



## CITY NEWSLETTER

May 8, 2015

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### MERVYN'S IS COMING DOWN

The date has been set. Next Tuesday (May 12th) @ 11:00 AM exterior demolition will begin on the Mervyn's building. The public is invited to attend and watch the first swings!

The Mervyn's demolition will make way for the new road which will connect State Street to 800 East, a new park which has been named "The Orchard", and for additional office buildings



More information about the progress of the project, including pictures and videos, can be found at their new website: [universityplaceorem.com](http://universityplaceorem.com).

The video of the demolition will be shared on the [City of Orem's facebook page](#).

### A PETITION TO STOP THE BUS RAPID TRANSIT

## CONSTRUCTION IN THE PROVO/OREM AREA



For the last 13 years, Bus Rapid Transit (BRT) has been debated in our County. BRT is similar to a "trax on wheels" (same service, but much cheaper) and will provide modern connectivity to some of the most frequented destinations in our community (UVU, University Place, BYU, Lavell Edward Stadium, Marriott Center, Downtown Provo, Provo Town Center, and the East Bay Office Complex). It will connect with both the Orem and Provo Frontrunner stations. As Orem/Provo continues to grow and as companies continue to start and grow in our community, this type of connectivity is crucial to our ability to move people through the most traveled corridors in our community. An expansion is planned so that no driving lanes will be lost, even though this system will have dedicated lanes (which is what makes trax/BRT work so efficiently). However, we cannot continue to expand these roads again and again. We must find alternative ways to move people, especially if we hope to grow as a regional employment center!

Below are some of the accusations being used to try and stop BRT, and here are the rebuttals, as stated by Mayor John Curtis of Provo.

### ***We shouldn't take money from the Federal Government.***

*A good idea in theory but if we subscribe to it then we should be ready to live without I-15, the SLC and Provo airports, FrontRunner, Trax, Head Start, some of our parks and trails, downtown sidewalk projects, County Health, and elements of UVU.*

### ***It's too expensive and too much debt.***

*A hard reality is the cost of transportation. In the last few years the same tax payers that have agreed to the BRT funding have spent \$60,000,000 on North County Boulevard, \$200,000,000 on Pioneer Crossing, \$170,000,000 on SR 92 and 1.6 billion on the expansion of I-15. It's important to note that our County has no General Obligation Bond Debt.*

### ***It will require a tax increase.***

*In 2006 the taxpayers of Utah County voted to increase sales tax in order to pay for transit projects. This is the funding source for BRT. We are using the very same financing mechanism that was used to build I-15 expansion, SR 92, Pioneer Crossing, and North County Boulevard. It is the same bond mechanism that will be used for the future SR73 expansion to Eagle Mountain.*

### ***Residents should be allowed to vote on BRT.***

*We did vote on it and the idea of residents voting on every project is out of harmony with how we have chosen to govern ourselves. BRT has been in the planning stages for many years. As a result - campuses, retail/housing redevelopment, and improved roadways have all been based on the upcoming BRT route and project timeline. Interrupting that timeline now will create additional taxpayer expense and loss of efficiency in allocating tax dollars.*

### ***People won't ride BRT. Look at the empty busses.***

*The same argument was made against TRAX. It's simply not true that bus ridership is an indication of the ridership on BRT. Empty busses are common for the same reason I-15 is almost empty in the middle of the night. Routes are assigned based on the peak ridership developed during the busiest time of day and the busiest part of the route. Overall ridership on a route is a better indication of its usefulness than seeing a bus full or empty at a given point and time. BRT Ridership has been modeled and verified by an independent 3rd party. Utah's BRT project scored very high in national benchmarks and was selected as one of six national BRT projects to receive federal funding matches for the upcoming year (not an easy feat when municipalities across the country are begging for BRT projects).*

### ***There has not been enough public input.***

*UTA follows rigorous guidelines in public outreach. More than 70 public meetings have been held in the last seven years. Provoorembt.com includes project details and upcoming events. Local media has mentioned this project in over 200 articles.*

We respect everyone's right to choose. Our role is to get you the correct information before you sign a petition stating that you have "read and understand the law".

## RECOMMENDATION TO BUILD A SPLASH PAD AND ALL ABILITIES PARK IN OREM

Over the last few weeks, the City Council and the CARE Tax Advisory Commission has heard presentations from 18 different non-profit organizations and the Recreation Advisory Commissions about the best use of the CARE tax.



The Recreation Advisory Commission has recommended that the City dedicated money this year to the following projects:

- \$500,000 - Splash Pad at Palisade Park
- \$150,000 - All Ability Playground at City Center Park
- \$75,000 - Dog Park (location to be determined)
- \$25,000 - Studies to be conducted on how we can get the most of our existing parks and recreational amenities and identifying needs for anything new
- \$150,000 - Resurface the Cherry Hill Tennis Court to allow for both tennis and pickle ball
- \$30,000 - Contingency to ensure that the above projects are completed

On May 12th and May 26th there will be additional meetings to decide on an allocation. On May 26th the final allocation will be adopted in a City Council meeting.

## E-WASTE RECYCLING EVENT

The City of Orem, in partnership with LG and Waste Management, will be having a electronic waste recycling event on June 20th at the Public Works building. More information will be included in our next newsletter.



## IMPORTANT LANE CLOSURES

### Center Street Waterline Project - 400 West to State Street

- Newman construction started installing a new 8" waterline for the City with service connections, fire hydrants, etc., on Monday April 6th. Center Street traffic lanes will be restricted at times to one traffic lane in each direction. The expected completion date of the waterline project is June 5th. You may want to find an alternate route rather than using Center Street if possible.



### 400 South Waterline Project - 800 East to Palisade Drive

- Newman construction began installing a new 8" waterline on Monday April 6th on 400 South. Beginning May 6th there will be some full road closures, but detours will be set up and local access will be allowed.

## OREM TRANSPORTATION MASTER PLAN

Orem is updating its Transportation Master Plan (TMP) and would like input on where transportation improvements are needed (Phase 1) before they begin forming the plan.

Visit the new website, [www.oremtmp.com](http://www.oremtmp.com), to pinpoint exact locations and comment on specific transportation improvements you would like to see. You can also call or email the team at 801-701-8890 or [info@oremtmp.com](mailto:info@oremtmp.com).



Public comment for Phase 1 closes on Tuesday, May 19th.

## ROLL WITH THE MAYOR



## UTA BIKE DAY IN OREM CITY

### MAY 9, 2015

May is National Bike Month. If you've been looking for a good reason to park your car and ride your bike—this is it. So grab your family, friends and neighbors, pedal on over to Palisade Park and join UTA and Orem City Mayor Richard Brunst for all the cycling festivities, including:

<p><b>SATURDAY, MAY 9, 9-10:30 AM</b> Palisade Park 850 North Palisade Drive (1300 East)</p> <p><b>FREE PANCAKE BREAKFAST</b> <i>(Starting at 9 am. Sponsored by Harmon's)</i></p> <p><b>FUN BIKE RIDE WITH MAYOR RICHARD BRUNST</b> <i>(Begins 9:45 am. Starts. About 4 miles.)</i></p>	<p><b>FREE BIKE SWAG</b></p> <p><b>FREE BIKE SAFETY CHECKUPS</b> <i>(Sponsored by Mad Dog Cycles)</i></p> <p><b>FREE BICYCLE HELMETS FOR PARTICIPANTS</b> <i>(While supplies last. Sponsored by Road Respect. UTA Department of Public Safety.)</i></p> <p>For more information, visit <a href="http://www.ridesuta.com">www.ridesuta.com</a> or call 801-227-8958.</p>
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## STATE STREET MASTER PLAN OPEN HOUSE

Last night we had another open house. No final plan has been adopted and input is still being received.

Check out this video showing the plans that are being considered for State Street.

<https://www.youtube.com/watch?v=XrxZdrx6IDY&feature=youtu.be>

## NEIGHBORHOOD PLAN - HEATHERIDGE, NORTHRIDGE, AND WINDSOR



At 5:30 PM on May 19th in the Orem Senior Center, the City of Orem Development Services Department is having it's neighborhood plan kickoff with these three neighborhoods. Follow this [link](#) for more information.

See you there!

## MAYOR'S MESSAGE

Council Members Black, Seastrand, Spencer, and I had the wonderful opportunity to sit and ask questions on a practice run for the Miss Teen Orem, and Miss Orem contestants for the upcoming beauty pageant.

As I asked questions and got to know each girl better, it seemed to me that I would have a hard time judging who the winner should be. They all have wonderful smiles, great attitudes, and much to offer in personality and goals. I would choose them all.

As the contestants spoke, several mentioned that they love the foundation of strong families that we have here in Orem.

It made me think about the fact that our families like to be together and stay close to one another. In fact this brings me to the topic I wish to discuss, the growth of our community and how we should deal with it. Seventy percent of our growth comes from internal growth or in other words our families growing and staying in the area.



Thirty nine years ago Orem had a population of 44,000. Today our population is over 90,000. Our city has doubled in size in that short period of time. According to Envision Utah, our city is set to double again over the next 35 years.

But we are not talking about going from 44,000 to 90,000, but rather going from 90,000 to 180,000 residents. Our city covers 18 square miles of land. We have no room to build new roads or highways. We are going to have to do with what we have in place now through improvements, changes, and a vision for the future.

Likewise Utah Valley University is set to grow by over 10,000 new students during the next decade.

Over the last 30 years citizens throughout our County have voted for dedicated sales tax to help pay for mass transit. Most recently the citizens voted in 2006 and it was passed with nearly 70% of the vote. We are now at that point where we need to use those tax funds to move forward with the Bus Rapid Transit (BRT) system to help add an additional way to move people around the city.

Change is hard and sometimes scary. I watched with interest as Salt Lake City brought in the Light Rail System or TRAX. I was originally against it, feeling that it would not be used, and would not be efficient. I have since seen with amazement how well it is used, how efficient it is, and how many people appreciate having that service available to them.

In fact my family and I have taken the Frontrunner from Orem up to Salt Lake City and then jumped on TRAX and ridden to ball games or other events at the Energy Solutions Arena. I and the City Council used it to go up to 4th South to then walk the streets to look at landscaping and zoning ideas.

BRT has been discussed for over 10 years and in over 70 public meetings. No new taxes are needed to fund the project and in fact the Federal Government has allotted to pay for half of it with matching grant money.

It is important to realize that in the past Federal Government funds helped to build the Salt Lake City Airport, the Provo Airport, Frontrunner, Trax, and parts of our I-15 Freeway. We could not have moved forward with these important parts of our transportation system without those funds. If we move past this year and do not take advantage of the matching federal funds, they may not be there for us on this project in the future. Our system is one of only six BRT projects in the US to receive matching funding, while many other municipalities are begging for this funding.

The Provo/Orem BRT will connect the Orem Intermodal Center (Frontrunner), UVU, University Place, Brigham Young University, Lavell Edwards Stadium, the Marriott Center, high-density student housing, downtown Provo, Provo Towne Mall, East Bay Business Park, and the Provo Intermodal Center (Frontrunner) by using dedicated buses and lanes with signal prioritization in 5-7 minute intervals at peak times.

BRT is expected to have 19,000 riders per day and at capacity to take some 5,000 car trips off of the roads, creating 30% less wear on the roads, and decreasing pollution in the valley.

BRT will provide benefits to our city such as enjoyable stress free rides, efficient and reliable travel, fast-frequent-and direct service, and environmentally compliant operations.

I believe that is important for the future that we now put in place the BRT as an additional alternate method of transportation to help take cars off of the road, to provide a convenient method of transportation for the student population of two universities, and to help bring the pollution levels down.

It is up to us to plan for and move ahead with ways to deal with the growth in our city being generated through new businesses and new and current families that want to locate and stay here.

Mayor Brunst

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