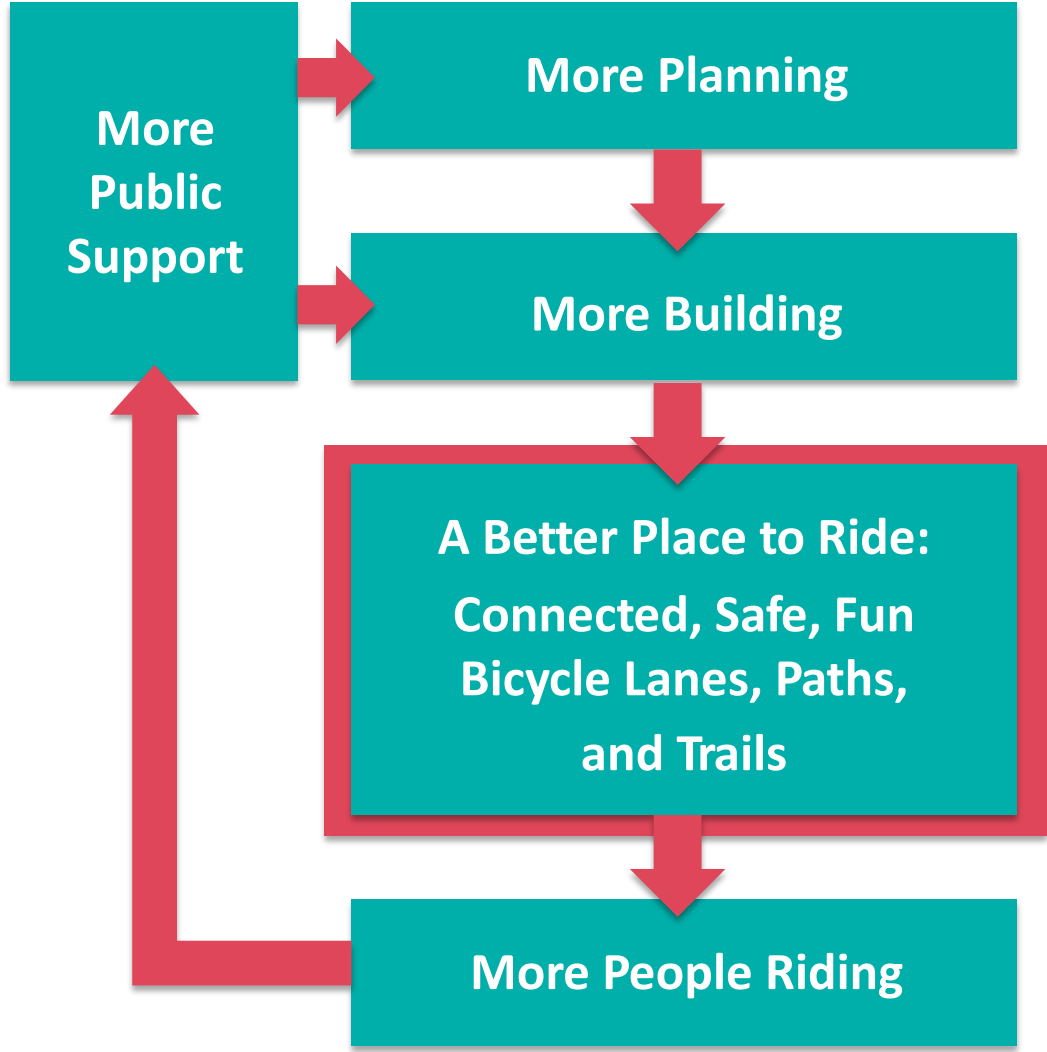




**Making Utah  
a better place to ride**



**More  
Public  
Support**

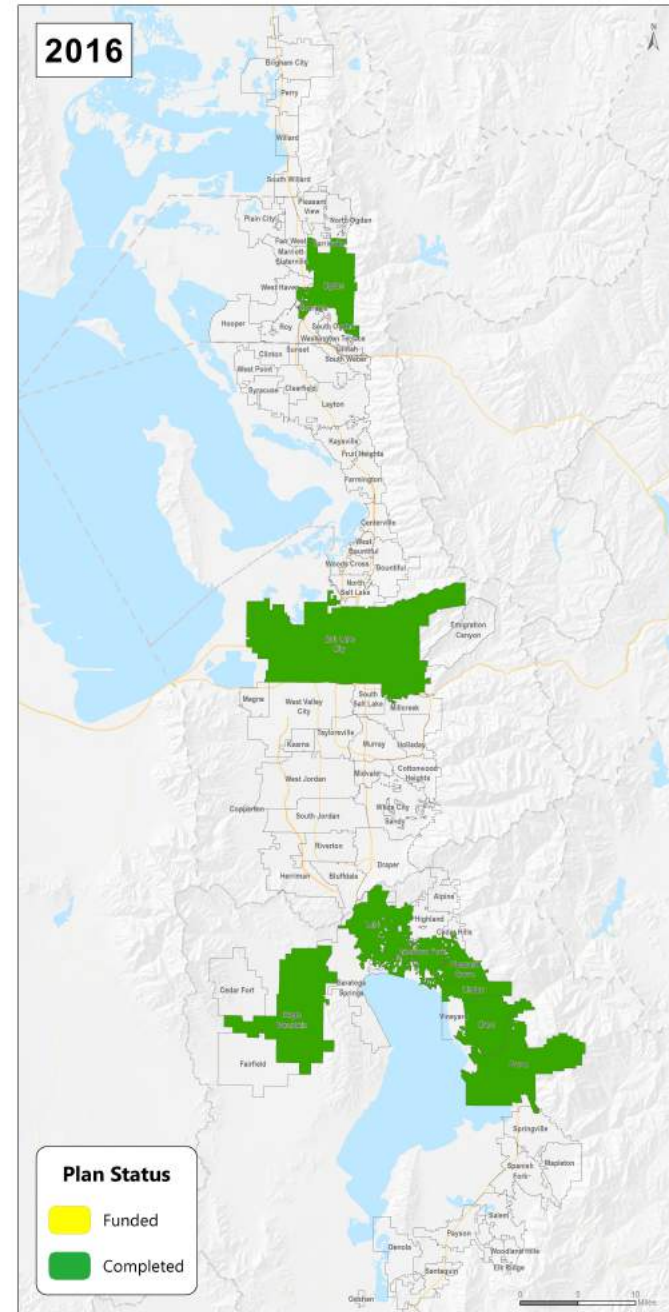
**More Planning**

**More Building**

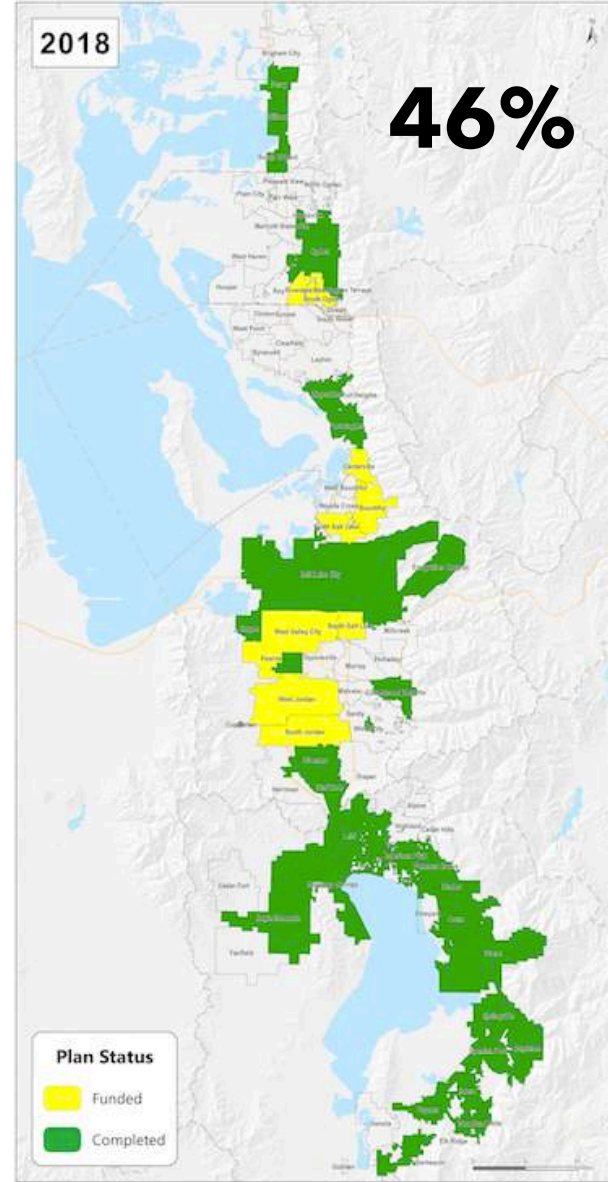
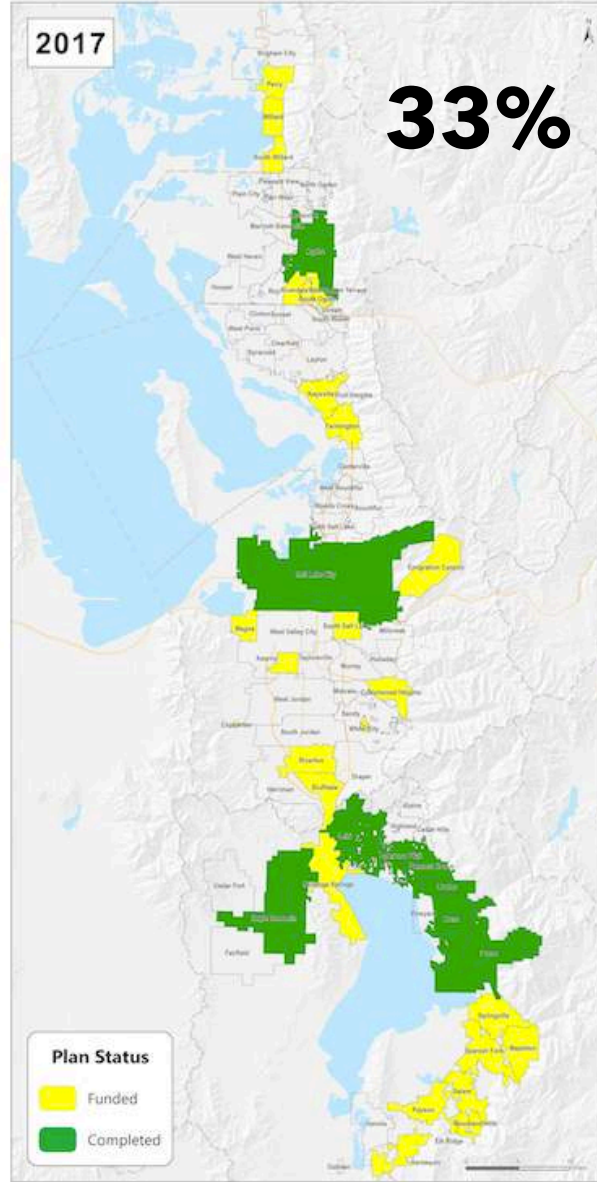
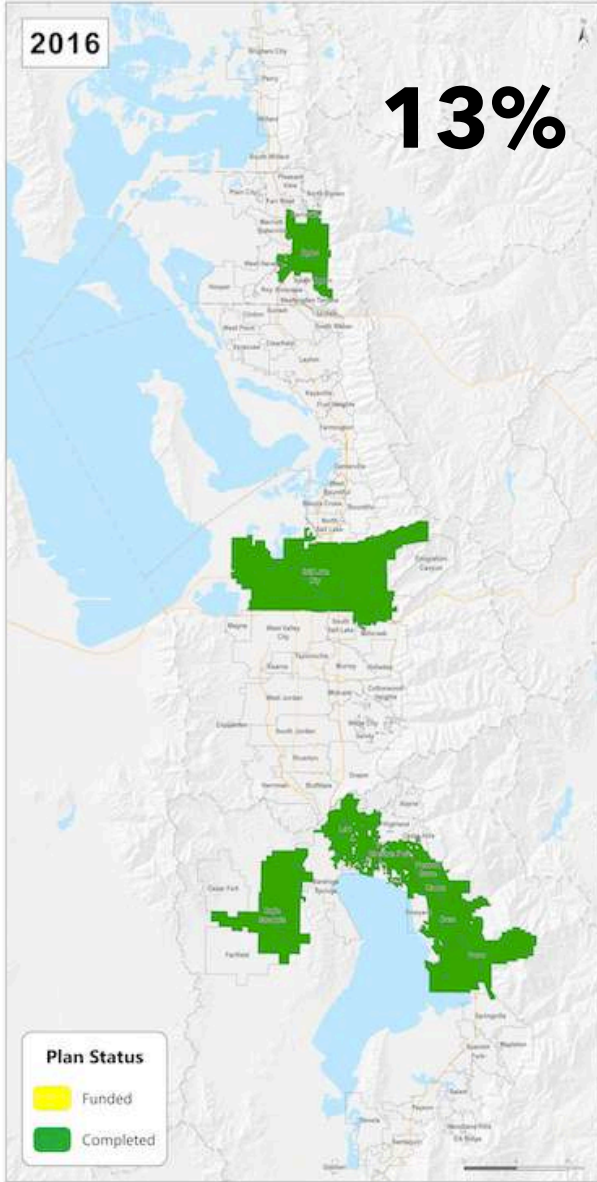
**A Better Place to Ride:  
Connected, Safe, Fun  
Bicycle Lanes, Paths,  
and Trails**

**More People Riding**

# Wasatch Bike Plan



# Wasatch Front Active Transportation Plans

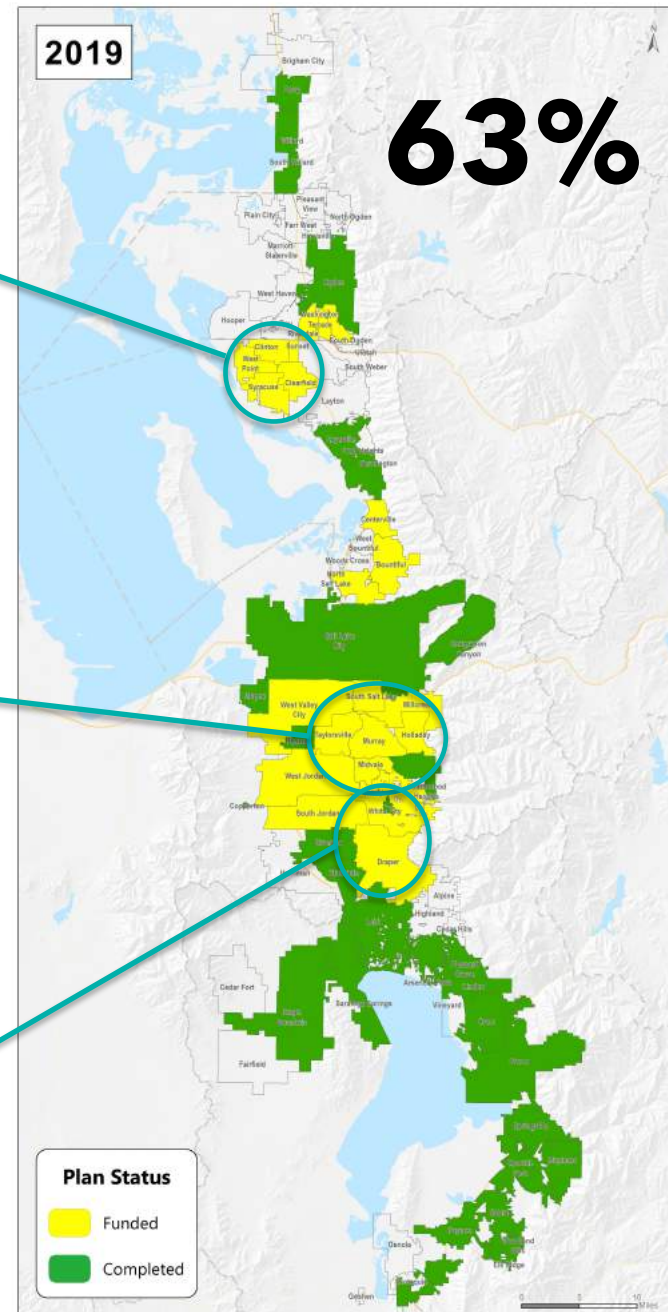


# Wasatch Front Active Transportation Plans

**Clearfield,  
Syracuse, West  
Point, Clinton, and  
Sunset**

**Millcreek,  
Midvale, Murray,  
Taylorsville,  
Holladay, and  
Cottonwood  
Heights**

**Sandy and Draper**



# 1,000 Miles Campaign



# Communities Already Engaged

**Box Elder County**  
**Cache County**  
**Daggett County**  
**Salt Lake County**  
**Sanpete County**  
**Utah County**  
**Weber County**

**American Fork City**  
**Beaver**  
**Cedar City**  
**Centerville**  
**Draper**  
**Eagle Mountain**  
**Farr West**  
**Lehi**  
**Orem**

**Payson**  
**Price**  
**Provo**  
**Salt Lake City**  
**Saratoga Springs City**  
**Springville**  
**Vineyard**  
**West Jordan**  
**West Valley City**

***"I remember hearing about plans and rumors to get a bike path since the early 2000's. Once we were put in contact with the 1,000 Miles Program, the rumors are becoming a possible reality. This is game changing!"***

**- Blake Olorenshaw, Chairman -  
Daggett County Economic  
Development Committee**



# Youth Bicycle Education & Safety Training Program



**Participants:**

**9,260**

**Bicycle safety knowledge:**

**+73%**


**Participant interest in bicycling**

**+75%**

**Interest among other household  
members**

**+70%**





**"I used to be  
addicted to  
video games,  
but now I think  
I'm addicted to  
riding bikes."  
- Javier**



# Making Provo a Better Place to Ride

# Bigger Than Bicycles

Improved  
Air Quality

Promotion of  
Active Lifestyles

More Outdoor  
Recreation  
Opportunities

New Tourism  
Development

A More Efficient  
Transportation  
System

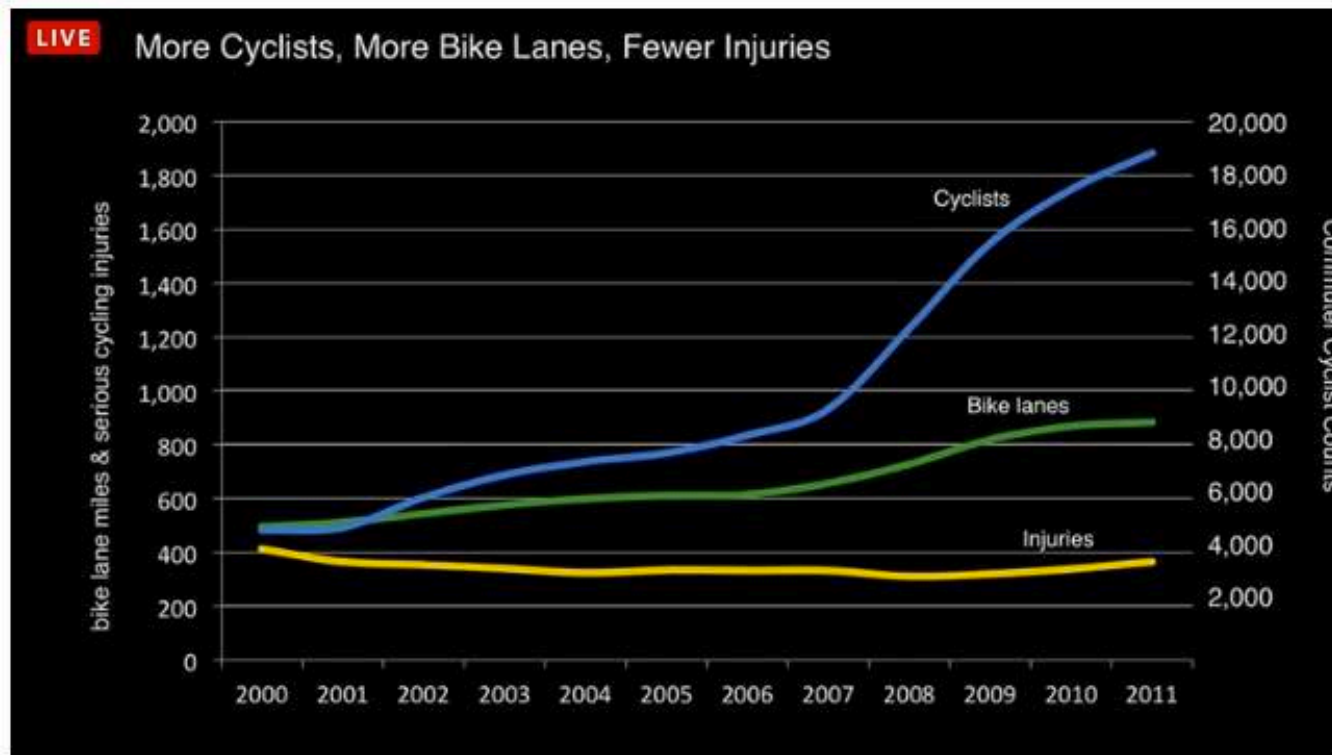
Access to Jobs  
and Education

Growth of Utah's  
Outdoor Brand

Greater Personal  
Health

Quality of Life

# Safety



# Safety

HOME USA NYC MASS LA CHI SF DEN CAL

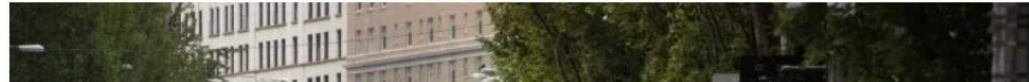
## STREETSBLOG USA

Podcast / Transit / Bike/Ped / Smart Growth

### Separated Bike Lanes Means Safer Streets, Study Says

A 13-year study of a dozen cities found that protected bike lanes led to a drastic decline in fatalities for all users of the road.

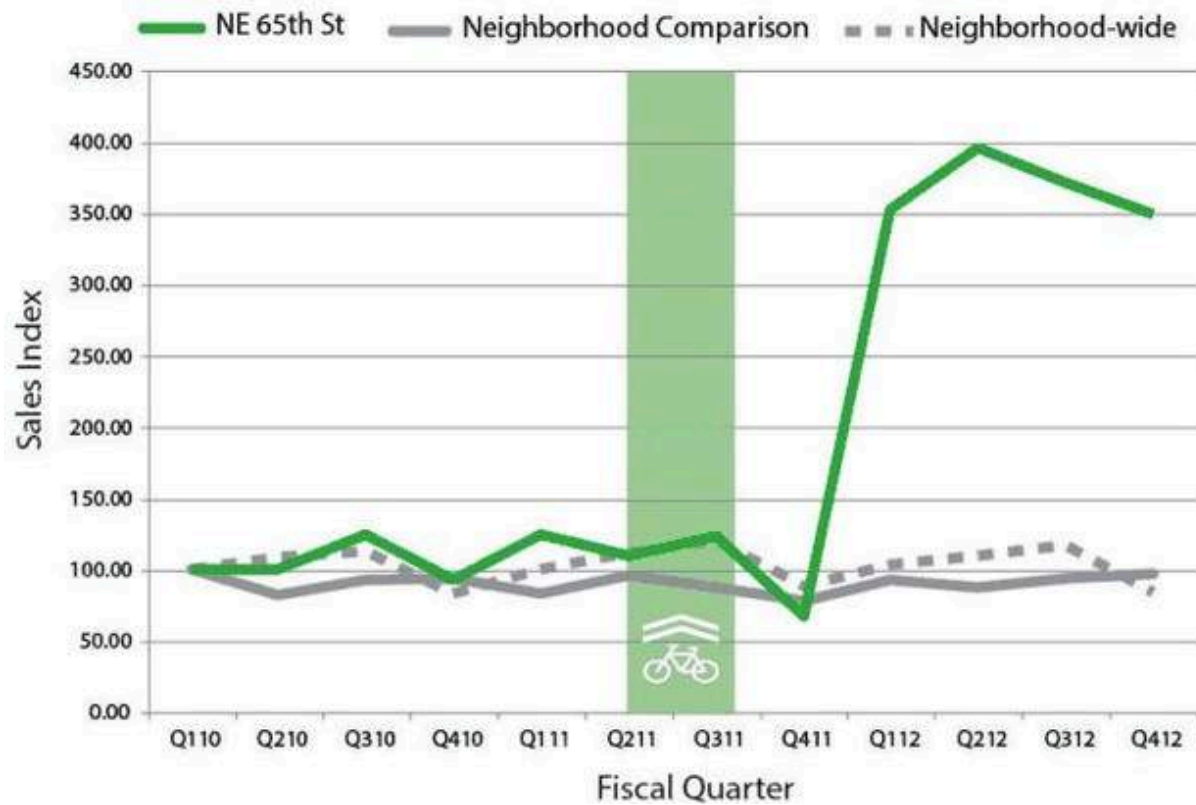
By Aaron Short | May 29, 2019 |  19



“Protected separated bike facilities was one of our biggest factors associated with lower fatalities and lower injuries for all road users,” study co-author Wesley Marshall, a University of Colorado Denver engineering professor, told Streetsblog. “If you’re going out of your way to make your city safe for a broader range of cyclists ... we’re finding that it ends up being a safer city for everyone.”

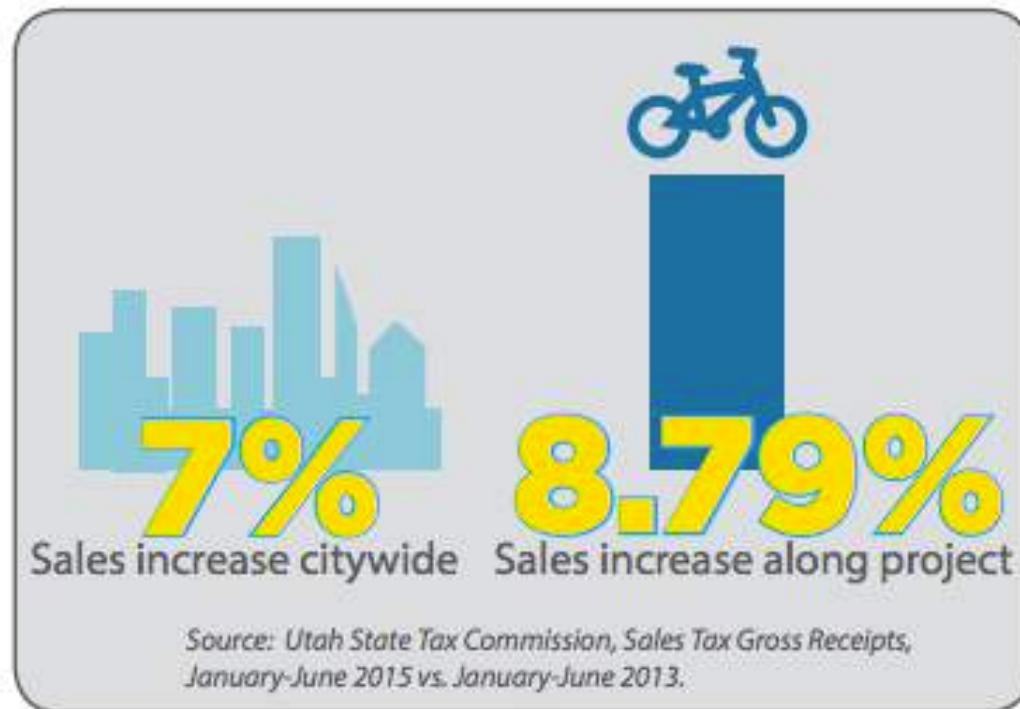


# Economic Development



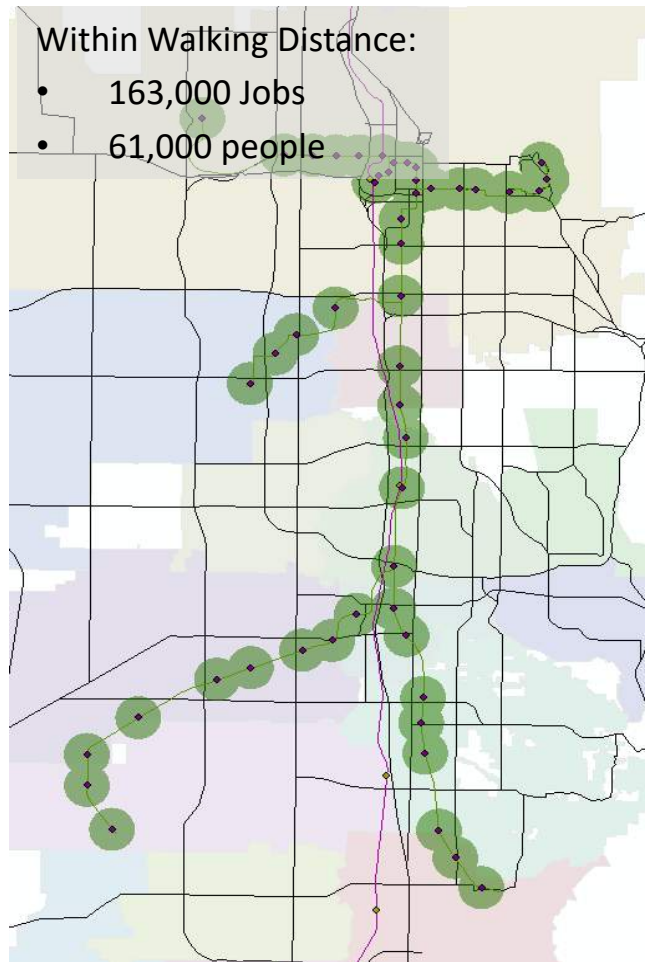


# Economic Development

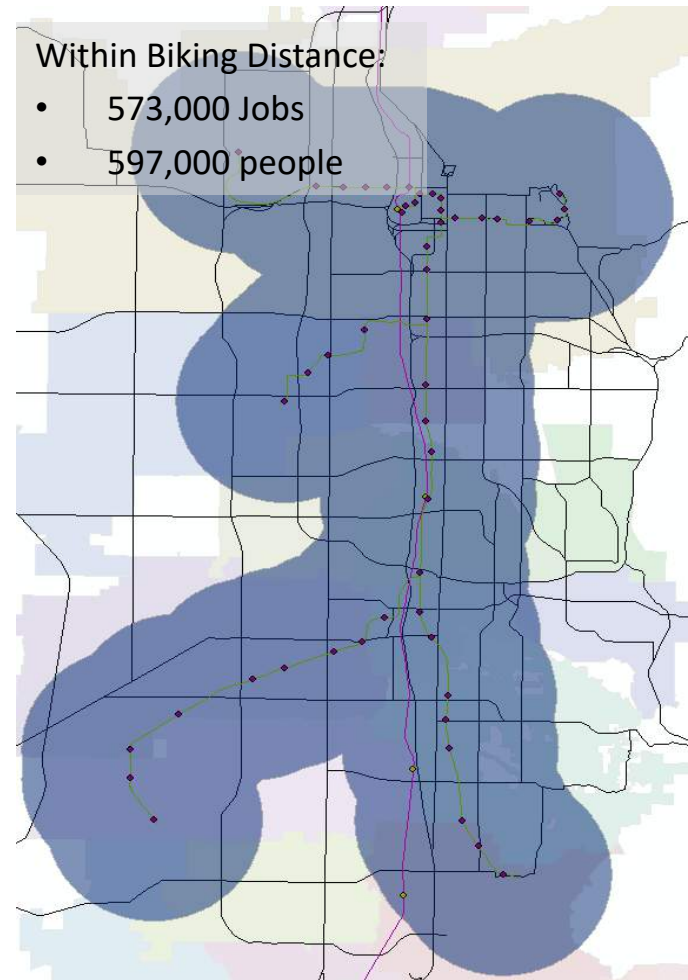


# Better Mobility

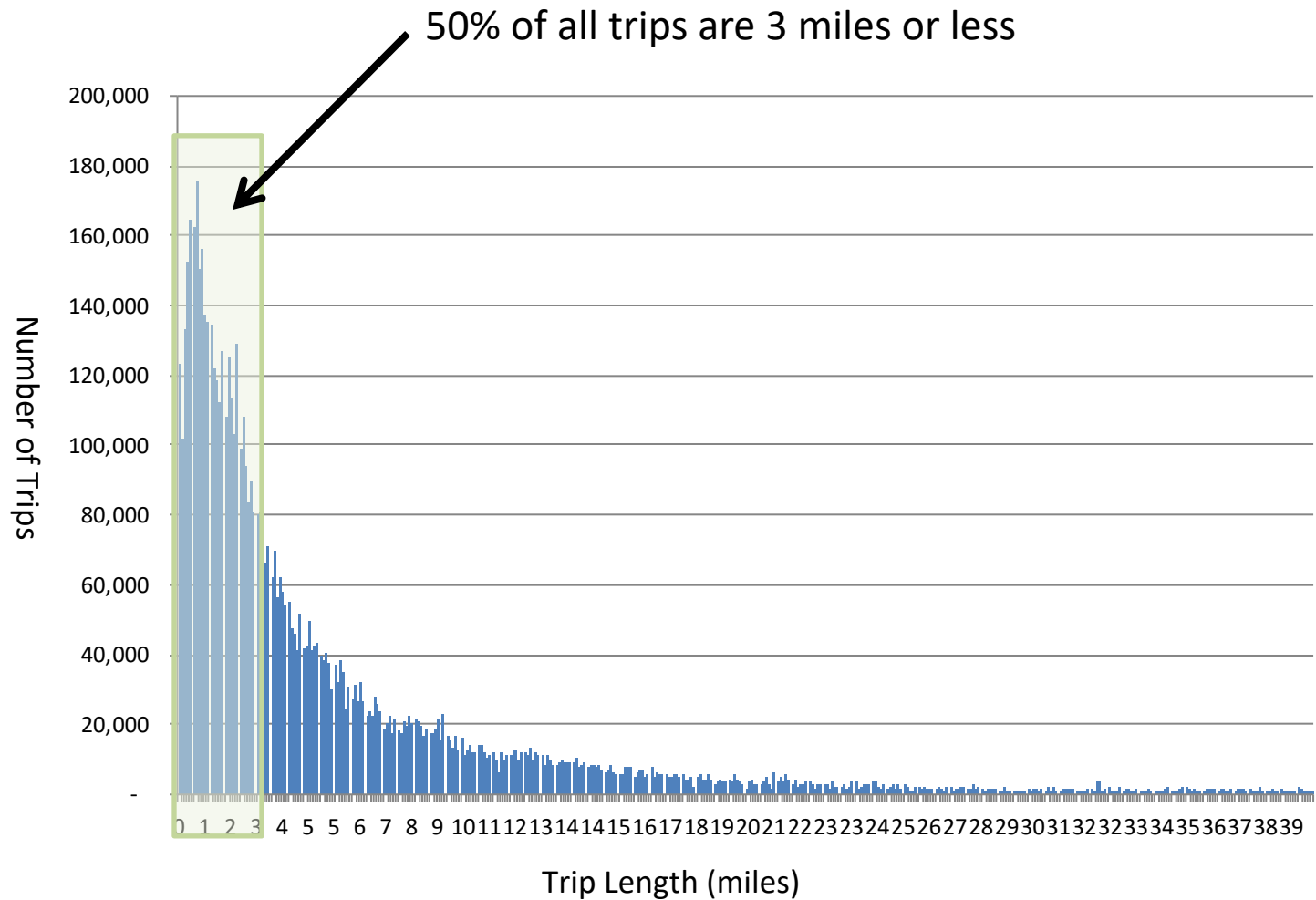
Light Rail 15 Minute  
Walk Buffer (0.5 miles)



Light Rail 15 Minute  
Bike Buffer (2.5 miles)

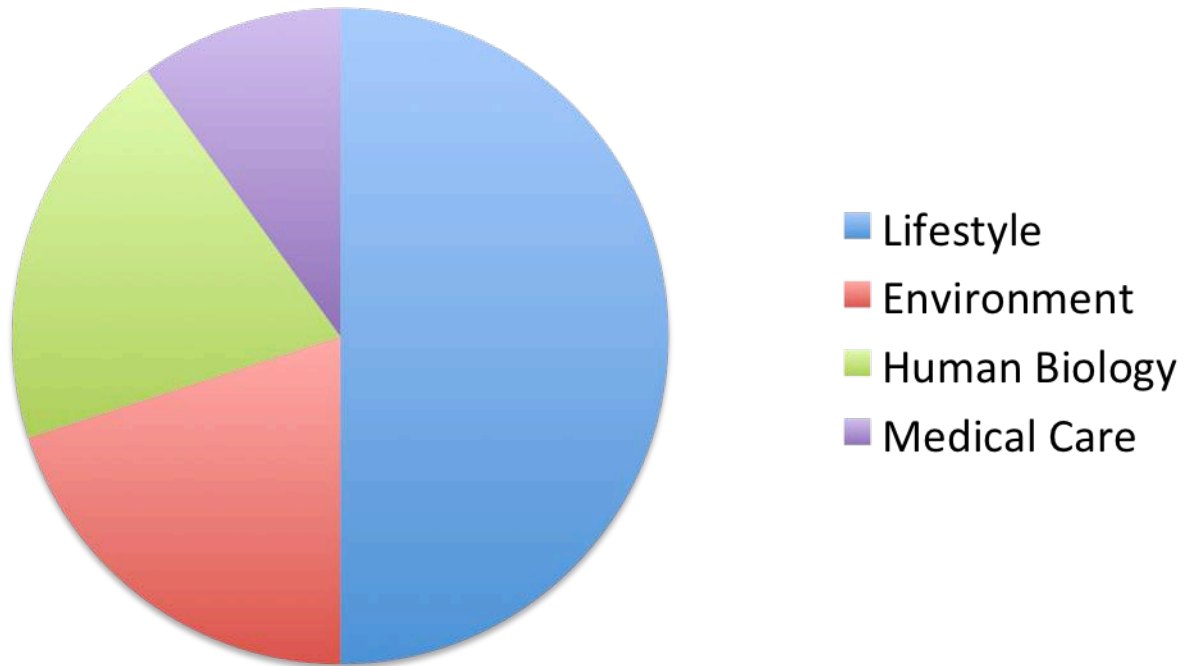


# Air Quality



# Health

## Relative Impact of Factors Determining Health Status in the United States

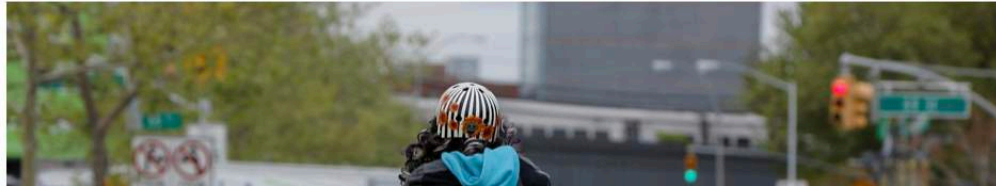


Healthy People 2010, U.S. Department of Health & Human Services

# Transportation Equity

CITYLAB

DESIGN / TRANSPORTATION / ENVIRONMENT / EQUITY / LIFE 



But urban cycling investments tend to focus on the needs of wealthy riders and neglect lower-income residents and people of color. This happens even though the single biggest group of Americans who bike to work live in households that earn less than \$10,000 yearly, and studies in lower-income neighborhoods in Brooklyn and Boston have found that the majority of bicyclists were non-white.



Shannon Stapleton/Reuters

## You Can't Design Bike-Friendly Cities Without Considering Race and Class

ANNE LUSK FEB 8, 2019

**Bike equity is a powerful tool for reducing inequality. Too often, cycling infrastructure is tailored only to wealthy white cyclists.**

# Population Growth

Figure 6: Projected Population Change, Counties

	2010	2050, Projected	Projected Percent Change 2010-2050
<b>Larger than 100,000 in 2010</b>			
Washington County	138,115	472,567	242%
Utah County	516,564	1,216,695	136%
Cache County	112,656	232,468	106%
Weber County	231,236	398,699	72%
Salt Lake County	1,029,655	1,659,566	61%
Davis County	306,479	465,664	52%
<b>Between 20,000 and 100,000 in 2010</b>			
Wasatch County	23,530	76,389	225%
Tooele County	58,218	157,821	171%
Summit County	36,324	88,334	143%
Iron County	46,163	105,797	129%
Sanpete County	27,822	40,689	46%
Uintah County	32,588	46,291	42%
Box Elder County	49,975	70,501	41%
Sevier County	20,802	28,241	36%
Carbon County	21,403	23,582	10%

- Campaigning
- Commuting
- Health
- Infrastructure
- Transport
- Urban

# Cycle infrastructure responsible for 85% of cycling increase

by [Laura Laker](#) April 14 2016

8 Comments



Researchers have found new cycling infrastructure in Cambridge was responsible for 85% of the effect of increased cycling



Proposed improvement to Cycle Superhighway 2

More news

What's Hot



Tour de France Stage 18: Arnaud Demare wins, Geraint Thomas retains overall lead



Rider injured after he was knocked off bike by rope strung across prom cycle path



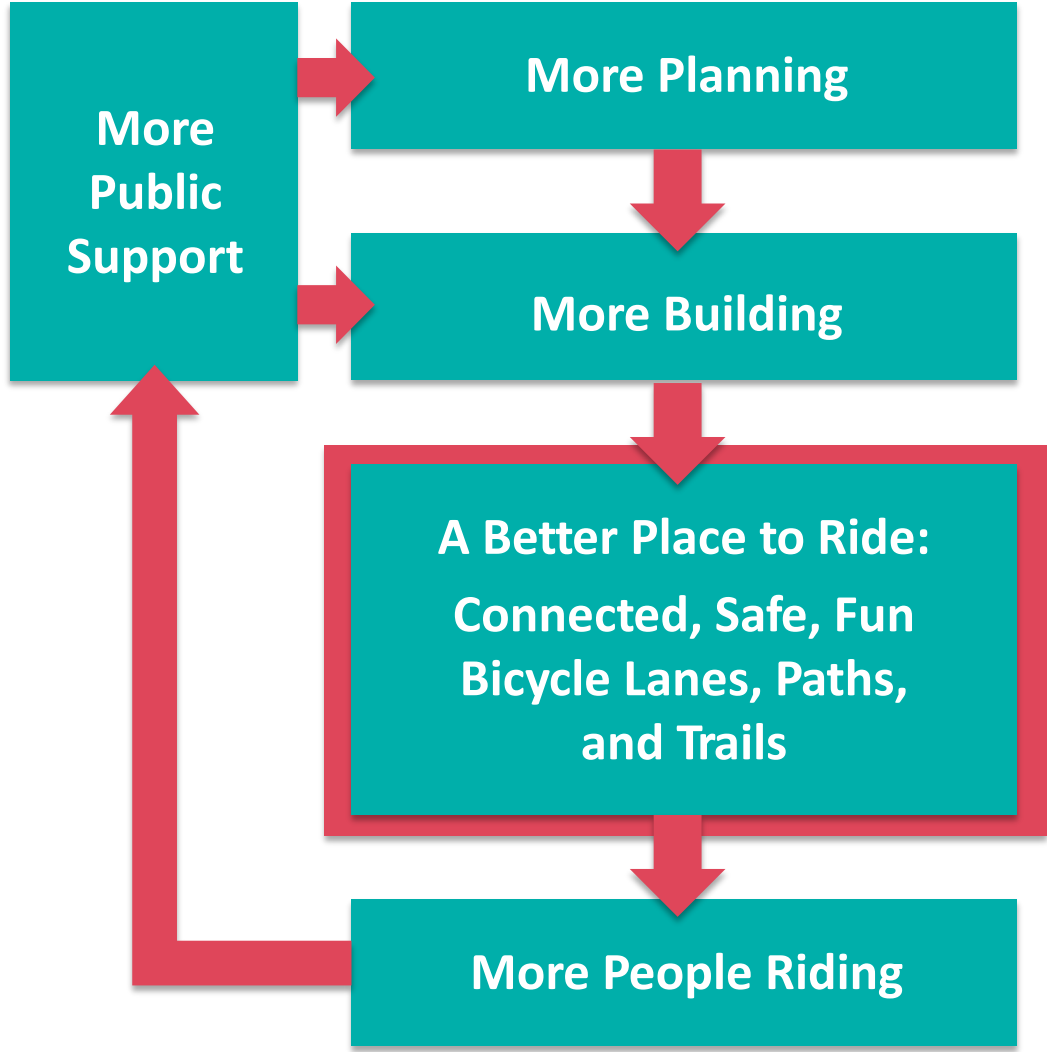
Unboxing the J. Guillem Atalaya Gravel bike - video



Live blog: Tour de France Stage 18 highlights and reaction, gendarme pushes Chris Froome off bike, spectator tries to pull Geraint Thomas off his + more



Chris Froome case has damaged WADA, claims USADA's Travis Tygart





# Which Type of Infrastructure?

HOME USA NYC MASS LA CHI SF DEN CAL

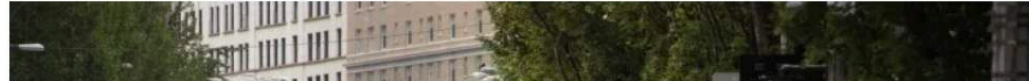
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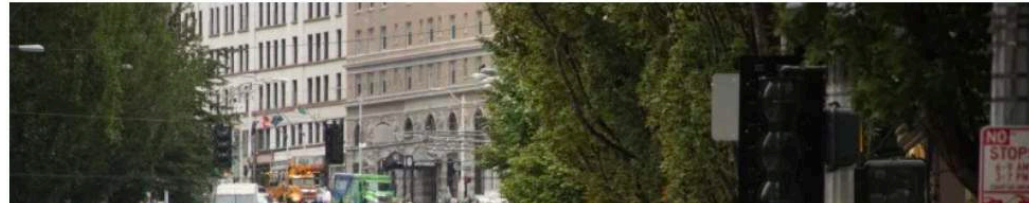
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Perhaps even more important: Researchers found that painted bike lanes provided no improvement on road safety. And their review [earlier this year](#) of shared roadways — where bike symbols are painted in the middle of a lane — revealed that it was actually safer to have no bike markings at all.





# PROVO, UT

TOTAL POPULATION  
117489

TOTAL AREA (sq. miles)  
41.8

POPULATION DENSITY  
2810.7

# OF LOCAL BICYCLE FRIENDLY BUSINESSES 1

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES 1

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Provo
High Speed Roads with Bike Facilities	47%	55%
Total Bicycle Network Mileage to Total Road Network Mileage	60%	41%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	13%	UNKNOWN
Bike Month and Bike to Work Events	VERY GOOD	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST MONTHLY	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 37K	1 PER 587K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	6 / 10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	3 / 10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	5 / 10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	2 / 10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	3 / 10

## KEY OUTCOMES

	Average Gold	Provo
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	5.4%	3.3%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	301	191
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	0.2	9



## KEY STEPS TO GOLD



- » Specify mode share and safety goals. Make sure that you have data collection processes in place to evaluate the performance, including safety performance, of corridors and networks for all modes of transportation.
- » Launch a bike share system that is open to the public. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike and to bridge the "last mile" between public transit and destinations. Work with Brigham Young University to examine how a community-wide bike share system might complement their current bike share efforts or how it might integrate with their campus.

- » Increase the amount of staff time spent on improving conditions for people who bike and walk.
- » Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program to all schools. Providing bicycles in schools ensures that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household.
- » Provo has some exciting projects ready to go, including some that help integrate bicycling and transit. Make sure that there is enough staff time and funding to ensure the success of these large projects without hampering the ability to pursue smaller changes through a robust Complete Streets program.

# Provo's Top 3 Steps to Gold

**#1 - Infrastructure**

**#2 - Infrastructure**

**#3 - Infrastructure**

# Infrastructure Strategies

## **Provo Bicycle Master Plan**

- Does the plan need an update?**
- What percentage of the suggested phases are complete?**
- Is there any upcoming road maintenance you can leverage into new bicycle facilities?**

# Infrastructure Strategies

## **Tactical Urbanism Projects**

- **BYU Urban Planning - Semester Project**

## **Data**

- **Strava**
- **Bicycle counters**

# Infrastructure Strategies

## **Safe Routes to School**

- **Grant funding available now for new school-related infrastructure**
- **Youth BEST Program at Provo schools**

# PRO BIKE MONTH

**May 1 - Bike to Work Day, Snacks Outside, Social Ride**

**May 3 - Bike to Art Stroll, Bike-In Movie**

**May 6 - Youth Open Shop Open House, Women's Night Open House**

**May 8 - Snacks Outside, Social Ride**

**May 11 - Golden Spoke Ride**

**May 12 - Cyclofemme**

**May 15 - Ride of Silence, Snacks Outside, Social Ride**

**May 18 - Bikes and Trikes, FFUFR Forest Race**

**May 22 - Snacks Outside, Social Ride**

**May 24 - Bike Campout in Provo Canyon (tickets required)**

**May 25 - Pedal Power Chest Tour (tickets**





# Making Provo a Better Place to Ride