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Chapter 1: Vision, Goals, & Objectives

1 Vision, Goals, & Objectives

The Vision, Goals, and Objectives of the Provo City Bicycle Master Plan will guide the development and implementation of bicycle facilities in Provo for years to come. Goals and objectives direct the way public improvements are made, where resources are allocated, how programs are operated, and how city priorities are determined. This section lays out a framework for how to increase bicycling in Provo.

1.1 Vision Statement

A vision statement outlines what a city wants to be. It concentrates on the future and is a source of inspiration. Goals help guide the city towards fulfilling that vision and relate to both existing and newly launched efforts by Provo. Objectives are more specific statements within each goal that define how each goal will be achieved. They are measurable and allow tracking of progress toward achieving the goals and overall vision. Each objective has a number of implementation measures that can help guide efforts toward the achievement of the objective and the related goal.
The Steering Committee that helped guide this master plan established the following vision for bicycling in Provo:

“Provo City will create strong families, vibrant neighborhoods, and a healthy community through the promotion and accommodation of bicycling as a vital means of everyday transportation and recreation.”

1.2 Goals & Objectives

Based on input from the Steering Committee, the following eight categories of goals were established for bicycling in Provo:

1. Complete Streets
2. Implementation
3. Bikeway Network
4. Maintenance
5. Safety
6. Education and Encouragement
7. Evaluation
8. Bike-Transit Integration

This section describes each of these goal categories and supplies specific objectives to support each goal. These goals and objectives support the overall vision and describe the most important aspects of Provo’s priorities and attitudes towards bicycling. Summaries of each goal, their purposes, and the objectives that support them are given in the following subsections.
1.2.1 Complete Streets

Complete Streets is an ethos that encourages consideration of all road users when modifying or constructing roads. The genesis of Complete Streets can be traced back to the perception that pedestrians, bicyclists, and transit users should be more fully accommodated in the road design process. Complete Streets principles are typically incorporated at the municipal level through the adoption of policy and ordinance language. The following goal and objectives address how Provo can achieve the bicycle component of Complete Streets.

**Purpose:** Accommodate bicyclists within the public right-of-way.

**Objectives**

- **1A.** Consider every road in Provo where bicyclists are legally permitted as a road that bicyclists will use.
- **1B.** Coordinate Livable Streets traffic volume requirements with the development of residential bike routes/bike boulevards.
- **1C.** Require all Capital Improvement Projects to include relevant recommended facilities as contained in the bicycle master plan.
- **1D.** Provide a bicycle network that is safe and attractive for all users, particularly people who would like to ride more but do not feel comfortable with the infrastructure currently available.
- **1E.** Evaluate streets for recommended on-street bike facilities so that they may be implemented when street resurfacing and restriping projects are scheduled.
- **1F.** Incentivize or require private development projects to include bicycle facilities identified in this master plan.

---

**Complete streets welcome all types of users**
1.2.2 Implementation

Implementing the recommendations outlined in the bicycle master plan will help Provo address the needs of its residents.

**Purpose:** Equip city staff/stakeholders with the necessary tools to implement the bicycle master plan.

**Objectives**

2A. Thoroughly vet the recommendations in the bicycle master plan with the Project Steering Committee and relevant funding agencies so that the plan can be implemented as efficiently as possible.

2B. Utilize the bicycle master plan Steering Committee throughout bikeway* implementation to ensure citywide support and harmony with other department plans, policies, and goals.

2C. Maintain open dialog with Provo residents, advocacy groups, and other public groups at every stage of the bicycle master plan implementation.

2D. Analyze previously-planned bikeways for feasibility and value in the overall network.

2E. Prioritize proposed projects for construction and funding.

2F. Engage with elected officials at major milestones of bicycle master plan implementation to remind them of the importance of bicycles in Provo’s transportation network.

2G. Coordinate bikeway projects with the Utah Department of Transportation (UDOT) and the Utah Transit Authority (UTA) to help with planning and funding of bikeways.

* The term “bikeway” refers to any type of designated bicycle facility. Shared-use paths, bike lanes, and cycle tracks are just a few examples of bikeways. “Bikeway” and “bicycle facility” are synonymous.
1.2.3 Bikeway Network

A complete bikeway network provides a variety of bikeway types, accommodating bicyclists of varying skills and abilities, and connects them with destinations throughout the city.

Purpose: Provide a complete bikeway network throughout the city of Provo.

Objectives

| 3A. | Implement a continuous network of bikeways that serves all bicycle user groups, including both recreational and utilitarian riders*. |
| 3B. | Bridge network gaps between the adjacent communities of Orem and Springville. |
| 3C. | Work with UDOT to coordinate desired bikeways on State roadways. |
| 3D. | Prioritize future bikeway projects that connect to existing bicycle facilities. |
| 3E. | Identify and construct a safe, attractive, and viable north-south bikeway. |
| 3F. | Prioritize bikeway projects with connectivity to downtown, parks/recreation sites, BYU, and other major trip generators. |

* A utilitarian bicycle rider is someone who uses a bicycle to accomplish a transportation-oriented purpose such as commuting to work, going to school, or shopping.
1.2.4 Maintenance
Well-maintained bikeways promote active use and enhance bicyclists’ safety and overall experience.

Purpose: Keep bicycle and trail facilities clean, safe, and accessible.

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<td><strong>4A.</strong> Maintain existing and future bicycle facilities to a high standard in accordance with guidelines established in this plan.</td>
</tr>
<tr>
<td><strong>4B.</strong> Incorporate bicycle network repair and maintenance needs into the regular roadway maintenance schedule as appropriate, paying particular attention to sweeping and pothole repair on priority bicycle facilities.</td>
</tr>
<tr>
<td><strong>4C.</strong> Establish weed management program to target spread of Puncturevine (primarily on shared-use paths) for the purpose of reducing tire punctures.</td>
</tr>
<tr>
<td><strong>4D.</strong> Address bicyclist safety during construction and maintenance activities.</td>
</tr>
<tr>
<td><strong>4E.</strong> Identify safe, convenient, and accessible routes for bicyclists through construction zones.</td>
</tr>
<tr>
<td><strong>4F.</strong> Provide a simple way for citizens to report maintenance issues that impact bicyclist safety and for the city to respond appropriately.</td>
</tr>
<tr>
<td><strong>4G.</strong> Implement an on-going citywide bikeway maintenance strategy.</td>
</tr>
<tr>
<td><strong>4H.</strong> Develop and update actual maintenance costs for existing bikeways to help the City budget for its future bikeway network.</td>
</tr>
<tr>
<td><strong>4I.</strong> Consider future maintenance requirements when making choices for new facilities so that they are as easy as possible to maintain and minimize maintenance resource needs.</td>
</tr>
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</table>
1.2.5 Safety

Bicyclists, motorists, and other road users should be considerate and operate their respective vehicles in a safe manner.

| Purpose: Make Provo a safe and enjoyable place to ride a bicycle. |
| Objectives |
| **5A.** Reduce the number of crashes involving bicyclists with pedestrians and with motor vehicles while increasing overall levels of bicycling and walking. |
| **5B.** Design facilities that encourage bicyclists to travel at safe speeds when the facility is shared with other user types or intersects with pedestrians and other users. |
| **5C.** Transition bicycle facilities through intersections according to current standards. |
| **5D.** Provide well-marked, visible roadway crossings for shared-use path facilities and clarify expected behavior for motorists, bicyclists, and pedestrians. |

Education courses encourage more people to bicycle and to do so in a safe manner.
1.2.6 Education & Encouragement

Many cities around the nation are finding that robust efforts in road user education and encouragement are just as effective at increasing bicycle use as construction of new facilities.

**Purpose:** Implement comprehensive education and encouragement programs targeted at all populations in the City.

**Objectives**

<table>
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<th>No.</th>
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<tr>
<td>6A.</td>
<td>Educate the general public about bicycle safety issues and encourage non-motorized transportation with programs that target pedestrians, bicyclists, and motorists.</td>
</tr>
<tr>
<td>6B.</td>
<td>Install signage along local and regional bikeways to assist with wayfinding, increase motorists' awareness of bicyclists, and encourage more people to ride bicycles.</td>
</tr>
<tr>
<td>6C.</td>
<td>Support Safe Routes to School (SRTS) programs and other efforts, including educational and incentive programs to encourage more students to bicycle or walk to school, through a partnership with the school districts and other interested parties.</td>
</tr>
<tr>
<td>6D.</td>
<td>Promote bicycling through events sponsored by Provo City.</td>
</tr>
<tr>
<td>6E.</td>
<td>Encourage large employers, schools, UTA intermodal stations, and other activity centers to provide secure bicycle storage facilities and promote their efforts.</td>
</tr>
<tr>
<td>6F.</td>
<td>Encourage new commercial building projects to provide bicycle parking, showers, changing facilities, and lockers for employee use.</td>
</tr>
<tr>
<td>6G.</td>
<td>Partner with other interested groups across the State to update the driver’s license exam to include the latest bicycle markings and signs, and to ensure that bicycle-related exam questions are used.</td>
</tr>
<tr>
<td>6H.</td>
<td>Create a downloadable and printable City bikeways map and make it available at logical locations throughout the City.</td>
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<tr>
<td>6J.</td>
<td>Make a link on the City website to the Provo Bicycle Committee’s* website so that interested citizens can obtain current bicycling information.</td>
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* The Provo Bicycle Committee is a citizen group that promotes bicycle riding by working with the City government and holding events.
1.2.7 Evaluation

Tracking implementation of the bicycle master plan recommendations allows the City to be accountable to its stakeholders and identify strategies that are working or may need to be changed.

<table>
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<td><strong>7A.</strong> Track the success of the bicycle master plan as a percent completed of the total recommended bikeway system.</td>
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<td><strong>7B.</strong> Create a regular bicycle count system in order to establish a baseline understanding of bicycle ridership for use in future evaluations.</td>
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<td><strong>7C.</strong> Determine bicycle crash rates from available data.</td>
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<td><strong>7D.</strong> Complete Bicycle Friendly Community application. Achieve Silver-level status by 2015 and Gold-level status by 2020.*</td>
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*For more information on these programs, visit www.bikeleague.org/programs
1.2.8 Bike-Transit Integration

Connecting bikeways with transit facilities helps to reduce traffic congestion and promote both bicycling and transit use.

**Purpose:** Improve multi-modal transportation by coordinating bicycle projects with existing and future transit plans.

**Objectives**

| 8A. | Provide access and bicycle support facilities to transit by connecting bikeways to transit stops and intermodal centers. |
| 8B. | Support UTA in accommodating bicycles on all transit vehicles including FrontRunner commuter rail and Bus Rapid Transit (BRT) buses. |
| 8C. | Provide secure end-of-trip facilities (bike parking, etc.) at intermodal centers. |
| 8D. | Partner with UTA and BYU when developing educational and outreach programs. |
| 8E. | Integrate bicycle parking into new bus shelters. |

**Bike racks on transit vehicles are a key way to integrate bicycling with transit.**
2 Summary of Existing Plans

This section summarizes the major planning documents that shape the physical and policy environment for Provo City as it relates to bicycling. The following documents are reviewed in this section:

- UDOT Guidelines for Bicycle and Pedestrian Accommodations
- UDOT Roadway Design Manual of Instruction
- UDOT Pedestrian and Bicycle Guide
- UDOT Bicycle Priority Routes Project
- Utah Traffic Controls for School Zones Manual
- Mountainland Association of Governments (MAG) Bicycle and Pedestrian Planning
- MAG Non-Motorized Trail Standards
- Provo City General Plan
- Provo Master Transportation Plan
- Provo-Orem BRT Plans
- Provo City Vision 2030
- Proposed Improvements to City Bicycle Network
2.1 UDOT Guidelines for Bike & Pedestrian Accommodations

UDOT has outlined bicycle and pedestrian accommodation guidelines to promote safety and mobility of bicyclists and pedestrians in roadway projects. The guidelines are as follows:

2.1.1 Freeways & Limited Access Highways

Bicycle and pedestrian accommodations are not required on urban area freeways where cycling and walking are prohibited. Where bicyclists are permitted on rural freeways, special attention should be given to rumble strip application and shoulders. For a listing of locations on state routes where bicyclists are prohibited, visit www.udot.utah.gov/walkingandbiking and select “Online Maps”.

2.1.2 Urban & Rural Arterials

Utah State Code defines bicycles as vehicles. Every effort should be made to include bicycle and pedestrian accommodations in all new construction and reconstruction projects on the state system. The specific level of accommodation will vary by project and should be determined by the Project Team in conjunction with the UDOT Bicycle and Pedestrian Coordinator. The guidelines were created in response to UDOT Policy 07-117: Routine Accommodations for Bicyclists and Pedestrians, which was adopted in May 2006. The text of this policy reads as follows:

“An accommodation is defined as any facility, design feature, operational change, or maintenance activity that improves the environment in which bicyclists and pedestrians travel. Examples of such accommodations include the provision of bike lanes, sidewalks, signs, and the addition of paved shoulders. Bicycling and walking are successfully accommodated when travel by these modes is efficient and safe for the public. The level of accommodation should be considered on a project-by-project basis.”

A checklist is included as part of the guideline document to facilitate a discussion between the project team members and to determine the level of accommodation for bicyclists and pedestrians in a roadway project.
2.2 UDOT Roadway Design Manual of Instruction

UDOT encourages multi-modal transportation options on roadway facilities. Bicycle and pedestrian planning and design guidelines outlined in Section 9 are based on AASHTO standards. Checklists are provided for bicycle and pedestrian facilities in general, as well as for the Concept, Environmental, and Scoping Phases of a project.

2.2.1 Bicycle Facilities

UDOT encourages the use of the Bicycle Compatibility Index (BCI) to evaluate roadways for bicycle compatibility. They also specify that urban state highways should have an 8-foot-wide minimum shoulder.

2.3 UDOT Pedestrian & Bicycle Guide

The Pedestrian and Bicycle Guide was created to provide UDOT staff and interested citizens resources for improving walking and bicycling conditions in Utah. The guide addresses design, maintenance, funding, education, and the UDOT project development process. It is a valuable resource and reference for any Utah city or county planning bicycle and/or pedestrian facilities.

2.4 UDOT Bicycle Priority Routes Project

In response to increased demand for bicycle facilities statewide, UDOT formed a planning team to prepare a statewide Bicycle Priority Routes analysis.

2.4.1 Public Involvement Element

The public involvement portion of this analysis began in September 2008 and included 13 open houses held throughout the state. The open houses offered general information about the project, sketches showing how bikes could be accommodated on state roads, a map showing existing conditions, and the selection criteria UDOT would use to prioritize bicycle route improvements. Public comments were received in a number of ways including comment sheet submissions, notes written on maps, and email comment submissions.

Of the 13 open houses, the closest one to Provo was held in Orem. 59 people attended the Orem open house September 2008. According to UDOT’s geographic tracking of comments, attendees at Orem’s open house represented several communities in Utah Valley.

2.4.2 Priority Routes

In Provo three Level 1 (highest) priority projects were identified. Table 2-1 outlines these projects. UDOT makes mention in these project documents that funding has not been secured for the identified priority improvements and encourages public agencies to make the improvements as opportunities arise.
Table 2-1: Bicycle Priority Routes Projects

<table>
<thead>
<tr>
<th>Street</th>
<th>Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR-114 (Geneva Road): 820 North to Orem boundary</td>
<td>Widen shoulders and/or restripe. Bike lanes are desired, but wide shoulders would be acceptable.</td>
</tr>
<tr>
<td>US-89 (State Street): 1100 South to Springville boundary</td>
<td>Widen shoulders (note: portions of this improvement have been completed since 2009).</td>
</tr>
<tr>
<td>Utah Lake Trail: end of current trail north to Orem boundary</td>
<td>New 10’ wide shared use path.</td>
</tr>
</tbody>
</table>

2.5 Utah Traffic Controls for School Zones Manual

UDOT created this manual to ensure consistency and set specific standards for all Utah school crossing zones. All jurisdictions in Utah are required by code to use the manual.

2.6 MAG Bicycle & Pedestrian Planning

MAG is responsible for preparing and approving a TIP for the Utah County region annually. The TIP is a compilation of projects sponsored by municipalities, the county, UDOT, UTA, and others utilizing various Federal, State, and local funding sources.

In May 2011, the MAG 2040 Metropolitan Transportation Plan (2040 MTP) was adopted, which includes a discussion on bicycle and pedestrian improvements regionally, including Provo. Generally, the 2040 MTP provides guidance on maintaining and enhancing the regional transportation system for urbanized Utah County. The 2040 MTP includes a section on bicycle and pedestrian improvements that indicates that funding is a major barrier to fully constructing a trail network that provides for connectivity between cities and destinations in the urbanized area of Utah County. Stated goals of the regional bicycle and pedestrian network are the reduction of vehicle trips and mitigation of traffic congestion. The 2040 MTP identifies a network that connects population and employment centers to each other based upon projected densities.
through planning year 2040. A map is provided within the 2040 MTP that shows where the paved trails, bike routes (which includes bike lanes, wide shoulders, and signed routes), crushed stone trails, and priority planned trails are planned at the regional level, including existing trails to show connectivity. This map is shown in Figure 2-1.

The 2040 MTP further states that design considerations should cover connectivity, safe roadway crossings, traffic calming techniques, street, street furniture, and other pedestrian-scaled amenities. MAG’s staff utilizes the Bicycle Compatibility Index (BCI) model to analyze all roadway projects within the 2040 MTP. The output of the model indicates a Level-of-Service (LOS) ranging from “A” to “F”. A LOS of “C” indicates that a roadway is comfortable for the average adult bicyclist. Based on an LOS of “C”, MAG has identified that bike lanes or wide shoulders should be included in planned projects unless law or engineering judgment precludes such inclusion.

Regionally, approximately $16M is needed annually to fund a bicycle and pedestrian network. While this level is not currently available at MAG, efforts are being made to combine bicycle and pedestrian efforts with roadway projects that will eventually create a network over time. Most of the bicycle and pedestrian projects at the regional level are made up of local city projects with the Utah Valley Trails Committee helping to identify gaps and determine which regional facilities will help provide the most connectivity.

2.7 MAG Non-motorized Trail Standards

The standards presented in this document are based on recommendations from the AASHTO Guide for the Development of Bicycle Facilities (1999), the MUTCD (2003), and other sources. Section B sets definitions of various facility types. Most notably, it discusses the nature of shared-use paths as follows:

“Proper design will accommodate two-way use, with infrequent interruptions by driveways or roadway crossings. Long sections of trail without road crossings or driveways are most desirable. At a bare minimum, 1320 feet (1/4 mile) between such interruptions should be planned and maintained throughout.

“Trails should not be located along roadsides where sidewalks are normally provided. Typically, sidewalks are not good candidates for use as trails, since they tend to be too narrow to accommodate multiple uses and are too
frequently interrupted. Where good trail design is not possible due to frequent interruptions or lack of suitable separation from roadways, a combination of bicycle lanes and sidewalks may be more appropriate.”

Section C governs design and construction standards and provides standards beyond what is available in the AASHTO Guide for the Development of Bicycle Facilities. Shared-use paths should be 10 feet wide (8 feet minimum) and conform to recommended surface thicknesses and subgrade requirements. Recommendations are also made for bridge structures, signage, grades, and corner radii. Finally, the standards require all new construction and alterations to comply with ADA laws.

2.8 Provo City General Plan

2.8.1 Chapter Eight – Transportation & Circulation

In the Bike Paths section, the General Plan identifies the importance of two bike paths to the Provo Bikeway System: the Provo River Parkway and The College Connector Trail. These off-street bikeways are the “backbone” of Provo’s bikeway network. The Plan also calls for the development of future on-street facilities to enhance safety and improve connectivity between on- and off-street bikeways.

The Intermodal Transit Station is identified as one of the premier destinations for future bikeway development. Chapter 8 also sets a goal for the City to be designated by the League of American Bicyclists as a Gold-level Bicycle Friendly Community.

2.9 Provo Master Transportation Plan

The Provo Master Transportation Plan (MTP) addresses bicycle transportation in several sections of the plan, which are described below.
2.9.1 Livable Streets

The first part that relates to bicyclists in Provo is the Livable Streets section. In this section, the desired maximum traffic volume for residential streets is defined as 1,800 vehicles a day. Under this designation, residential streets that meet the Livable Streets standards would also work well as residential bike routes, neighborhood greenways, or bicycle boulevards.

The Livable Streets Standards Policy Statements in the MTP mostly focus on livability as a measure of traffic volume or land use along a specific corridor with little mention of addressing the needs of alternate users of the road.

2.9.2 Traffic Mitigation Strategies

In the public involvement portion of the MTP a joint City Council and Planning Commission meeting was held wherein meeting participants ranked and scored various strategies for traffic mitigation. Strategies included instituting transit corridors, reducing land densities, instituting parking pricing, and building wider streets. Included in the ten strategies was the concept to “develop and improve bike and pedestrian paths”. Of the 10 choices, bike and pedestrian paths ranked the 4th highest, indicating a moderate level of support for bicycle facilities in Provo.

2.9.3 Transportation Demand Management (TDM) Strategies

The MTP outlines various TDM strategies to maximize transportation efficiency in Provo and decrease single occupant vehicle use. The Provo TDM policy strategies include:

» Provo City will encourage TDM measures, such as a student shuttle system, van and car pools, alternative work hours, transit service improvements, and the construction of pedestrian and bicycle facilities and amenities.

The MTP identifies four different classes of bike facilities in Provo:

» Class I routes – completely separate (from roads) rights-of-way designated for exclusive use of bicycles (often referred to as a bike path or bike trail).
» Class II routes – paths that are part of the street right-of-way but are separated by a physical barrier such as a guardrail or landscaped median (commonly known as a cycle track or protected bike lane).
» Class III routes – paths designated by a painted stripe or curb within the street right of way (commonly known as bicycle lanes).
» Class IV routes – have no lane designation with bicyclists using the outside portion of the lane or shoulder (commonly known as bike routes).

The MTP includes a few examples of TDM measures that promote bicycling:

» Bike lockers and changing facilities/showers
» Secure bike parking near entrances to work
2.9.4 Traffic Calming

Provo City is committed to improving the quality of life in residential neighborhoods by calming traffic. The City will use measures such as bulb-outs and roundabouts to calm traffic and discourage cut-through traffic. When implemented with a bicycle network in mind, traffic calming measures can be critical building blocks of residential bicycle routes and can provide a more comfortable riding environment for less confident bicyclists. A grid pattern street system such as Provo’s is advantageous for bicyclists because it distributes traffic to a variety of streets rather than just a handful of collectors and arterials. Grid networks also provide multiple alternatives from which to choose when implementing bikeways.

The MTP promotes the adoption of a residential traffic calming goal that would:

- Promote safe and pleasant conditions for residents, motorists, bicyclists, pedestrians, and transit riders on residential streets
- Promote and support the use of transportation alternatives to the single occupant vehicle

These goals and others clearly support the development of a complete bikeway system, utilizing off-street and on-street facilities. In addition to existing streets and development the MTP also calls for traffic calming treatments to be included in new residential developments.

2.10 Provo-Orem BRT Plans

The Provo-Orem Bus Rapid Transit (BRT) System is a joint project of UDOT, UTA, and MAG. This project will link the two communities with a BRT line that aims to decrease single occupancy vehicle use and congestion, increase the convenience of travel between Provo and Orem, and improve overall traffic flow in the region. According to planning documents, the BRT system hopes to improve accessibility for bicyclists across I-15 and identifies several components to be developed as part of the BRT implementation. These components are described in the subsections below.
2.10.1 800 South Interchange and Access to UVU

A bike lane is planned for the interchange at 800 South, which would provide improved access between eastern and western neighborhoods as well as improve cyclist safety by providing an alternative to crossing I-15 on University Parkway.

2.10.2 BRT Vehicles

All UTA buses currently include exterior bicycle racks on the front of the vehicles. As part of the proposed project, UTA plans to explore the feasibility of including bicycle storage areas within BRT vehicles, which would reduce boarding and alighting times. This would help improve mobility within the project study area by providing more convenient multi-modal transportation options.

2.10.3 Street Modification

Some of the existing bicycle facilities will be adjusted to accommodate the construction of the BRT project. Affected bicycle facilities will be relocated by the BRT Project onto adjacent streets. The Environmental Assessment for the BRT line lists two impacts to existing and planned bicycle facilities:

**700 North Bike Lane**

The existing 8-foot bike lane along 700 North would be reduced to 4 feet.

**900 East Bike Route**

If an exclusive BRT lane is constructed on 900 East in the future, the existing 2-foot shoulder will need to be removed. Therefore, no additional space would be available for a bike lane.

2.11 Provo City Vision 2030

In March 2010, Provo City formed a 10-member steering committee responsible for providing guidance on what the City should be like by the year 2030. The purpose of this process and document is to provide long-term direction to municipal decision-making. Section 12 of this document provides direction on Transportation and Mobility.

The Transportation and Mobility section contains the following goals that relate to the advancement of bicycling as a more substantial travel choice:

» Goal 1: Promote the use of transit and alternative modes of transportation.

» Goal 2: Augment the multi-modal transportation opportunities in Provo.

» Goal 3: Modify current street standards to promote flexible street widths in residential areas.

» Goal 5: Promote easier navigation with appropriate signage throughout the city.
2.12 Proposed Improvements to City Bicycle Network

BYU students in conjunction with a consulting firm analyzed several recommendations for new bikeway facilities that have been proposed in the past by the Provo Bicycle Committee. This analysis included the extents, benefits, and physical conditions of the proposed bicycle network. The findings of this report focus on rider experience and usefulness of the overall route as a potentially implementable bikeway in the overall Provo City bike network. To gauge and qualify rider experience, two performance criteria were developed for the routes – connectivity and travel time. “Connectivity” refers to how well a particular bikeway would connect to the rest of the bikeway network and important community destinations. Potential routes included multiple north-south corridors and one east-west corridor.

**North-South Corridors**

- Freedom Blvd
- 100 West
- University Avenue
- 700 East
- 900 East

**East-West Corridor**

- 500 North

The study examined proposed routes for travel time and connectivity in relation to major trip generating destinations within Provo. These destinations included:

- University Parkway
- Downtown portions of Center Street
- Future Intermodal Transit Station
- BYU Campus
- Provo Recreation Center

Findings of this report conclude that there are three ideal bike routes in various parts of the city:

1. **University Avenue**
   - **a.** Add bike lanes north of 700 North as soon as possible
   - **b.** Add bike lanes south of 700 North in conjunction with BRT construction
     - **i.** Possibly develop Freedom Boulevard as an alternative to the southern section of University Avenue

2. **700 East**
   - **a.** Add bike lanes in conjunction with road reconstruction

3. **500 North**
   - **a.** Add bike lanes between 500 West and 700 East