

CITY OF OREM
DRAFT PLANNING COMMISSION SPECIAL MEETING MINUTES
August 2, 2023

The following items are discussed in these minutes:

- Discussion of the Transportation Master Plan (TMP)

REGULAR MEETING

Place: City Council Conference Room

At 4:45 p.m. Chair Komen called the Planning Commission special meeting to order.

Those present: Mike Carpenter, Gerald Crismon, James Hawkes, Madeline Komen, Murray Low and Haysam Sakar, Planning Commission members; Ryan L. Clark, Assistant City Manager/Development Services Director; Jason W. Bench, Assistant Development Services Director; Cheryl Vargas and Makayla Wagstaff, Associate Planners; Grant Allen, Senior Planner; Sam Kelly, City Engineer; Gary McGinn, Legal Counsel and Terry Peterson, City Council Liaison

Those excused: Helena Kleinlein, Planning Commission member; Matt Taylor, Senior Planner

Agenda Item 2.1: Chair Komen introduced the topic of Transportation Master Plan and opened the meeting up for discussion.

1. Ms. Koman asked about various sections for the TMP that recommend a board update, when does that happen? ([click here for recording](#))
2. Discussion Items:
Mr. Carpenter is concerned about projects that are not warranted and do not benefit the City of Orem, but benefit the neighboring cities and UVU. For example the 800 South overpass would greatly affect the neighborhoods on both sides of the I-15 and only benefit UVU. Also, the Center Street widening project only benefits Vineyard City. ([click here for recording](#))
 - a. There is another overpass on 1200 North in an industrial area and we do not want the traffic going through the neighborhoods.
 - b. 800 East. This is a side route for people coming out of Provo, this is not in need of major traffic changes.
 - c. Would like to understand traffic signal criteria better.
 - d. It was mentioned that they do not want any Continuous Flow Intersections (CFI).
3. Mr. Hawkes asked when Horrocks Engineering does this recommendation, are they the consulting engineers for Provo as well as Orem? Mr. Kelly said the regional items come from the MAG model. These projects are listed on the TMP and when the City notices there is a failure, the City will start the process. Mr. Hawkes asked Mr. Kelly what he would be concerned about with this plan, and if he had any issues with it. Mr. Kelly said everyone has an opinion, but he does not want the document to be a political document, but to be based on data. He does not want to be restricted when a project's time comes up, eliminating a corridor from being eligible for state or federal dollars as that would cost Orem more and take more time. It creates a better quality of life by providing additional ways to move throughout the city. These projects in the TMP are place holders. This is part of the general plan. ([click here for recording](#))
4. Mr. Low asked what would Orem want to do about closing UVU off from the surrounding neighborhood. Does Orem want a different relationship with UVU in terms of coexisting peacefully by being separate? Does connectivity in Orem have to then include connectivity with the state? ([click here for recording](#))
 - a. Ms. Koman asked if the Planning Commission could discuss these issues in future meetings and then come back and retroactively make changes to the TMP.
 - b. Mr. McGinn said the Planning Commission role is to make a recommendation about the TMP to the City Council. The Planning Commission could say that in the future specific aspects of the

plan need to be discussed or deal with some of these things on an on-going basis. Mr. Peterson said the Planning Commission can give input on what they have learned and what their concerns are. Mr. McGinn said the Planning Commission can make a recommendation to City Council that the Commission is OK with but that there are specific concerns that need a more in-depth study. This could be a better approach. ([click here for recording](#))

- c. Page 67 - Item 4.9 Connectivity on project list – further discussions about connectivity in Orem are needed. ([click here for recording](#))
 - d. Add “safety hazards” and traffic’s impact on neighborhoods to the second paragraph of the Executive Summary on p.i. After “combat congestion”.
5. Future Discussions:
- a. Bike lanes: find a better solution than being in traffic, perhaps wider sidewalks ([click here for recording](#))
 - i. Update bike and pedestrian plan. Striping gives a false sense of security ([click here for recording](#))
 - b. UVU connectivity ([click here for recording](#))
 - c. Orem Center Street - Geneva Road & I-15, discussion point, do not justify projects that benefit neighboring cities being able to move through Orem more easily.
 - d. Page 67 - Item 4.9 Connectivity on project list - need further discussion on connectivity in Orem. ([click here for recording](#))
6. Specific concerns and recommended changes to TMP:
- a. Page 25 – overpass on 1200 north and 800 South, need to look into it more depth or eliminate. ([click here for recording](#))
 - b. Page 25 – 800 South connection to Campus Drive should remain closed – UVU has to change their traffic pattern. ([click here for recording](#))
 - c. Page 35 – MAG Regional Transportation Plan – remove the I-15/Orem 800 S/Campus Drive (Geneva Road to UVU). ([click here for recording](#))
 - d. Page 35 – MAG Regional Transportation Plan – Orem Center Street/I-15 Ramp and Lane Improvements. ([click here for recording](#))
 - e. Page 49 – remove Item #4 from list. ([click here for recording](#))
7. Mr. Sakar said Orem does not have a plan to aim for, we have not established a direction. Cannot control UVU, there will be more development. Mr. Bench said Orem does have an overall general plan that dictates what the City will grow into. There are also nine neighborhood plans which are an appendix to the General Plan. ([click here for recording](#))
8. The Transportation Master Plan will be scheduled for the September 6, 2023 Planning Commission meeting to send a recommendation to the City Council.

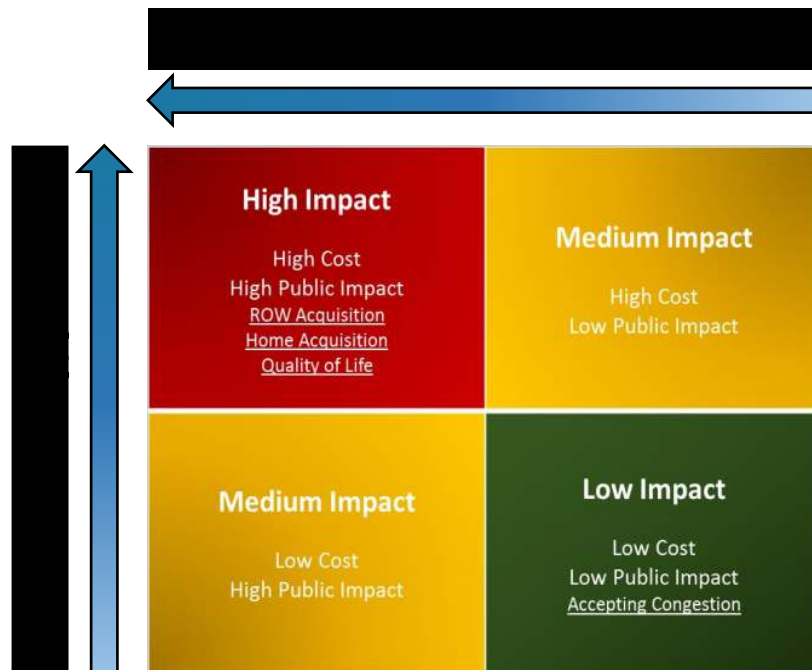
Adjourn: Chair Komen called for a motion and moved to adjourn. Mr. Carpenter seconded the motion. Those voting aye: Mike Carpenter, Gerald Crismon, James Hawkes, Madeline Komen, Murray Low and Haysam Sakar. The motion passed unanimously.

Adjourn: 5:55 p.m.

Ryan L. Clark
Planning Commission Secretary

Approved:

Figure 13: Cost vs. Public Impact Matrix



2.5.2 Special Considerations

As part of future development, specific “hot spot” locations were modeled throughout the city. These locations investigated specific roadway improvements and the impacts of those improvements on the surrounding roadways and are represented in [Figure 14](#). The additional modeling hot spots were in the following locations and the following sections describe the results and if any additional roadway improvements are necessary:

- **800 South – Overpass over I-15**
- **1200 North – Overpass over I-15**
- **1200 West – (1600 North to 400 North) – Widen to 5 Lanes**
- **800 West – (1600 North to 800 South) – Widen to 5 Lanes (3 Lanes 800 South to Campus Dr.)**
- **800 West – (800 South to Campus Drive) – Connection to UVU campus**

2.5.2.1 1200 West Additional Lanes

Due to the potential future impacts of development in the area around 1200 North and 1200 West, an additional model run was completed to determine if 1200 West requires additional travel lanes. Due to the additional traffic, additional travel lanes will be necessary by 2050. As part of the future Transportation Improvement Program (TIP), 1200 West from 1600 North to 800 North will be widened to 5 lanes.

2.5.2.2 800 South Additional Lanes

A new overpass on I-15 at 800 South is included in Phase 2 of the MAG RTP. With the new overpass, travel lanes were increased from three to five lanes from the interchange to State Street (800 South east of State Street is currently five lanes). An advantage of increasing the number of travel lanes on 800 South is to alleviate traffic at Utah Valley University (UVU) using University Parkway. The analysis indicates that a daily volume increase between 4,000 to 10,000 vehicles along the 800 South corridor with minimal decreases along University Parkway between 1,000 to 2,400 vehicles. Since the additional vehicles on 800

2.7.2 Regional Transportation Plan

There are many roadways in Orem that are included on MAG's RTP. The projects included on the RTP are shown in [Figure 19](#). Included is a list of the roadway improvements included on the RTP for all three phases (2019-2050).

Phase 1: 2019-2030

- **Orem 1600 North** (1200 West to State Street) – Widen to 5 Lanes
- **Orem Center Street** (Geneva Road to I-15) – Widen to 5 Lanes
- **Orem 1200 West** (Center Street to Sandhill Road) – Widen to 5 Lanes
- **Geneva Road** (Lakeview Parkway to Southern Border) – Widen to 5 Lanes
- **Lakeview Parkway/Geneva Road** (University Parkway to Southern Border) – New 5 Lane Road
- **I-15/Orem 800 S/Campus Drive** (Geneva Road to UVU) – New 5 Lane Road/I-15 Bridge
- **I-15/Orem Center St** – Ramp and Lane Improvements
- **I-15/University Pkwy** – Grade separated off-ramp

Phase 2: 2031-2040

- **Orem Center St** (1200 W to State St) – Widen to 7 Lanes
- **Orem Geneva Rd** (Orem 1600 N to University Pkwy) – Widen to 7 Lanes
- **State St/University Pkwy Bridge** – New Bridge
- **I-15 Parallel Corridor** (University Pkwy to Payson) – New Freeway
- **I-15 Parallel Corridor** (Pioneer Crossing Blvd to University Pkwy) – New Freeway
- **I-15 Widening** (12 Lane Freeway; University Pkwy to SF US-6 then 8 Lanes to Payson)

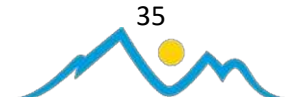
Phase 3: 2041-2050

- **Orem 800 E/Orem 1600 N** (State St to 800 S) – Widen to 5 Lanes
- **University Pkwy/Sandhill Rd** – New Interchange

Although the improvements on the RTP will improve congestion in the specific project areas, there are many other areas of the city where the roadways perform at a LOS E or worse. The burden of the following improvements will fall on Orem to improve unless the city is willing to wait for funding through other sources.

- **1600 North** (I-15 Interchange to Main Street)
- **Center Street** (I-15 to State Street)
- **1200 West** (800 North to 1200 North; Center Street to Sandhill Road)
- **University Parkway** (Geneva Road to I-15; Sandhill Road to State Street)
- **Geneva Road** (University Parkway to 2000 South)
- **800 South** (1200 West to Campus Drive; Main St to Orem Blvd; 800 East to Eastern Border)
- **800 North** (I-15 to 400 East; 800 East to Eastern Border)
- **State Street** (800 North to 800 South)
- **800 East** (400 North to 800 South)
- **1200 South** (Main Street to 200 East)
- **Main Street** (University Parkway to 2000 South)

The indicated roadway segments above as well as the additional modeling results from the [Special Considerations](#) section form the basis of the improvements included on the 2050 roadway improvement map shown in [Figure 19](#). Intersection improvements in 2050 are shown in [Figure 20](#). Applying all



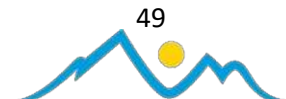
Orem Transportation Master Plan (TMP)

November 8, 2022



Table 6: 2030 CIP Projects

2030 Capital Improvements Plan – The City of Orem Responsibility						
Ref. No.	Location	Total Price (With Inflation)	Funding Source	Year	Orem %	Orem Total (With Inflation)
2	Center Street (Geneva Road to I-15) – Widen to 5 Lanes	\$9,425,000	Orem/MAG	2030	6.77%	\$638,073
3	1200 West (Sandhill Road to Orem Center Street) - Widen to 5 Lanes	\$12,905,000	Orem/MAG	2030	6.77%	\$873,669
4	I-15/Orem 800 S Overpass - new Overpass	\$116,000,000	Orem/MAG	2030	6.77%	\$7,853,200
5	1600 West (Connection to Geneva Rd.)	\$2,658,600	Orem	2023	100%	\$2,658,600
6	Intersection Improvements (Additional Funds)	\$480,000	Orem	2023	100%	\$480,000
7	1200 South (State Street to 800 East)	\$2,460,260	Orem	2023	100%	\$2,460,260
8	Roundabout (700 N - Orem Blvd.) (Safety Improvement)	\$685,750	Orem	2023	100%	\$685,750
9	Intersection Improvements (Additional Funds)	\$506,400	Orem	2023	100%	\$506,400
10	Safety Improvement - Turn Lane (WB RTL) 1100 East and 800 North	\$2,537,698	UDOT	2023	0%	\$0
11	Intersection Improvements (Additional Funds)	\$534,252	Orem	2023	100%	\$534,252
13	Intersection Improvements (Additional Funds)	\$558,293	Orem	2023	100%	\$558,293
14	University Parkway and State Street Grade Separated Intersection	\$55,424,572	UDOT	2023	0%	\$0
16	Enlarge Roundabout (1200 South and 400 West)	\$583,416	Orem/MAG/UTA	2023	0%	\$0
17	Traffic Signal Update (Geneva Road and 1600 North)	\$291,708	UDOT	2023	0%	\$0
18	Intersection Improvements (Additional Funds)	\$583,416	Orem	2023	100%	\$583,416
20	Traffic Signal (800S-1200W)	\$289,594	Orem	2023	100%	\$289,594
21	Lakeview Parkway (Geneva Road to Southern Border) – New 5 Lane Road	\$14,698,200	Orem/MAG	2026	6.77%	\$2,839,053
22	Signal Update (400 North and 1200 West)	\$304,835	Orem	2023	100%	\$304,835
23	Signal Update (400 North and Orem Blvd.)	\$304,835	Orem	2023	100%	\$304,835
24	Signal Update (Center Street and 400 West)	\$304,835	Orem	2023	100%	\$304,835



cases may require more information than the standard requires. The City reserves the right to waive all TIS requirements as well as requiring extra information at the discretion of the City Engineer.

4.9 Connectivity

Orem desires a connected street system for all new developments, minimizing the use of cul-de-sacs. Infill parcels will be required to provide future street stubs to adjacent parcels with the potential for development. Retail and office development must provide cross access easements to create circulation patterns to adjacent properties, to eliminate multiple access points to the major street system. Consequently, this will reduce travel time and congestion by allowing drivers to make shorter and more direct trips. In addition, connectivity will allow the option of walking or bicycling, due to shorter routes to schools, parks, and businesses. Emergency vehicles including police, fire trucks, and ambulances will similarly benefit from connectivity, by use of alternate routes if one is blocked. Overall fuel consumption and pollution will also result by shortening trips through connectivity. Examples of projects to improve connectivity in Orem are the connection of 800 West to Campus Drive and the 1600 West extension to Geneva Road. Orem's Street Connection Master Plan can be found at <http://orem.org/engineering/>.