RESOLUTION NO. R-2023-0027

A RESOLUTION BY THE OREM CITY COUNCIL AMENDING THE TRANSPORTATION MASTER PLAN AND ADOPTING THE TRANSPORTATION MASTER PLAN UPDATE AS APPENDIX F OF THE OREM GENERAL PLAN

WHEREAS recorded and prospected growth in the City of Orem and in Utah County has created the need for transportation improvements to the City which are not identified in the City's current Transportation Master Plan;

WHEREAS a Transportation Master Plan is necessary to receive federal, state, and county funding for regionally significant roadway and intersection improvements, and to provide a plan for developers to follow when development growth occurs;

WHEREAS the City hired Horrocks Engineers to aid City Engineering Staff in the development of an updated Transportation Master Plan that identifies current transportation needs, and potential future transportation needs through 2050;

WHEREAS the City also received input from the City Transportation Advisory Commission and members of the public in the preparation of the Transportation Master Plan;

WHEREAS the City Engineering Staff and the City Transportation Advisory Commission recommended adopting the updated Transportation Master Plan;

WHEREAS a public hearing considering the adoption of the updated Transportation Master Plan was held by the Planning Commission on September 6, 2023, and the Planning Commission recommended approval with certain changes;

WHEREAS a duly noticed public meeting considering the adoption of the updated Transportation Master Plan was held by the City Council on September 26, 2023;

WHEREAS the City Council, after discussing the updated Transportation Master Plan, continued the public meeting to October 10, 2023;

WHEREAS the City Council held a duly noticed public meeting on October 10, 2023 which was posted at the Orem Public Library, on the Orem City webpage and at the City offices at 56 North State Street; and

WHEREAS the matter having been submitted and the City Council having fully considered the updated Transportation Master Plan as it relates to the health, safety and general welfare of the City, the orderly development of land and the special concerns applicable to transportation.

NOW. THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF OREM, UTAH, as follows:

PART 1:

1. The City Council hereby updates and adopts the Transportation Master Plan as shown in Exhibit A which is attached hereto and by this reference is made a part hereof, as Appendix F of the Orem General Plan with the following amendments and changes:

   1.1. The Paragraph in the *Executive Summary* under the heading *Alternative Transportation Modes* and the subheading *Transit* is amended as follows:

   In Orem, the Utah Transit Authority (UTA) is the provider of public transportation. UTA operates fixed route buses, express buses, bus rapid transit (BRT), ski buses, Light Rail, and commuter rail. In this capacity, UTA is responsible for the operation of the transit network in Orem. It is the responsibility of both Orem and UTA to cooperate to provide transit planning to accommodate alternative transportation options to residents as demand increases. ~~Included in this TMP are plans for future BRT and Light Rail lines to improve transit in Orem.~~

   1.2. Section 1.2, *The City of Orem*, is amended as follows:

   The City of Orem (Orem) and the surrounding communities have recently experienced significant growth and development and will continue, as shown in **Figure 1**. Orem's population grew from 2010 to 2020 by 10,694 (12.11%). According to the U.S. Census Bureau, the current population (2020) is slightly above 99,000. By 2030, the projected population should be around 103,000 and up to 119,000 by 2050. Due to growth within the City and the large growth throughout the county, a~~A~~ comprehensive transportation plan must be developed and regularly maintained to keep pace with projected growth in order to combat congestion, safety hazards, and traffic's impact on neighborhoods. This plan must incorporate the goals of Orem regarding the transportation systems within their jurisdiction and the regional facilities maintained by UDOT, UTA, Utah County, and neighboring communities. cased by growth.

   1.3. Section 4.9, *Connectivity*, is amended as follows:

   Orem desires a connected street system for all new developments, minimizing the use of cul-de-sacs. Yet greater connectivity may compromise the integrity of Orem's neighborhoods and, in certain circumstances, increase safety risks to pedestrians, cyclists and other motorists. Connectivity and traffic flow will be balanced with these needs (preserving Orem's neighborhoods and safety) moving ahead. Developers should be made aware that proposed transportation changes that open residential neighborhoods to commercial and high-density areas (with flow-through traffic) are inconsistent with the direction of Orem's future growth. Infill parcels ~~will~~ may be required to provide future street stubs to adjacent parcels with the potential for development. Retail and office development ~~must~~ ~~may~~ should provide cross access easements to create circulation patterns to adjacent properties, to eliminate multiple access points to the major street system when feasable. Consequently, this ~~will~~ could 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. An c~~E~~xample~~s of~~ projects to improve connectivity in Orem is ~~are the connection of 800 West to Campus Drive and~~ the 1600 West extension to Geneva Road

   1.4. Section 2.5.2, *Special Considerations*, is amended as follows:

   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.)*~~ Study 800 West between Center Street and 400 North and determine options to remedy the existing choke point.
- ~~**800 West** – (800 South to Campus Drive) – *Connection to UVU campus*~~

1.5. Table 6: *2030 CIP Projects,* shall be amended by removing Ref. No. *4, I-15/ Orem 800 S. Overpass- New Overpass* from the 2030 Capital Improvements Plan.

1.6. Section 3.1.1, *Improvements to Transit System*, is amended as follows:

Orem should be ~~actively~~ involved in supporting transit as a viable and attractive alternative transportation mode in the city. ~~These planning and lobbying efforts will assist in procuring the necessary funding and support to develop, implement, and maintain a sustainable transit system.~~ The UTA bus system is versatile as routes and stops can be adjusted as the demand and other factors require it. Close coordination with UTA will improve bus service as well as reduce congestion along major roadways such as University Parkway and State Street.

~~Included in Figure 29 are plans for future Light Rail in Orem. On MAG's RTP, a planned light rail project runs along University Parkway to the west side of the city then continues north. The alternative route travels along State Street from University Parkway to beyond the northern border of the city. Also included in Figure 29 is the improvement of the FrontRunner to include electrification and a double track.~~

~~As shown in Figure 29, there are plans to include Bus Rapid Transit along the State Street corridor from Provo to American Fork. With a large amount of commercial development along this corridor as well as the growing residential development, a public transit system with a fixed guideway is another solution provided by this TMP. The preferred Light Rail plan uses the State Street corridor from the northern border and connects with the BRT line at University Parkway. If cities to the north (Lindon, Pleasant Grove, etc.) do not adopt the future Light Rail on State Street, Canyon Parkway (800 North) would be used as an alternative to connect the Light Rail to State Street. The City of Orem is adopting State Street as a future Light Rail connector and will work with MAG to facilitate this change on their long range plan. An advantage of including Light Rail on State Street is the proximity to the commercial and residential development along the corridor, especially to University Place in the southern part of the city. This alternative is a dashed line shown in Figure 29.~~

1.7. Figure 29: *MAG Long Range Transit Plan*, is hereby deleted.

PART II:

The City Council directs City Staff to begin the process of further discussing, studying and bringing back recommendations to the City Council on the following issues related to the Transportation Master Plan:

1. Update of the Orem Bicycle and Pedestrian Plans.

3. Orem Center Street and its connection to Geneva Road and I-15.

4. Connectivity within Orem generally and impacts on neighborhoods from passthrough traffic.

5. Pursue funding for and the studying of connectivity among the businesses fronting on State Street and the beautification of the State Street corridor, and enhancements to improve safety for active transportation.

PART III

1. The City Council finds that the updated Transportation Master Plan as amended by this Resolution is in the best interest of the City.

2. This Resolution will take effect immediately upon passage.

3. All other resolutions and policies in conflict herewith, either in whole or in part, are hereby repealed.

4. City Staff is directed to make changes to the Transportation Master Plan and other City plans and documents necessary to make them consistent with the direction given by the City Council in this Resolution.

PASSED AND APPROVED this 10th day of October, 2023.

David Young, Mayor

ATTEST:

Teresa McKitrick, City Recorder

COUNCIL MEMBERS VOTING:

COUNCILMEMBER	AYE	NAY	ABSTAIN
Mayor David Young	☒	☐	☐
Jeff Lambson	☐	☐	☐
Debby Lauret	☐	☐	☐
Tom Macdonald	☒	☐	☐
Terry Peterson	☒	☐	☐

David Spencer	☒	☐	☐
LaNae Millett	☒	☐	☐

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