

TRANSPORTATION ADVISORY COMMISSION
January 8, 2019

Place: Development Services Conference Room, Suite 105

At 5:30 p.m., Paul Goodrich called the meeting to order

Attendees: Becky Buxton, Karl Gadd, Garr Judd, Brayden Santo, Bernard Turner and Keith White, Transportation Advisory Commission (TAC) members; Paul Goodrich, Transportation Engineer; Cheryl Vargas, Minutes Secretary

Those excused: Scott Henrikson, Transportation Advisory Commission (TAC) member; Tom Macdonald, City Council Liaison

State Street Mobility Study:

- Projected goals: Safety, reduce crashes, improve mobility, reduce delay, increase connectivity.
- Add to goals: Increase reach of how many people want to use State Street. In outreach studies, people said they avoid State Street as much as possible. Reaching the other goals may entice people back to State Street. Mr. Gadd asked if that is preferable and does the City want people to use State Street. Mr. Goodrich said Orem has a fairly decent grid system and there are other street choices than State Street.
- Intersections:
 - 1400 South: Is the highest accident location of non-signalized intersections.
 - With 20 percent growth, there will be a need for stacking approaching University Parkway, and there will be more need in the future.
 - The Study suggests putting a raised median from University Parkway to 1400 South. A discussion followed regarding access for the affected businesses.
 - Mr. Santo said an intersection at the mall entrance on University Parkway would open up pedestrian traffic from the neighborhood to the south to have access to the mall.
 - Mr. Goodrich said he did not have information on an intersection in this location. Questions to ask are does it slow down traffic on University Parkway and who would pay for it. He would like to have additional analysis done.
 - North of University Parkway, the plan is to move the signal from 1200 South to 1150 South (Park Avenue).
 - Moving the signal would make it possible to have the left turn lane a lot longer from southbound State Street to eastbound University Parkway.
 - Mr. Santo said it makes sense due to the increased residential traffic from the apartments in the area.
 - Mr. Gadd said the road feels like a road through a parking lot and not a street. Mr. Goodrich said Park Avenue will need to be widened approaching State Street.
 - TAC said they were ok with the medians going in before the road connecting State Street and Orem Boulevard on Park Avenue as per the plan. The medians could be Phase 1 and the road could be Phase 2. The road should go straight to Orem Boulevard and not wind through the parking lot to 1200 South.

- 800 South: The accidents along this area are tied with the left turn movement. A median would prevent the left turn in the Maverick Station.
 - 700 South: The plan calls for a three-quarter left turn access to Scera theater, park and pool.
 - TAC said they like the median at this intersection and the three-quarter left turn access to Scera as per the plan. There does need to be a wider right turn lane from southbound State Street to westbound 800 South.
- Center Street: A raised median will eliminate left turns into City Center from eastbound Center Street at the west entrance. On State Street, it will allow a left turn from southbound State Street to 100 North and left from northbound State Street into the Ridley's parking lot.
 - TAC said they like the raised medians at this intersection as per the plan.
- 400 North: The plan adds a raised median one-half block before the signal in both directions on State Street.
 - TAC said they like the raised medians at this intersection as per the plan.
- 800 North: The plan calls for a raised median southbound State Street and allows for a longer left turn lane to eastbound 800 North. It allows for a three-quarter left turn into Macey's from southbound State Street.
 - Mr. Goodrich said the biggest feedback was to eliminate first access into Macey's northbound after 800 north and to make a longer right turn lane at the second access into Macey's. People also wanted a longer right turn lane from southbound State Street to westbound 800 North.
 - TAC said they like the raised medians and longer turn lanes at this intersection as per the plan.
- 1200 North: The plan calls for elongated left turn lanes in both directions.
 - TAC said they like the raised medians at this intersection as per the plan.
- 1600 North: The plan calls for a raised median east of State Street all the way to 400 West.
 - TAC said they like the raised medians at this intersection as per the plan.

Study results from consultant (www.udot.utah.gov/go/oremstate):

- The study asked how many crashes could be reduced and are preventable. The results are as follows:

Improvement Preventable Crashes	
Angle crashes -	185
Head-on crashes -	13
Total -	198
- Existing delays: The most delays are at University Parkway, Center Street, 800 North and 1600 North which includes estimating 20 percent growth. Center Street will see the most significant improvements with the updates. 800 North will see the least improvements with the updates.
- Thru the entire corridor with 20 percent growth, travel time is 21 minutes northbound and 18.9 minutes southbound during peak hours. With the improvements, the travel time is 17.1 minutes northbound and 17.0 minutes southbound during peak hours.

Future Meetings:

Center Street Study – 800 East to 1200 West (2018):

UVU Area Transportation Study (Starts in January):

UDOT is looking at a direct northbound connection into the UVU campus from I-15.

State Street Transit Study – American Fork to Provo (Starts February'ish):

Traffic Calming Projects/Results (TBD):

Approval of Minutes: Ms. Buxton moved to approve the November 6, 2018 minutes. Mr. Gadd seconded. Those voting aye: Becky Buxton, Karl Gadd, Brayden Santo, Bernard Turner and Keith White. The motion passed unanimously.

Motion to Adjourn: Mr. White moved to adjourn, and Mr. Santo seconded the motion. Those voting aye: Becky Buxton, Karl Gadd, Brayden Santo, Bernard Turner and Keith White. The motion passed unanimously.

Adjourned: 7:15 p.m.

Paul Goodrich

Approved: February 5, 2019