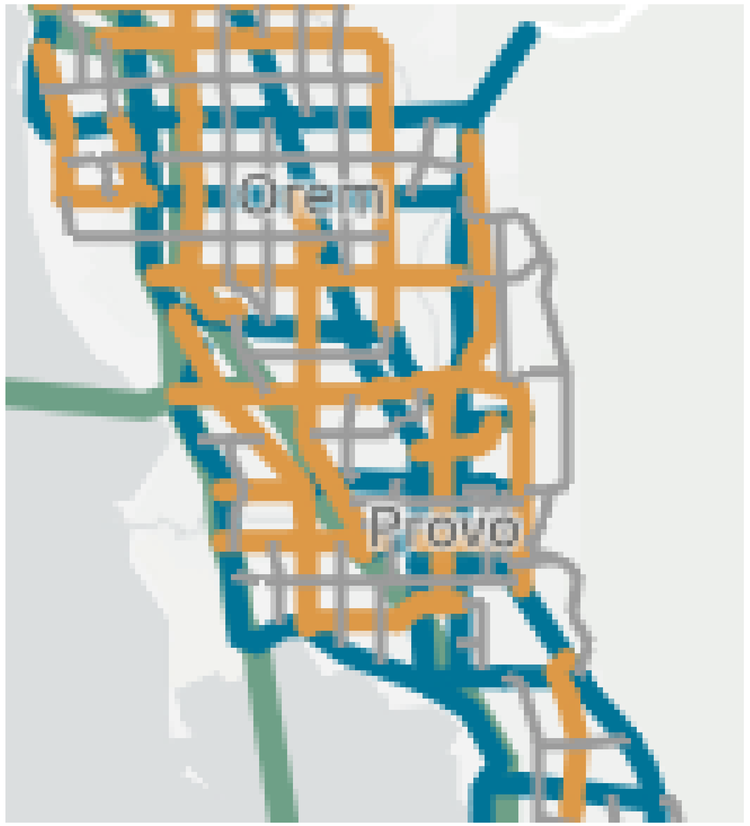
$500m for urban areas

$1.5m for rural areas





2023



2050

MAG TRANSPLAN50

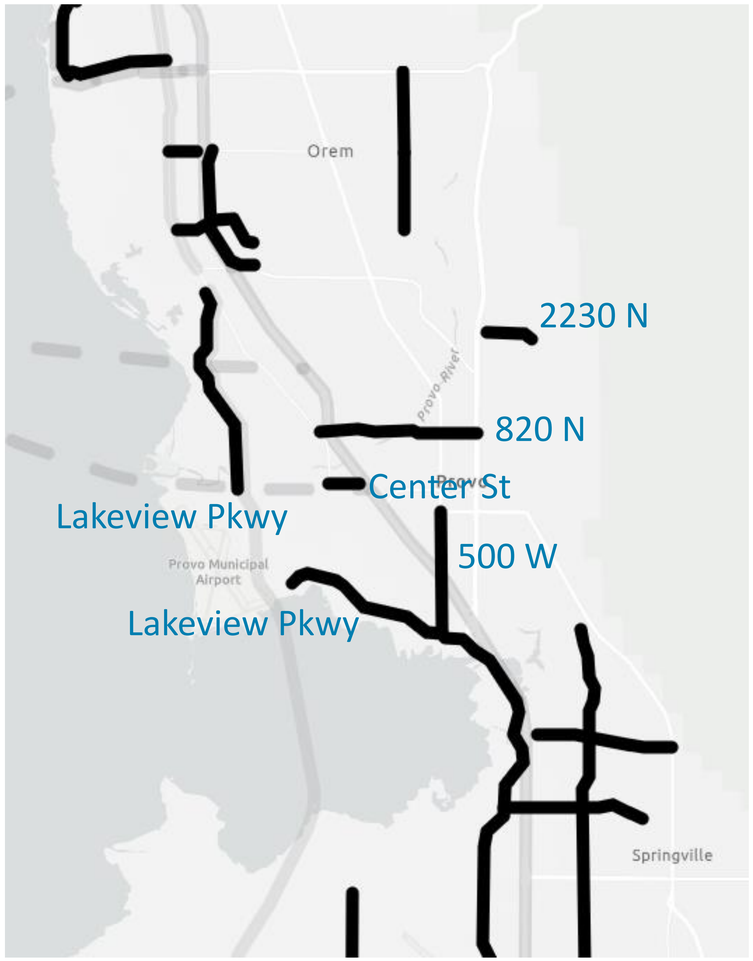
2. Expanded Freeways, Expressways, and Arterials.

- Widen I-15 to 12 lanes south of Orem and add frontage roads or collector/distributor systems
  - Provo – University Parkway to University Avenue
- Extend Lakeview/Geneva Expressway into Benjamin/Payson to create redundancy corridor with I-15
- Utah Lake Bridge
  - After 2040
  - Connect at 800 N Orem, 1680 N Provo/2200 S Orem, or Center St Provo

MAG TRANSPLAN50

2. Expanded Freeways, Expressways, and Arterials, *cont.*

- Expand/build arterials
  - Lakeview Pkwy, 2023-32
  - 2230 N, 2023-32
  - 820 N, 2023-32
  - Center St, 2023-32
  - 500 W, 2043-50



MAG TRANSPLAN50

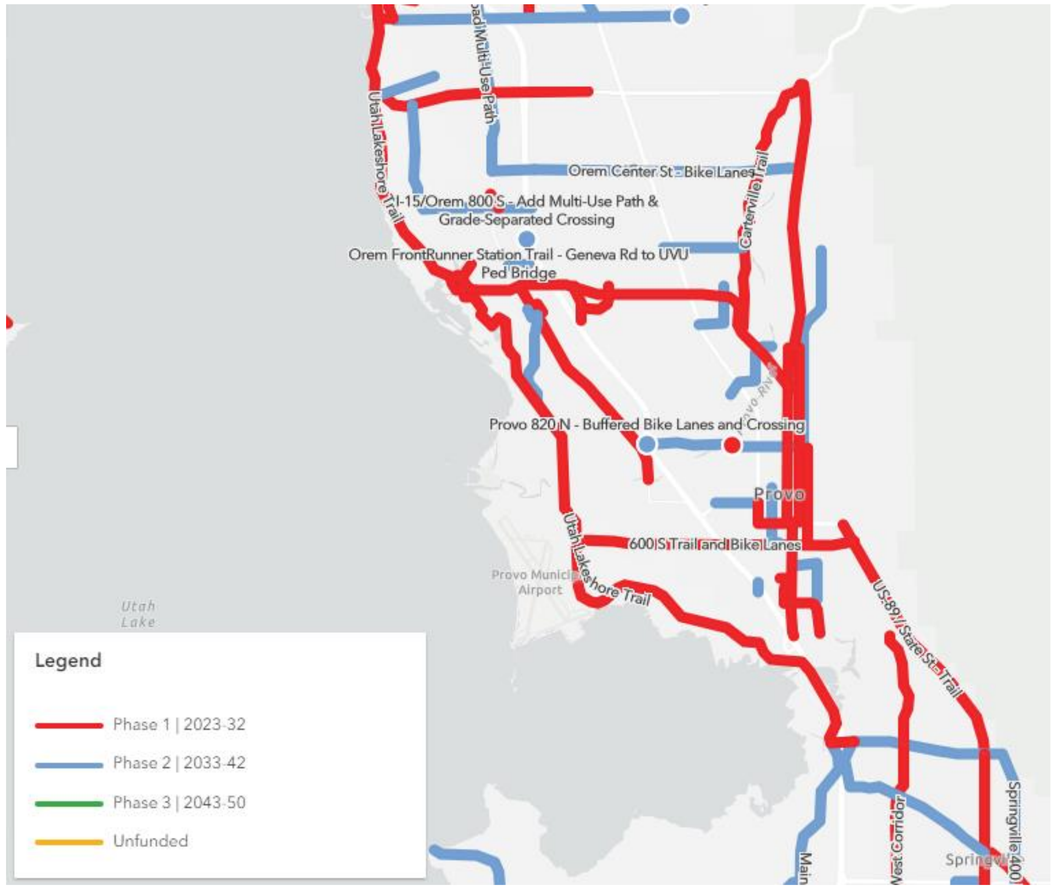
3. Robust Regional Transit System.

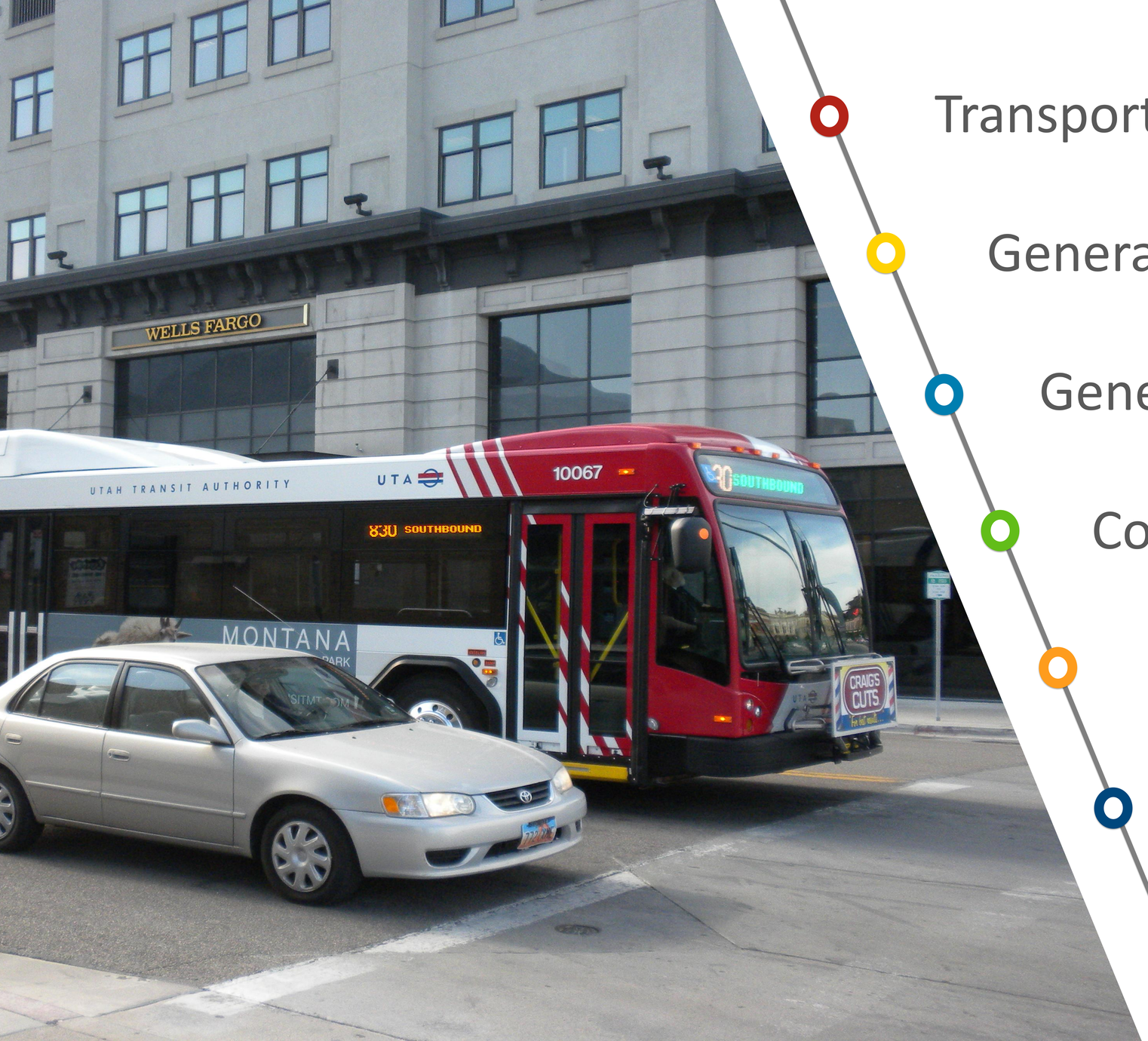
- FrontRunner
  - Double-track from Provo Station north
  - Extend south to Payson
- BRT high frequency corridor along State Street from Lehi through Provo
- Increase buss frequency along core routes
  - State Street-100E-University Ave
  - 700 N-700 E-South State Street
- UVX extension to Provo Airport

MAG TRANSPLAN50

4. Connected Active Transportation System.

- Mostly bike lanes (shared and protected) between 2023 and 2042





- Transportation Context
- General Plan Survey Findings
- General Plan
- Conservation and Resiliency Plan
- Hillsides and Canyons Plan
- River and Lakeshore Plan
- MAG TransPlan2050

MOUNTAINLAND SAFE STREETS

Provo TMAC

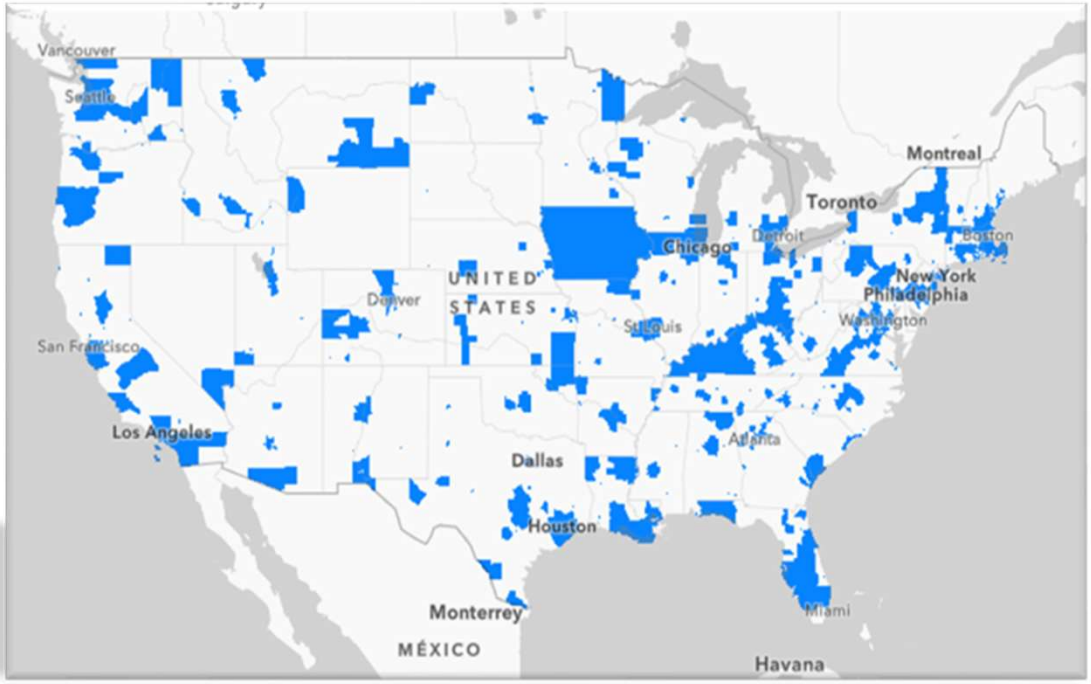
May 16, 2024

Safe Streets for All (SS4A) Program

Infrastructure Law:

$5B over 5 years SS4A Grant Program

1. Planning Grants
2. Implementation Grants



Safe Streets for All (SS4A) Program

In 2022, MAG won a planning grant to conduct a Safety Action Plan (SAP)

Safe System Approach

FHWA Proven Safety Countermeasures

Speed Management

Appropriate Speed Limits for All Road Users

Speed Safety Cameras

Variable Speed Limits

Pedestrian/Bicyclist

Bicycle Lanes

Crosswalk Visibility Enhancements

Leading Pedestrian Interval

Medians and Pedestrian Refuge Islands in Urban and Suburban Areas

Pedestrian Hybrid Beacons

Rectangular Rapid Flashing Beacons (RRFB)

Road Diets (Roadway Reconfiguration)

Walkways

Roadway Departure

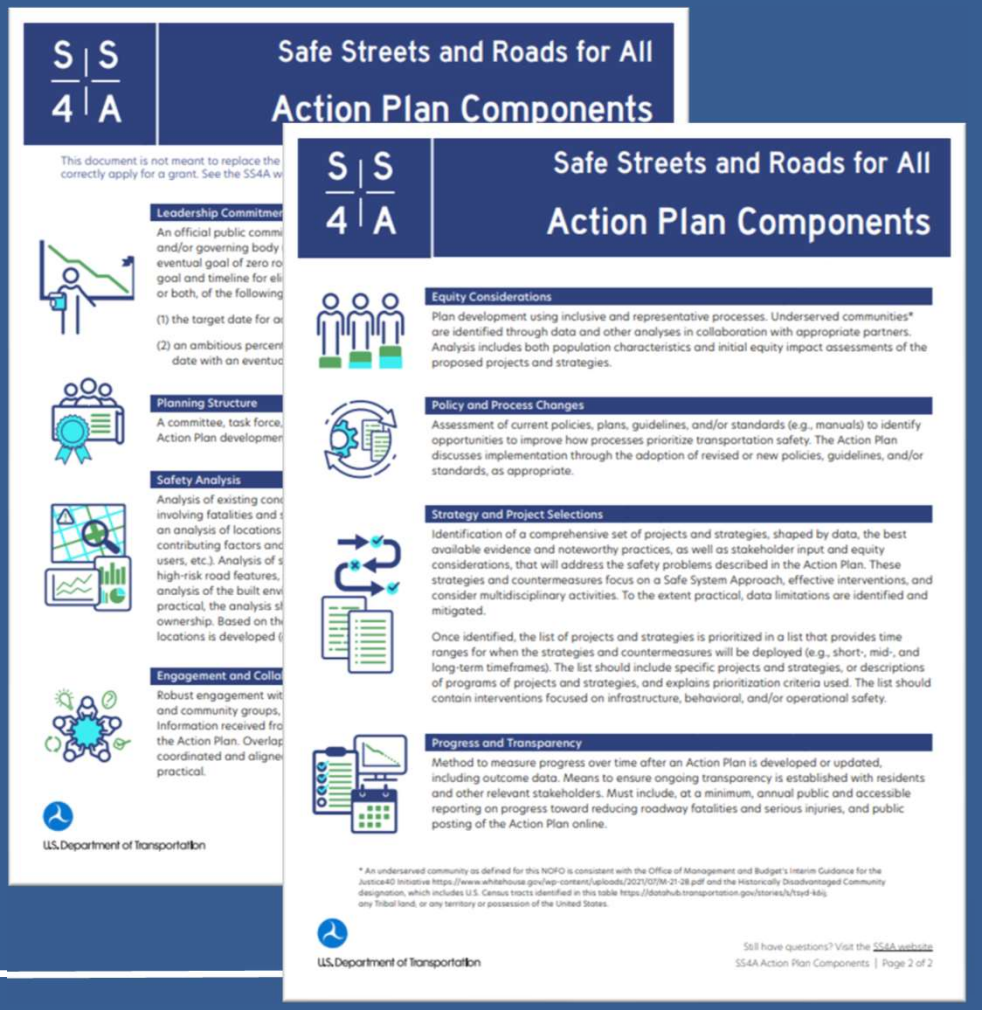
Enhanced Delineation for Horizontal Curves

Longitudinal Rumble Strips and Stripes on Two-Lane Roads

Median Barriers

Safety Action Plan Elements

1. Leadership Commitment and Goal Setting
2. Planning Structure
3. Safety Analysis
4. Engagement and Collaboration
5. Equity
6. Policy and Process Changes
7. Strategy and Project Selections
8. Progress and Transparency



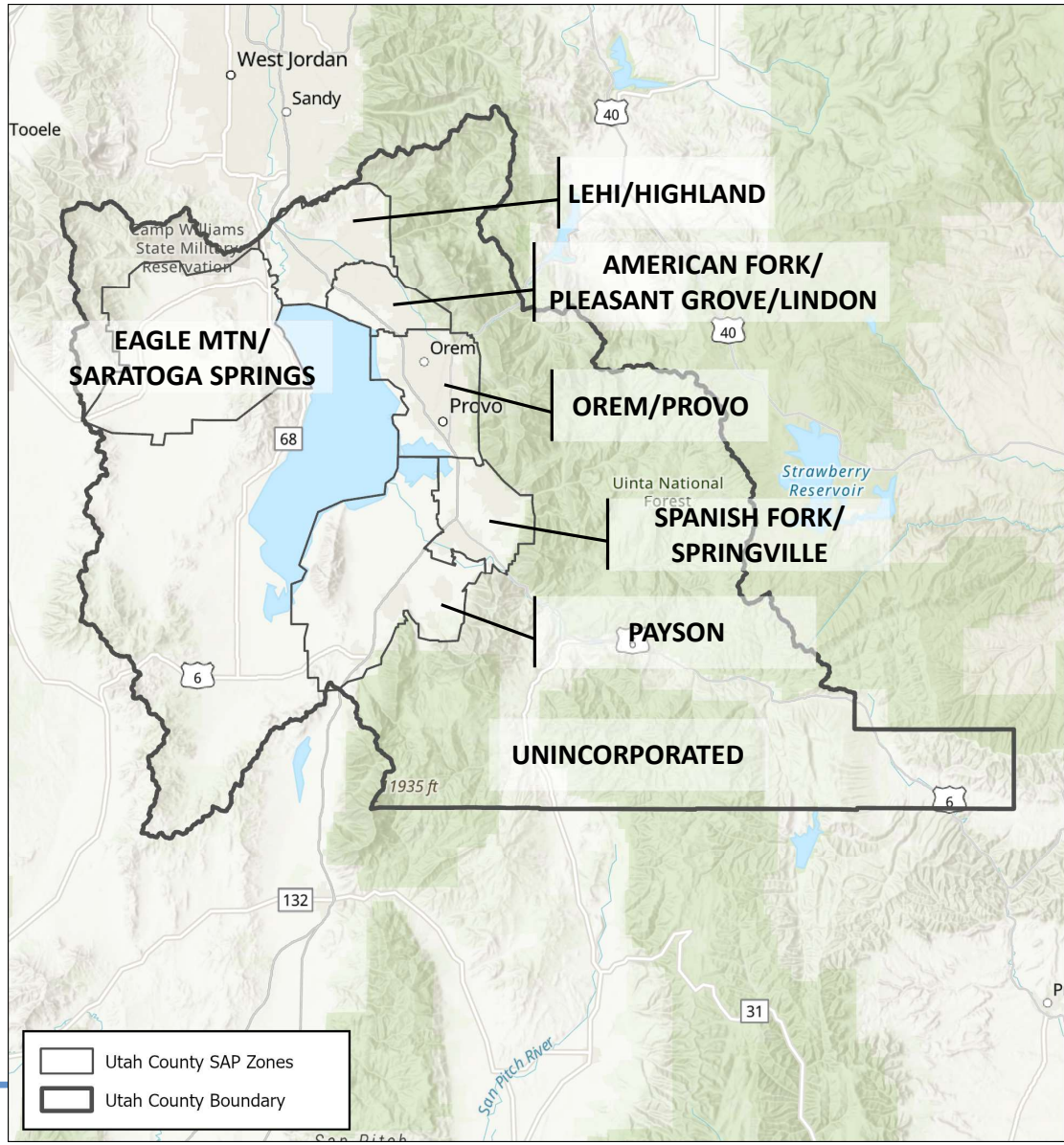
Geographic Zones

Utah County was divided into seven analysis zones

1. American Fork/ Pleasant Grove/Lindon
2. Eagle Mountain/ Saratoga Springs
3. Lehi/Highland
4. Orem/Provo
5. Payson
6. Spanish Fork/ Springville
7. Unincorporated

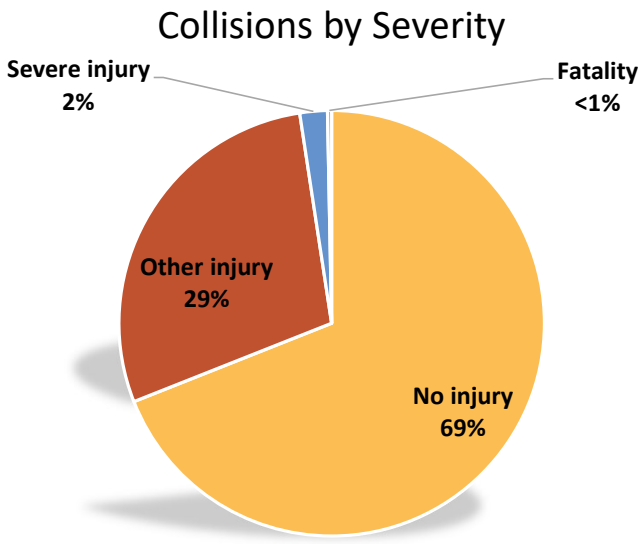
WHY: Analyze enough collisions to get meaningful results

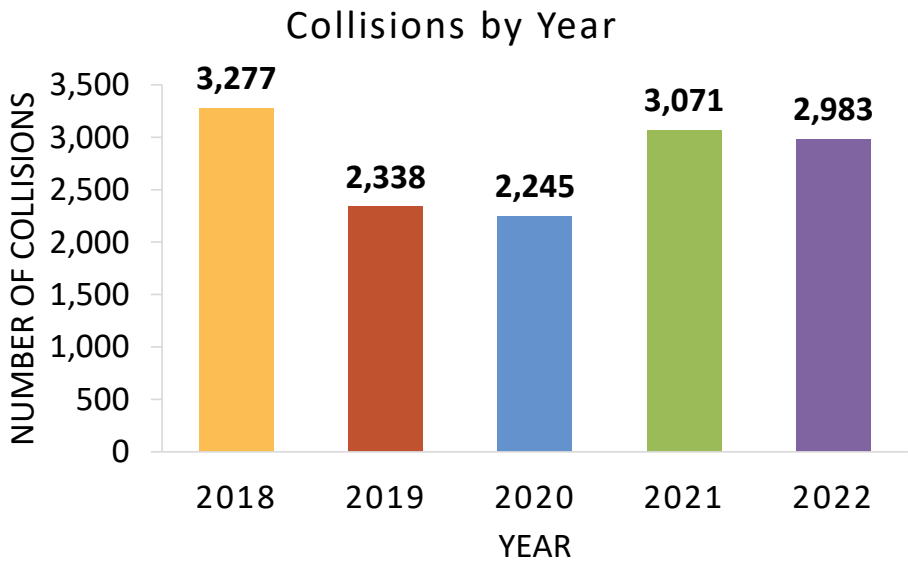
HOW: Grouped jurisdictions with similar characteristics



Orem/Provo: Collisions

- 13,914 total collisions from 2018-2022





Orem/Provo: Collisions

- 573 collisions involved active transportation users

329 collisions
65 resulted in severe injury or fatality

244 collisions
33 resulted in severe injury or fatality

Utah Strategic Highway Safety Plan

- Aggressive Driving
- Distracted Driving
- Impaired Driving
- Motorcycle Safety
- Pedestrian Safety
- Roadway Departure Crashes
- Intersection Safety
- Speed Management
- Teen Driving Safety
- Use Of Safety Restraints
- Senior Safety

Utah Strategic Highway Safety Plan Emphasis Areas

Non-Interstate All Crashes

Emphasis Area	State Total	State %	County Total	County %	AF/PG/Lindon City Total	AF/PG/Lindon City %	Eagle Mountain/Saratoga Springs City Total	Eagle Mountain/Saratoga Springs City %	Lehi/Highland City Total	Lehi/Highland City %	Orem/Provo City Total	Orem/Provo City %
Total Crashes	**235,314**	-	**39,709**	-	**5730**	**14.4%**	**3568**	**9.0%**	**6351**	**16.0%**	**13914**	**35.0%**
Total Road Miles	13,542		676.51		76.72	11.3%	69.5	10.3%	127.77	18.9%	168.18	24.9%
Crash/Mile	17.38		58.70		74.69		51.34		49.71		82.73	
Population (2020 US Census)	3,271,616		659,399									
Crash Per Capita	0.07		0.06									
Aggressive Driving	3,265	1.4%	398	1.0%	55	1.0%	52	1.5%	76	1.2%	120	0.9%
Distracted Driving	23,032	9.8%	4,406	11.1%	649	11.3%	437	12.2%	762	12.0%	1712	12.3%
Impaired Driving	9,112	3.9%	1,098	2.8%	143	2.5%	82	2.3%	155	2.4%	369	2.7%
Motorcycle Safety	4,923	2.1%	810	2.0%	96	1.7%	43	1.2%	98	1.5%	307	2.2%
Bicylce Crashes	2,417	1.0%	438	1.1%	46	0.8%	19	0.5%	58	0.9%	244	1.8%
Pedestrian Safety	4,100	1.7%	645	1.6%	70	1.2%	25	0.7%	70	1.1%	329	2.4%
Roadway Departure Crashes	32,317	13.7%	4,341	10.9%	386	6.7%	369	10.3%	699	11.0%	942	6.8%
Intersection Safety	121,215	51.5%	23,123	58.2%	3686	64.3%	2138	59.9%	3782	59.5%	8661	62.2%
Speed Management	21,610	9.2%	3,459	8.7%	344	6.0%	309	8.7%	635	10.0%	854	6.1%
Teen Driving Safety	54,702	23.2%	11,406	28.7%	1737	30.3%	1228	34.4%	2167	34.1%	3228	23.2%
Use Of Safety Restraints	6,227	2.6%	723	1.8%	104	1.8%	68	1.9%	91	1.4%	222	1.6%
Senior Safety	33,978	14.4%	5,083	12.8%	872	15.2%	274	7.7%	661	10.4%	1845	13.3%
Heavy Vehicles	13442	5.7%	2,153	5.4%	296	5.2%	273	7.7%	328	5.2%	604	4.3%
Drowsy Drivers	3,481	1.5%	485	1.2%	55	1.0%	49	1.4%	76	1.2%	141	1.0%
Work Zone Safety	7,517	3.2%	1,284	3.2%	100	1.7%	158	4.4%	319	5.0%	542	3.9%
Wild Animal Involved	13,140	5.6%	1,104	2.8%	91	1.6%	127	3.6%	149	2.3%	126	0.9%

Orem/Provo:

Overrepresented Serious Injury/Fatal Crash Characteristics

7% involved aggressive driving

10% involved Distracted driving

23% involved motorcycles

10% involved bicyclists

20% involved pedestrians

60% involved intersections

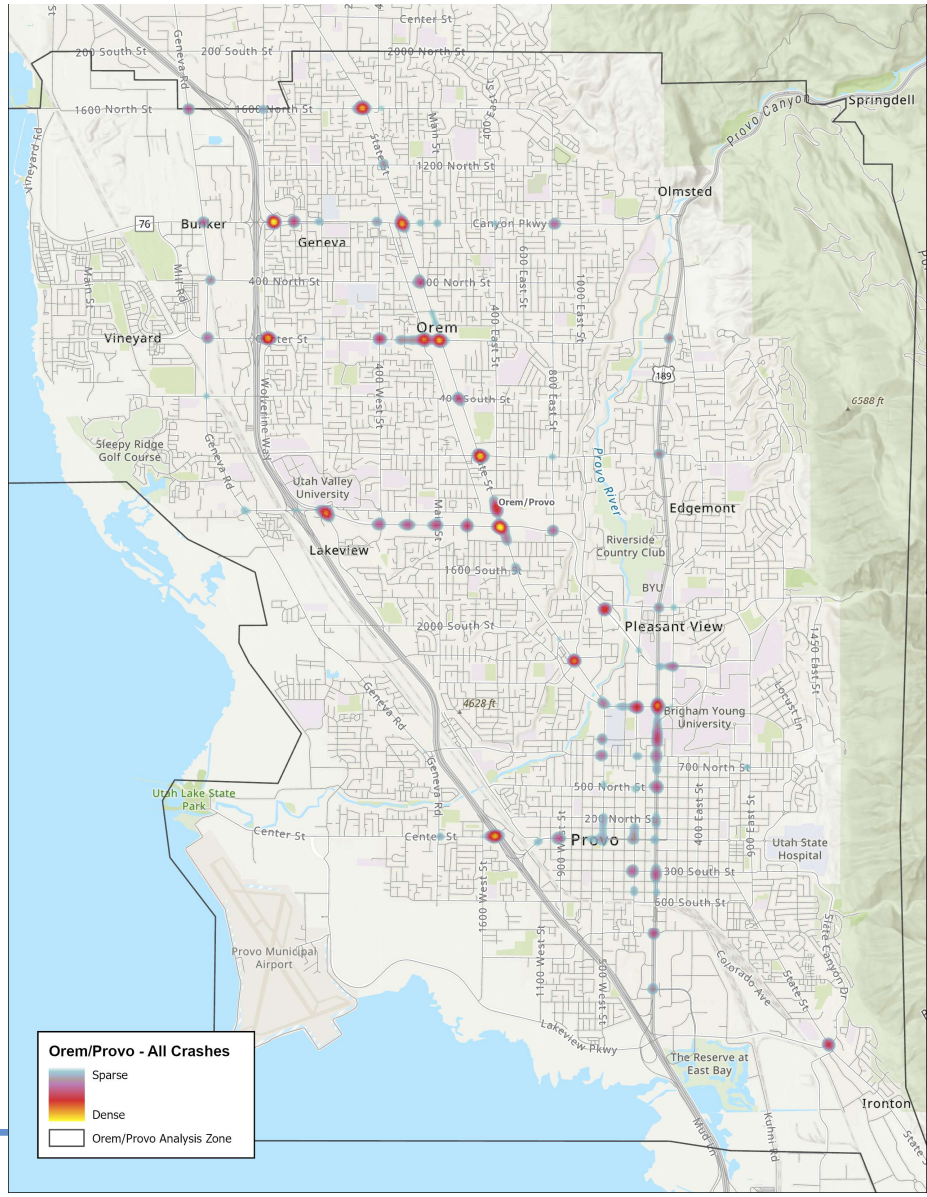
These rates are higher than county AND state rates.

Orem/Provo:
Hot Spot Locations

- **All collisions:**
  - University Ave. (US-189)
  - State St.

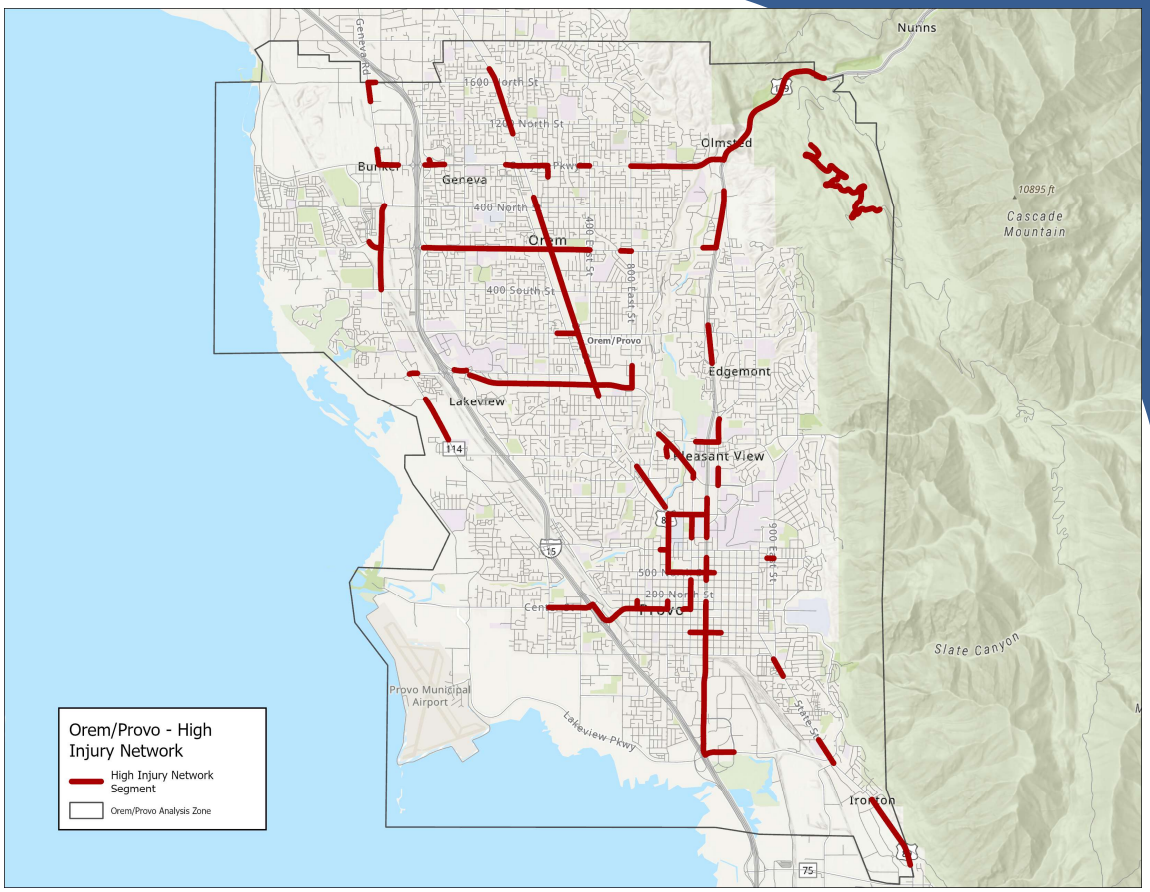
- **Severe injury/fatal collisions:**
  - State St. at Lakeview Pkwy.
  - State St. at Grandview Ln.

    - **Bike/pedestrian collisions:**
      - University Pkwy. at State St.
      - State St. at Grandview Ln.



Orem/Provo:
High Injury Network

10% of roads have **67% of crashes** resulting in severe injury or fatality



Orem/Provo:
Countermeasures

- 52 Project Areas

Common countermeasures

- Crosswalk improvements
- Bicycle facility upgrades
- Improve lighting
- Teen driving campaigns
- Red-light running enforcement

Schedule


2023
FALL
WINTER
SPRING
SUMMER
2024
Safety Analysis
Select Package 1 Strategies
Identify Strategies
Prioritize Strategies
Public Meetings
Adopt Safety Action Plans
Develop Safety Action Plans
Pursue Funding

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