

Orem Neighborhood Plans Goals

Transportation

- Improve safety in school zones.
- Complete bike network in neighborhoods, especially to provide access to schools.
- Improve crossing at 1600 N & 400 E with Murdock Canal Trail; 1600 N & Main; 2000 N & 725 E (Oak Canyon Junior High).
- Perform study on 2000 N and other urban collectors to determine where speeds may be adjusted up as appropriate.
- Address parking concerns at parks and green spaces.
- Improve transit services on State Street.
- Improve transit access to the business park.
- Improve access to trails and parks throughout the neighborhoods by completing sidewalk connections and improving pedestrian street crossings.
- Increased speed limits on 400 E from 25 MPH to 30 or 35 MPH
- Raised median on State Street to prevent left turns and to reduce crashes
- Reinstate bus route on 400 E
- Traffic calming measures to increase traffic safety
- On-street parking provided on all major roadways
- Parking provided for new North Union Canal Trail
- Implement North Union Canal Trail
- Implement bike lanes on 800 N, 400 N, State Street, and Orem Center Street
- Provide lighting to North Union Canal Trail when built
- Improve existing bike lanes throughout the Neighborhoods
- Increase roadway capacity through improvements along major corridors; prioritize 1600 N.
- Increase the network and improve the quality of bike and walking paths in the neighborhoods and along State Street.
- Make pedestrian safety in school zones a priority.
- Better access management for new developments; utilize major thoroughfares for traffic from new development.
- Deal with traffic and safety issues at congested intersections, particularly 1600 N & 1200 W.
- Increase the street network and improve the quality of bike and walking paths in the neighborhoods and along State Street, 1200 W, and Geneva Road.
- Investigate adjusting the speed limits on 400 S and 800 W.
- Prioritize improvements at the following intersections: 400 S & 800 W, 400 S & 400 W, 700 N & Orem Blvd.
- Provide buffering and protection so bike lanes feel safer.
- Complete sidewalk network in neighborhoods.
- Use citizen engagement tools that allow residents to participate more with City staff to explore future transportation options.

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- Perform a study on 400 South and 400 West to determine if bike lanes are necessary or if the extra space could be better used as a center turn lane.
- Implement safe pedestrian crosswalks at busy intersections and schools, such as the Lakeridge Junior High School at 300 West and 800 South.
- Explore and develop transportation alternatives on 400 West and 800 South to accommodate future increases in traffic, including implementation of new bus routes.
- Implement traffic calming measures, such as raised crosswalks and pedestrian refuges, on 800 South and 400 West.
- Explore the possibility of creating bike routes on quieter streets, such as connecting cul-de-sacs, to increase bicyclist safety and connectivity of routes.
- Prioritize improvements at the following intersections: 400 East and 800 South, 800 East and 400 South, 800 East and 800 South, and 800 East and 1600 South.
- Implement traffic calming measures, such as raised crosswalks and pedestrian refuges, on 400 East, 800 East, 200 South, and 800 South.
- Improve access to trails and parks and implement new walkways where needed, such as on Carterville Road north of 800 South, near or on canals, and between cul-de-sacs.
- Support efforts to improve public transit options and access on State Street by increasing the number of bus routes and decreasing headways between stops, including implementing a BRT line.
- Maintain transparency with the public about current and future roadway projects.
- Consider the installation of a Crosswalk- 800 South between 400 and 800 West (around 600 or 724 West)
- Evaluate the speeds down 800 South - Work with Traffic Engineer and Police Department to evaluate methods of traffic calming including the possibility of electronic speed signs.
- Consider improvements to parking enforcement through identifying areas of no parking (725 West to 800 West)
- Support the consideration for 800 South overpass bridge for busses.
- Support the installation of traffic lights at 800 South 800 West, 400 West 800 South, & 400 South 400 West
- Consider expanding 400 South- from 400 West to Geneva for a bike lane
- Support the Northbound I-15 exit, design like Sandy City exit (Underpass to UVU
- Support an expanded train schedule
- Consider a protected bike lane or other options relating to bike safety along 400 South.
- Consider installing Sidewalk on 400 South from 1200 to Geneva Rd
- Explore ways to Restrict parking at the 400 South underpass
- Support a stronger active transportation plan, for improving walkability, encourage more scooters, bike share to the city, bike lanes and bike racks.
- Address the clear vision area around the UVU maintenance yard at 400 West, across street from JR. High School.

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- Support the Park and ride on the west side of I-15. Make sure there is enough to support pedestrian over pass.
- UTA- explore more transit routes from campus, to park and ride, and to existing system
- Consider increasing parking for the ball fields by Orem Elementary
- Support the relocation of the spur train track line -
- Explore one-way street options throughout the City
- Hybrid traffic circles- support option explored by UVU campus
- Explore possible alternatives for queuing at Sandhill Road and University Parkway, such as adjusting the duration of the light and/or number of turning lanes.
- Support efforts to finish sidewalk connections for improved walkability; particularly on both sides of 2000 South and Columbia Road.
- Explore alternatives to a four way stop at the intersection of Main Street and 1200 South.
- Explore resolutions for 400 East and 1600 South to address public parking by red curbing the street.
- Collaborate with UTA & Union Pacific the possibility of installing automatic arms at train crossings to address sound nuisance of train horn.
- Consider options to make 1200 South safer, such as a traffic light at the intersection of 200 East and stop signs to allow for safer left-hand turns.
- Encourage UDOT and UTA to assess traffic signal timing on
- University Parkway and State Street.
- Support UDOT's plan for the 800 South Multi-Modal Bridge for pedestrians, buses, cyclist, and automobiles.
- Address in the City Transportation Master Plan the 'S' curve on 2000 South. Explore options to widen the shoulder, add guardrails, and other measures to deter speeding.