APPENDIX E

Stakeholder Working Group

Stakeholder Working Group Presentation, August 20, 2020
Stakeholder Working Group Meeting Summary, August 20, 2020
Stakeholder Working Group Presentation, October 19, 2020
Stakeholder Working Group Meeting Summary, October 19, 2020

Heber Valley Corridor

ENVIRONMENTAL IMPACT STATEMENT

Stakeholder Working Group

August 20, 2020

Agenda

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

- Introductions
- Project background and overview
- Public involvement overview
- Stakeholder working group objectives
- Project needs and scope
- Next steps


INTRODUCTIONS

Project Team Members

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

- Jeremy Bown | UDOT Project Manager
- Geoff Dupaix | UDOT Region 3 Communications Manager
- Naomi Kisen | UDOT Environmental Manager
- Vince Izzo | HVC Team Project Manager
- Andrea Clayton | HVC Team Environmental Lead
- Kyle Stahley | HVC Team Traffic Engineer
- Justin Smart, HVC Team Public Involvement Lead
- Brianna Binnebose | HVC Team Public Involvement

Stakeholder Working Group Members

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

- Heber City | Bart Mumford | City engineer
- Wasatch County | Dustin Grabau | Asst. Manager
- Daniel | Ryan Taylor | Town Engineer
- Wasatch County Open Lands Board | Justin Keys | Member
- Emergency services | David Booth | Heber Police Chief
- School District | Paul Sweat | Superintendent
- RPO | Shawn Seagar | MAG
- Trucking | Terry Smith | Utah Trucking Assoc.
- Agricultural | Addison Hicken | Farming
- Residents | Brady Flygare | South (1300 S)
- Residents | Thom Wright | East
- Residents | Jessica Thurman | West
- Residents (Muirfield HOA) | Philip Jordan | North
- Landowners | Laren Gertsch | North
- Developer | Doug Nelson | Millstream
- Business | Dallin Koechner | Heber Valley Chamber
- Business | Tom Stone | CAMS
- Wasatch County Housing Authority | Jeff Bradshaw | Exec. Director


STAKEHOLDER
WORKING GROUP

Stakeholder Working Group Objectives

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

- Facilitate communication between project team and stakeholder groups
- Share viewpoints representing individual stakeholder groups
- Exchange viewpoints among different stakeholder groups
- Help UDOT make informed decisions

Responsibilities & Expectations

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

- Bring community concerns to the project team
- Ensure project information is being reported to the communities you represent
- Listen respectfully to other stakeholders/members, consider their viewpoint with an open mind
- Represent your community interest rather than your self-interest
- Address misinformation, direct your community to official information sources

PROJECT BACKGROUND AND OVERVIEW

Project Background

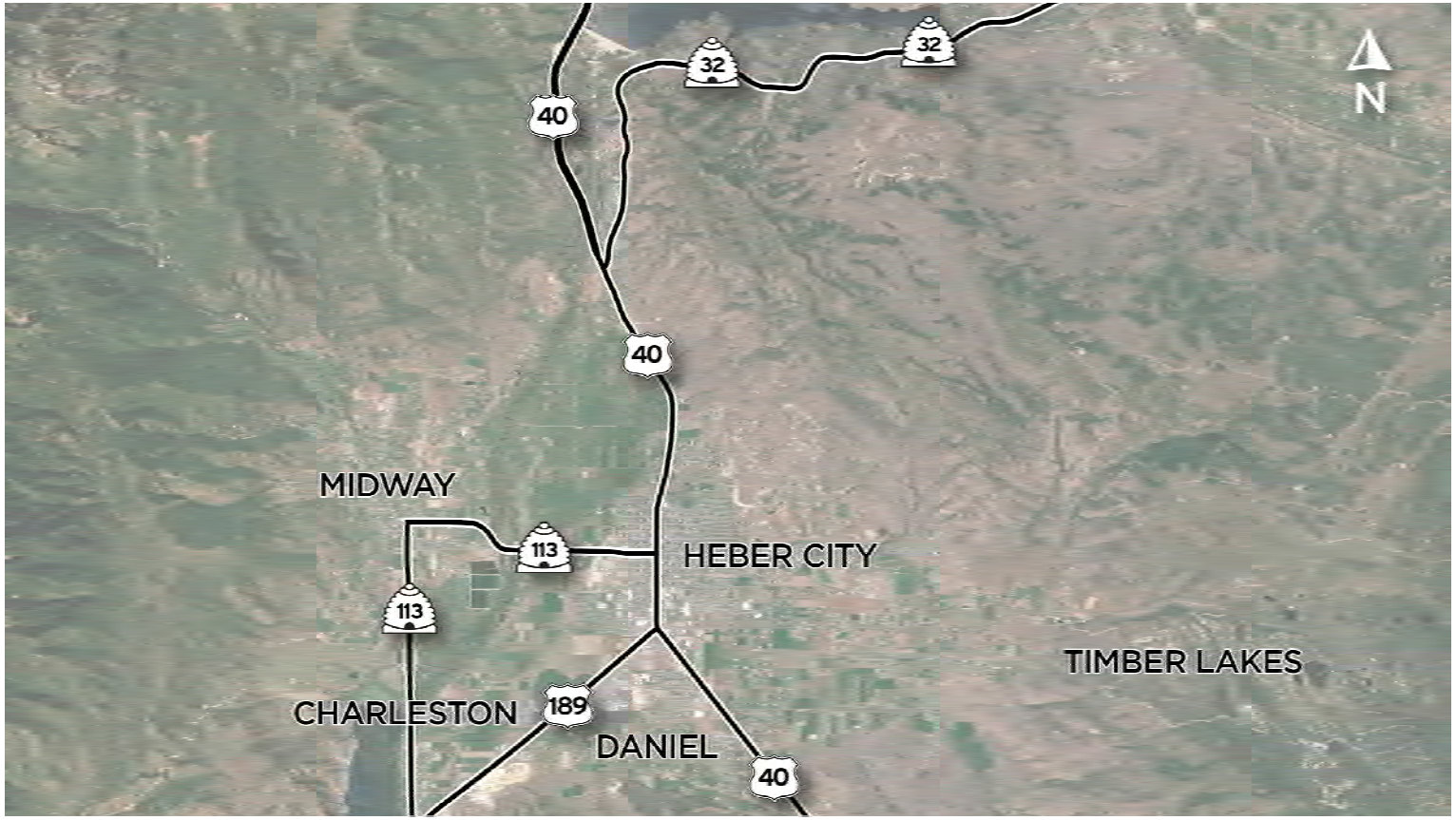
Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

- The Utah Department of Transportation (UDOT) and Heber City completed the Heber Valley Parkway Corridor Planning Study in 2019, which demonstrated a need for further data analysis and evaluation to alleviate congestion on Main Street in an environmental study.

- The corridor planning study will help inform the EIS of key issues and recommendations, but the findings of the study will not direct any specific alternatives or outcomes.

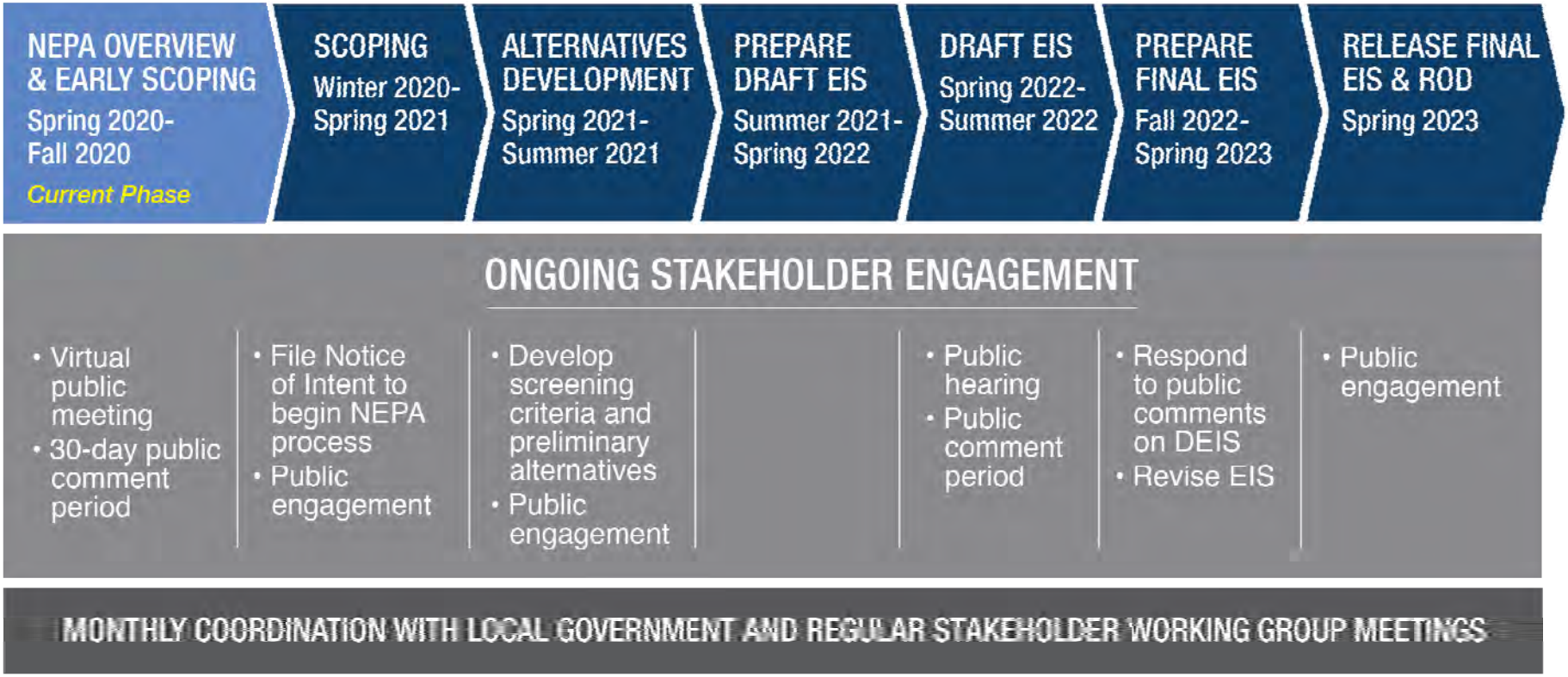
Project Overview

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT



Project Timeline & Process

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT



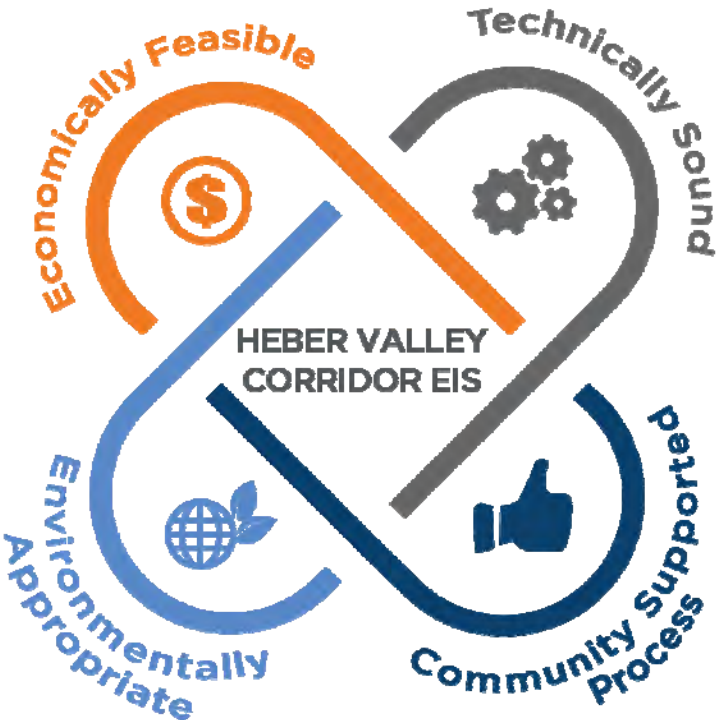
Objectives

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

COLLABORATION
Learning Through Collaboration

COMMUNITY
Understanding Future Community Goals

COMMUNICATION
Communicating for Better Solutions



Environmental Process

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

IDENTIFICATION PHASE → ANALYSIS PHASE → APPROVAL PHASE

IDENTIFICATION PHASE

SCOPING*
Gather input about issues in the study area that should be considered in the EIS

PURPOSE & NEED*
Develop a clear statement of objectives and needs to be addressed by any potential solution (alternative)

ANALYSIS PHASE

ALTERNATIVES DEVELOPMENT & ANALYSIS*
Develop and evaluate potential solutions that address the Purpose and Need

ENVIRONMENTAL & COMMUNITY IMPACTS ANALYSIS
Evaluate alternatives to determine potential impacts to the natural and human environment

DRAFT EIS*
Present the results of the analysis and identify the preferred alternative

APPROVAL PHASE

FINAL EIS
Consider and respond to comments on the Draft EIS

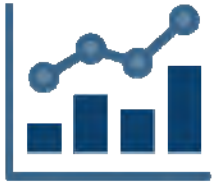
RECORD OF DECISION
Explain the final decision

*Public Engagement Opportunity

Current & Upcoming Activities

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

Stakeholder engagement, virtual public meeting and comment period



Travel demand modeling

Analyzing traffic conditions

Evaluating roadway conditions

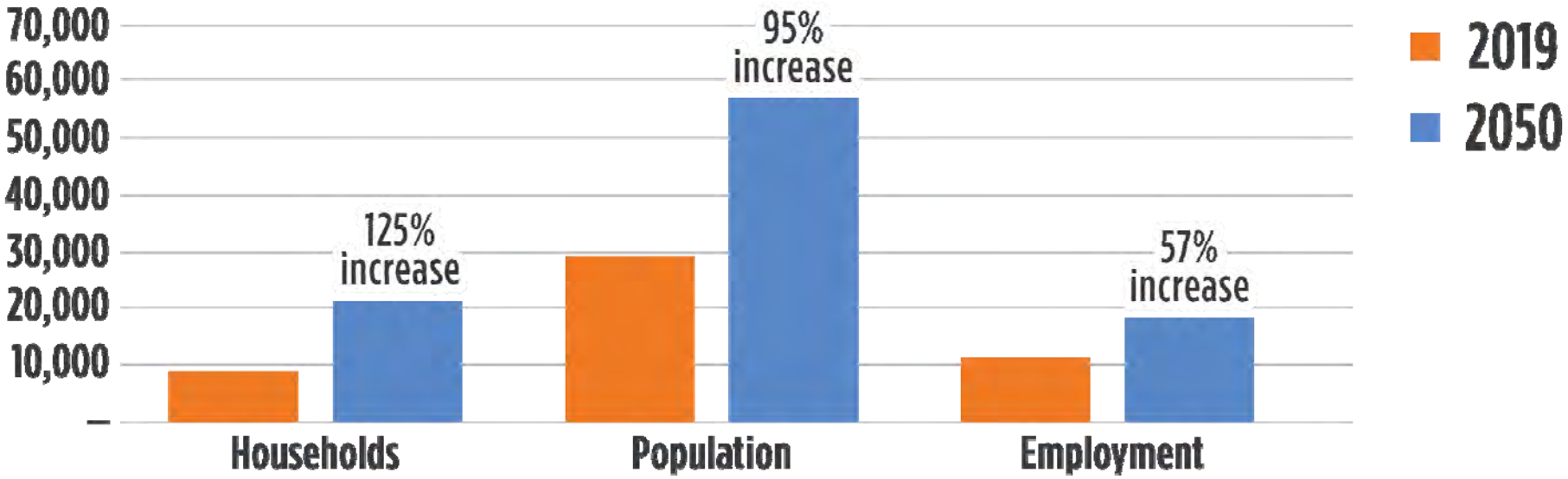
Gathering existing resource information

Preparing a draft purpose and need

PROJECT NEEDS AND SCOPE

Heber Valley by the Numbers

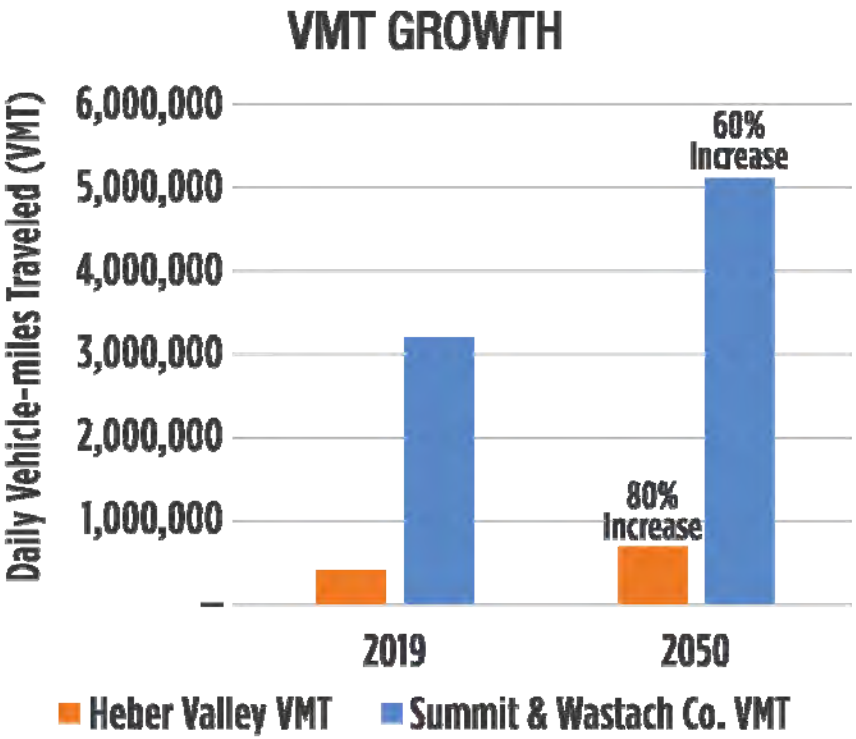
Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

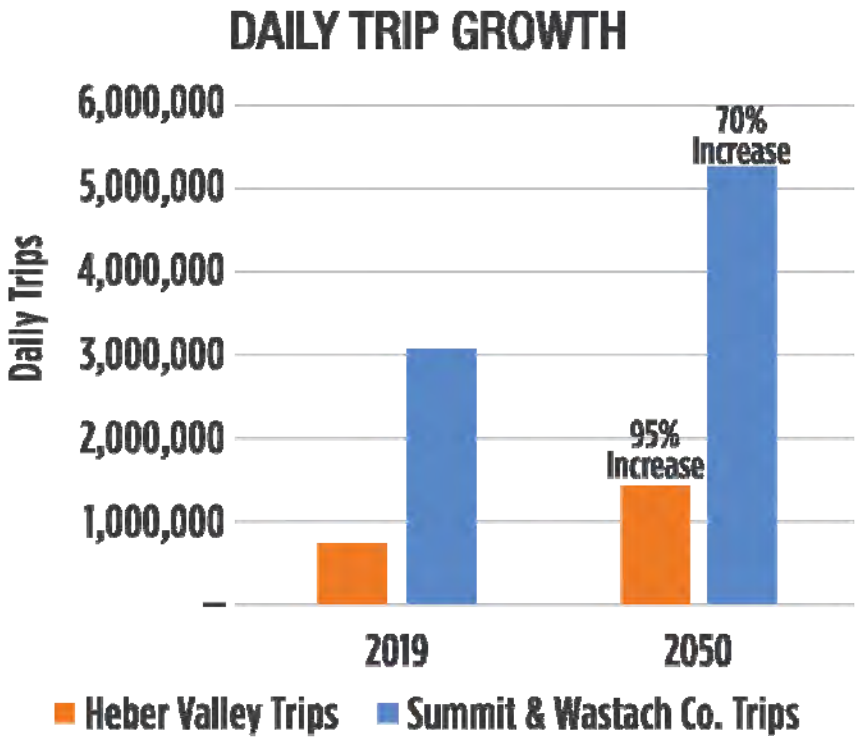


Source, Kem C. Gardner Institute American Community Survey

Overall Travel Growth

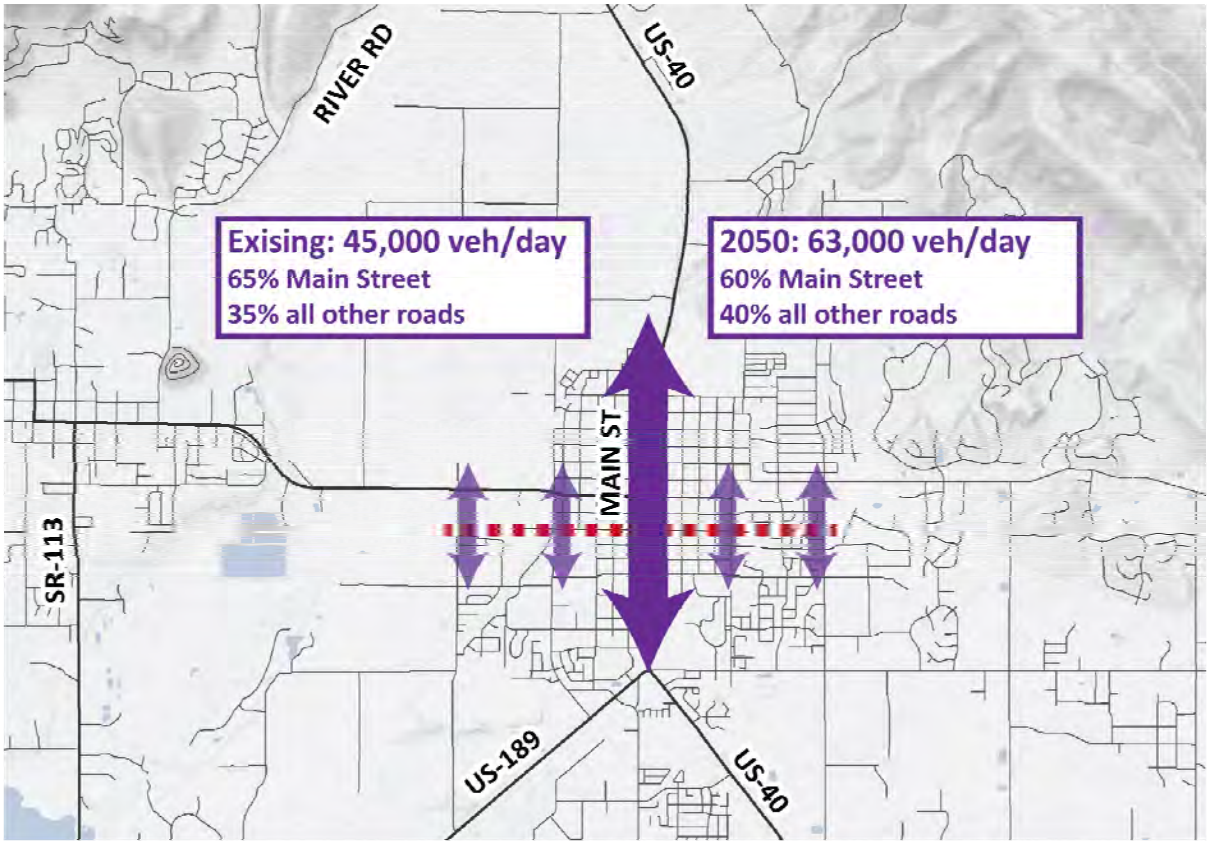
Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT





North/South Screenline Volumes

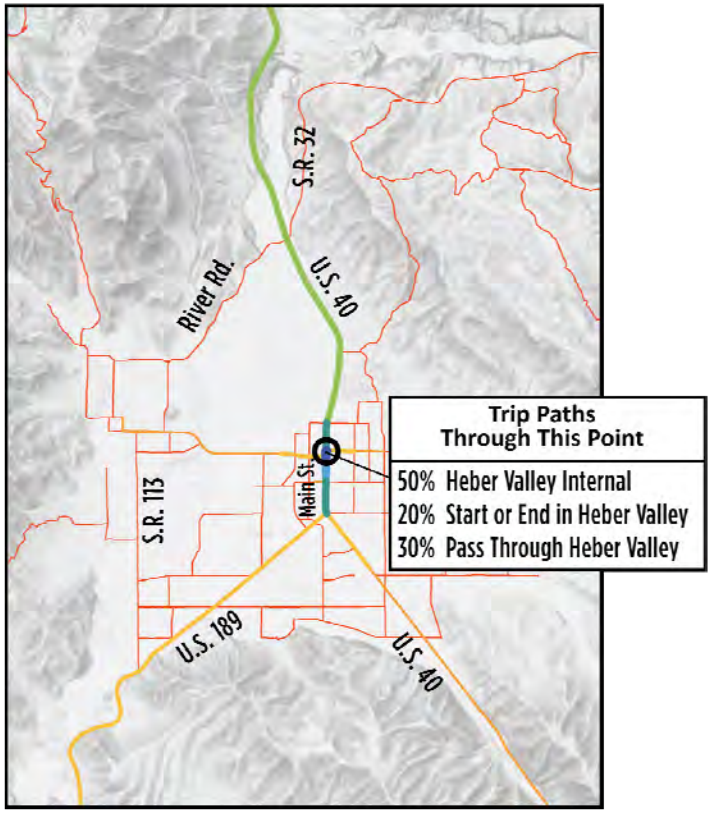
Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT



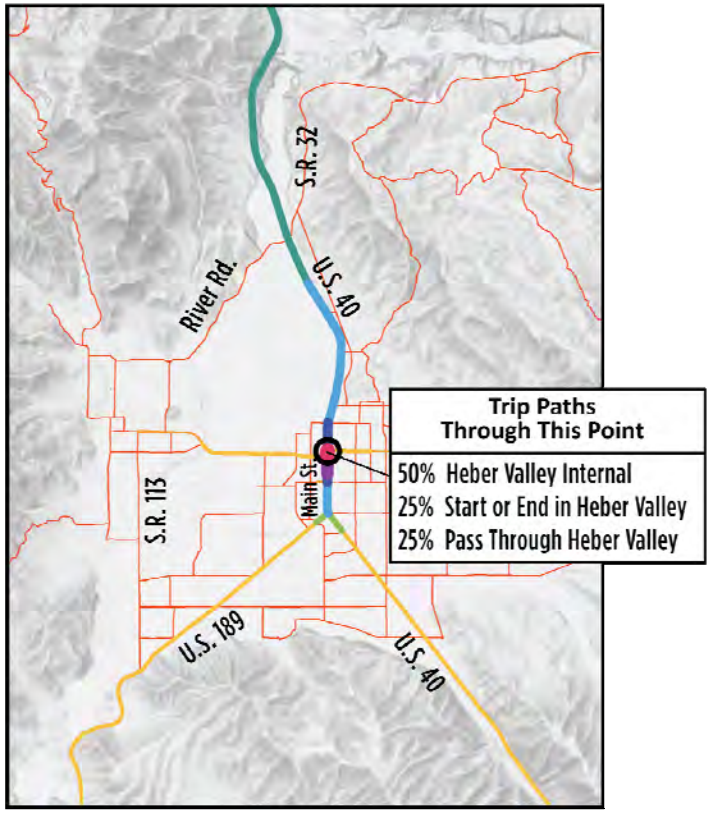
Heber Valley Travel Flows

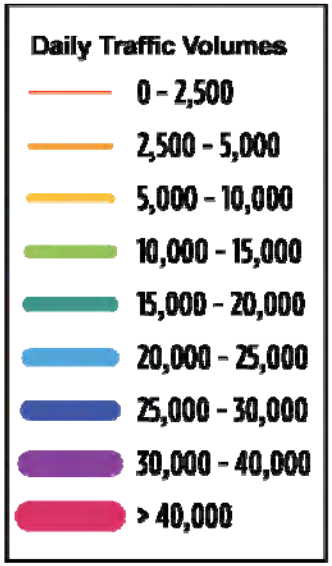
Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

2019: DOWNTOWN MAIN STREET



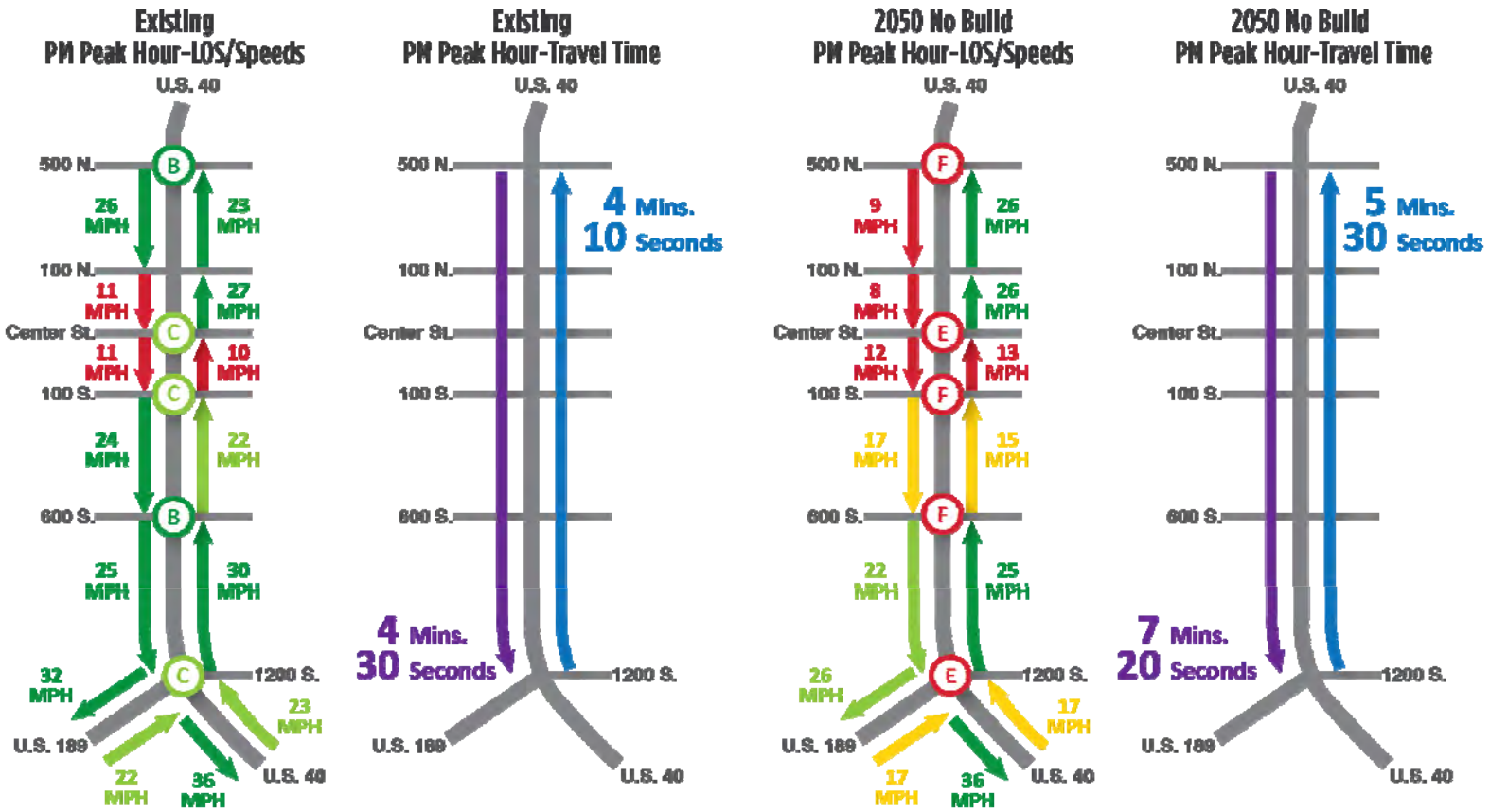
2050: DOWNTOWN MAIN STREET





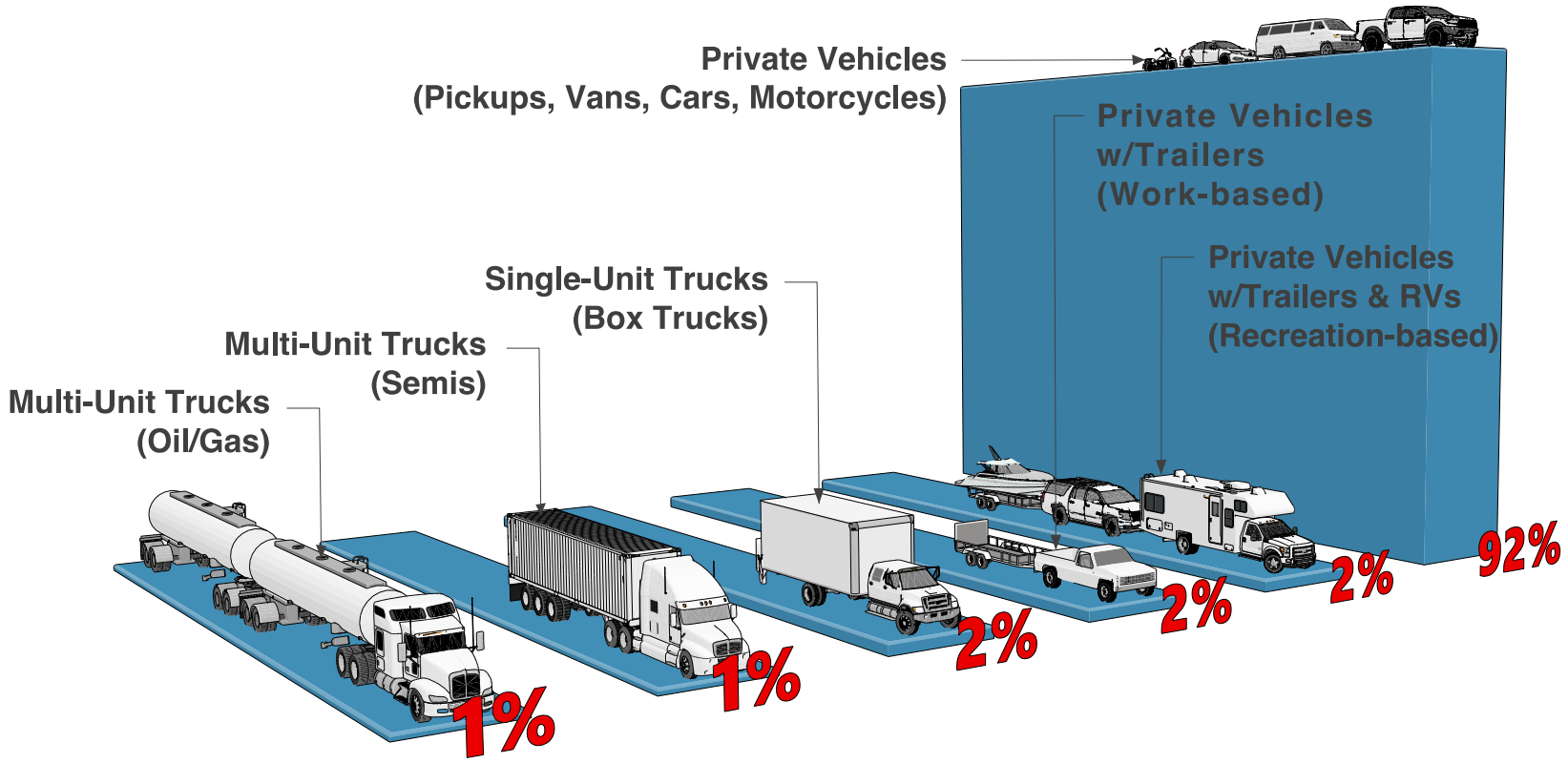
Level of Service

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT



Main Street Peak Hour Traffic by Vehicle Type

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT



Crash Information

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

Crash Rate	Heber		Vernal (U.S. 40)		Moab (U.S. 191)		Logan (U.S. 91)	
All Crashes[2]	4.21	3.81	1.96	3.81	6.21	2.96	7.60	3.81
Severe Crashes[3]	5.7	8.0	0.0	8.0	5.5	8.2	1.5	8.0
Commercial Motor Vehicle Crashes[3]	0.38	N/A	0.23	N/A	0.65	N/A	0.15	N/A

Statewide Average[1]

1. *Average crash rate for Utah arterial highways of similar traffic volume*
2. *Crashes per year per million vehicle-miles*
3. *Crashes per year per hundred million vehicle miles*

UDOT Keeping Utah Moving

Needs Discussion

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

- What transportation needs do you see on Heber Main Street that should be addressed?
- What transportation needs do you see as important to the community?
- What are your thoughts on the goals of any transportation improvements?
- What resources are important to you or the community?


NEXT STEPS

Next Steps

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

- Attend public meeting
- Review materials
- Provide comments during the comment period
- Help engage the community
- Stay connected with the study through website, email, social media
- Future meetings

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

Questions?

Public Comment Period

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

August 27, 2020 - September 26, 2020

Provide comments through:

HeberValleyEIS.udot.Utah.gov

HeberValleyEIS@Utah.gov

Virtual Public Meeting

August 27, 2020 from 6:00-8:00 p.m.

UDOT Keeping Utah Moving

Connect With Us

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

- Email: HeberValleyEIS@utah.gov
- Website: HeberValleyEIS.udot.utah.gov
- Phone: 801-210-0498
- Facebook Group: UDOT Heber Valley Corridor Environmental Impact Statement (EIS)

Heber Valley Corridor

ENVIRONMENTAL IMPACT STATEMENT

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

Summary

Project:	Heber Valley Corridor EIS
Subject:	Stakeholder Working Group Meeting #1
Date:	Thursday, August 20, 2020
Location:	Zoom

Stakeholder Working Group

Name	Representing	
Heber Valley Corridor EIS Team		
Jeremy Bown	UDOT	Project Manager
Naomi Kisen	UDOT	Environmental Manager
Geoff Dupaix	UDOT	Communications Manager
Vince Izzo	HVC Team	Project Manager
Andrea Clayton	HVC Team	Environmental Lead
Kyle Stahley	HVC Team	Traffic
Justin Smart	HVC Team	Public Involvement Lead
Bri Binnebose	HVC Team	Public Involvement
Stakeholder Working Group Members		
Bart Mumford	Heber City	City Engineer
Dustin Grabau	Wasatch Co.	County Assistant Manager
Ryan Taylor	Daniel	Town Engineer
Justin Keys	Open Space	Wasatch County Open Lands Board
David Booth	Emergency Services	Heber Police Chief
Paul Sweat	School District	Superintendent
Shawn Seager	Rural Planning Organization	MAG Planning Director
Terry Smith	Trucking	UT Trucking Assoc. Safety Director
Addison Hicken	Agricultural	Farmer
Brady Flygare	Residential	South resident
Thom Wright	Residential	East resident
Jesse Thurman	Residential	West resident
Phillip Jordan	Residential	North resident
Laren Gertsch	Landowner	Landowner
Dave Nelson	Development	Millstream Group
Dallin Koechner	Business	Heber Valley Chamber Executive Director
Tom Stone	Business	CAMS Chairman
Jeffery Bradshaw	Housing	Wasatch County Housing Authority

Meeting Topics:

1. Stakeholder Working Group objectives
    a. Facilitate communication between project team and stakeholder groups

b. Share viewpoints representing individual stakeholder groups
c. Exchange viewpoints among different stakeholder groups
d. Help UDOT make informed decisions

2. Stakeholder Working Group responsibilities and expectations
   a. Bring community concerns to the project team
   b. Ensure project information is being reported to the communities you represent
   c. Listen respectfully to other stakeholders/members, consider their viewpoint with an open mind
   d. Represent your community interest rather than your self-interest
   e. Address misinformation, direct your community to official information sources
3. Project Background
   a. Heber City and Wasatch County have been considering a bypass road for more than 20 years, included in the Heber City General Plan and Wasatch County Master Plan.
   b. Some right-of-way for a western corridor has been acquired.
   c. UDOT completed the Heber Valley Parkway Corridor Planning Study in 2019, no recommendations came out of the study as further study was warranted.
   d. Previous studies will inform the EIS, but there is no predetermined solution.
4. Project Overview
   a. UDOT's mission is to keep Utah moving while enhancing quality of life through transportation improvements.
   b. UDOT is conducting an EIS to evaluate transportation solutions to improve mobility through the Heber Valley and the operation of Heber City Main Street (U.S. 40).
   c. Timeline and Process:
      i. Currently in early scoping phase, collecting information on transportation needs (problems), potential alternatives, and issues to consider in the EIS.
      ii. Public meeting scheduled for August 27, with a 30 day public comment period running from Aug. 27 to Sept 26.
      iii. Plan to formally begin the EIS process in early 2021 with publication of draft purpose and need.
      iv. Public engagement opportunities at key milestones in the environmental process:
         (1) Scoping
         (2) Purpose and need
         (3) Alternatives development
         (4) Draft EIS

v. Anticipate final decision on preferred alternative in early 2023.

vi. Construction timing is unknown.

5. Preliminary Traffic Information

a. Heber Valley population expected to nearly double by 2050. Increase in population and employment leads to increase in traffic. Vehicle miles travelled projected to increase by 80%, daily trips by 95% in the Heber Valley by 2050.

b. Vehicles travelling north-south through the Heber Valley will increase from 45,000 vehicles per day to about 63,000 vehicles per day by 2050.

c. Most of the vehicle trips that pass through Main Street at Center Street are internal to the Heber Valley (50%). About 30% of the traffic is just passing through the valley today; by 2050 that percentage is expected to decrease to about 25%.

d. Level of service (LOS) measures how well a road can handle traffic. LOS A indicates free flowing conditions and LOS F indicates failing conditions with excessive delay.

i. UDOT considers LOS D or better adequate in urban areas. It would be too expensive and cause too many impacts to get to LOS A.

ii. Currently, the intersections on Main Street are operating at LOS B - LOS C during the PM peak hour. There are arterial segments on Main Street around Center Street that are currently failing at LOS E – LOS F.

iii. By 2050, intersections are expected to operate at LOS E – LOS F if no improvements are made (No Build conditions). Arterial segments are also expected to fail, especially in the southbound direction. Southbound traffic is projected to back up at 500 North during the PM peak with an average queue length of 6,300 feet and a maximum queue of about 12,000 feet. Only about 80% of the total vehicles travelling southbound are actually able to make it through (the rest are stuck in a queue waiting to get onto Main Street).

e. During the PM peak hour, 92% of the traffic is private vehicles, 4% is private vehicles with trailers and RVs, and 4% is heavy trucks (1% gas tankers, 1% multi-unit semis, and 2% single unit trucks)

f. Crash data indicates a higher number of crashes compared to the statewide average but less severe crashes compared to the statewide average on US-40 in downtown Heber.

6. Discussion

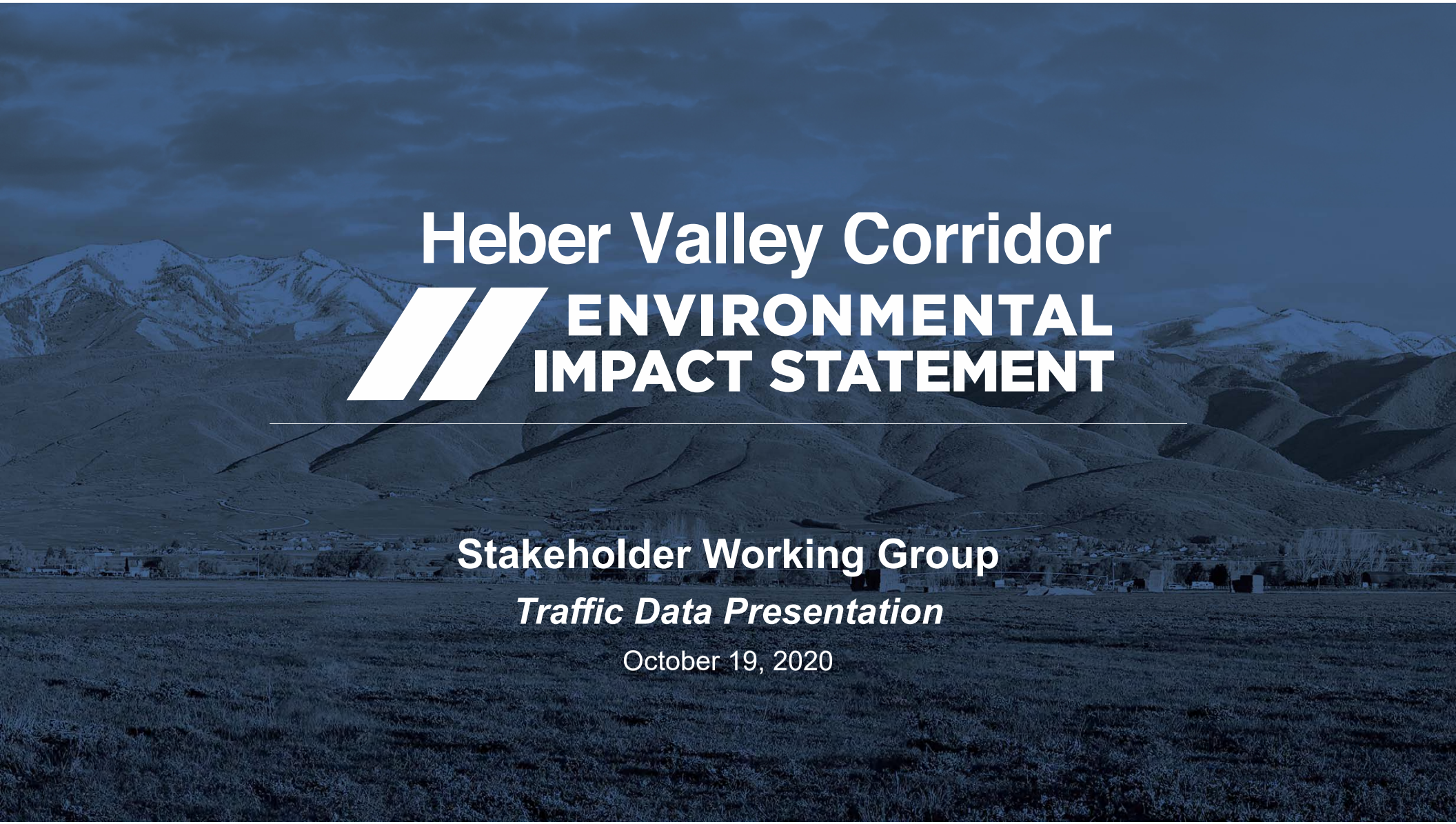
a. In general, the group wanted more information regarding traffic numbers and methodology.

b. Questions were raised regarding the percentage breakdown by vehicle type during the PM peak hour. Several members noted that 1% seemed too low for oil-tanker trucks, counter to experience. UDOT response: the percentage was based on counting vehicle types in a video taken during the peak hour. The group requested more information: What month and day of the week the video was taken? What is the percentage on other days? What is the percentage during non-peak-hour times (perhaps truckers are avoiding the peak hour congestion)? The

group suggested adding some clarifying info to the graphic and in the explanation (as noted above) before presenting to the public at large to avoid confusion.

c. Questions were raised regarding the traffic numbers. Some thought the numbers were too low, others thought they were too high.
    i. Was enough data collected to really understand the traffic?
    ii. Request to see traffic distribution over time to show the monthly variation. Why was July and August selected to take traffic counts instead of March? UDOT response: the previous study used traffic counts taken in March, there was a concern that data did not capture the seasonal issues with recreational traffic. Between the two data sets, the picture is clearer.
    iii. One member noted the traffic volumes on the slide showing travel flows through a point on Main Street are lower than numbers provided by UDOT previously. UDOT needs consistency in traffic numbers for credibility. UDOT response: traffic volumes were based on counts taken in July and August 2019. The slide is showing traffic through a single point on Main Street, not necessarily a good representation of traffic volumes on Main Street, need to make that more clear in the future.
    iv. Surprised that the existing intersection LOS was not worse than LOS C, it is borderline non-functional now. UDOT response: LOS for an intersection averages out all movements so if there is one movement that is failing, and other movements that are operating OK the LOS for the whole intersection could average out to an acceptable LOS.
    v. Do the traffic projections take into account the annexations and planned development? If we only have a problem during a small period now, that may not be the case in the future. UDOT response: the Summit Wasatch County travel demand model accounts for planned growth. It is the best available information.
d. Questions were raised regarding what type of traffic problems the project should address.
    i. What are the goals? What are we trying to accomplish?
    ii. Do we want to build a solution for the peak hour in July? Or should we build a solution for a winter day?
e. Questions were raised why Vernal, Moab, and Logan were selected as a comparison for crash analysis. UDOT response: these are similarly sized cities with a state highway that is also functioning as a local Main Street.
f. Suggested goals:
    i. Heber City has developed a vision for Main Street to be a slower, walkable corridor.
    ii. Devise a system to help traffic get around Heber if they do not want to conduct business, but is not a problem for those who want to do business in Heber.
g. Misinformation circulating
    i. Heber City approved a road south of Burton Lumber, there is a rumor that is the bypass connection.

7. Next steps
    a. Public open house (August 27) and public comment period August 27 – September 26. Please provide comments.
    b. Stay connected through the website, email, social media. Feel free to reach out to team with questions.
    c. Help engage community.
    d. Follow up stakeholder working group meeting will be scheduled to provide more traffic information as requested.



Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

Stakeholder Working Group

Traffic Data Presentation

October 19, 2020

Project Team Members

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

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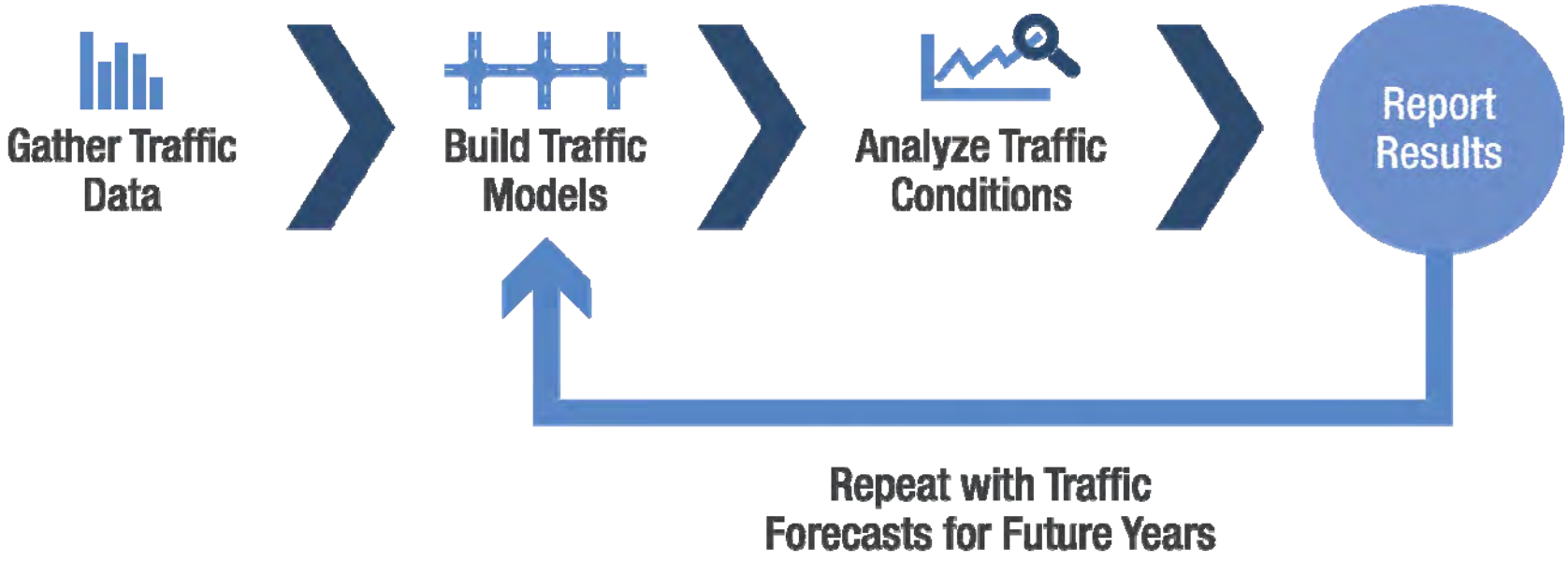
Overall Process

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT



Gather Traffic Data

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

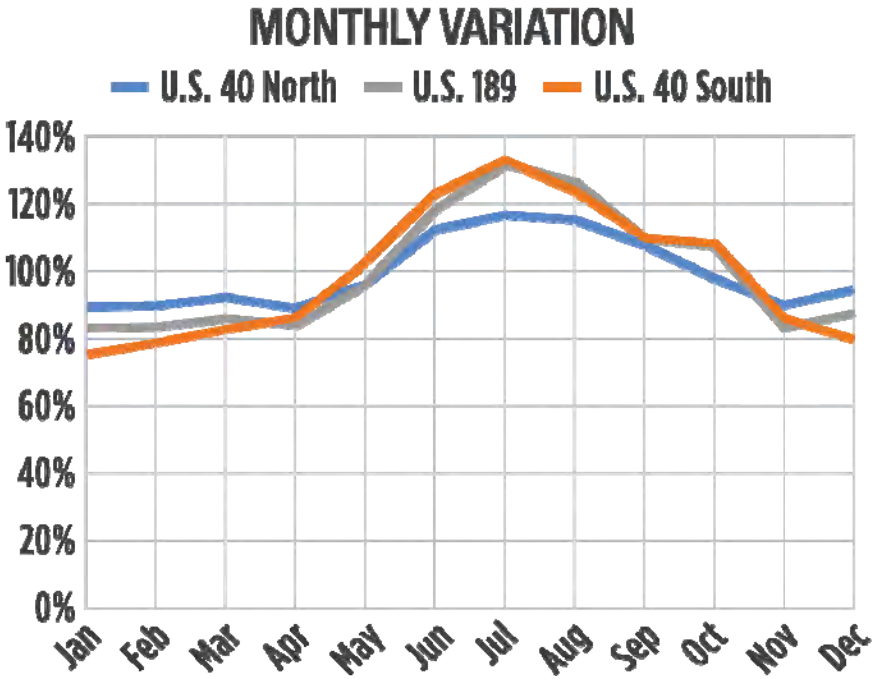
- Finding the balance between providing adequate operations for every hour of the year and economic efficiency

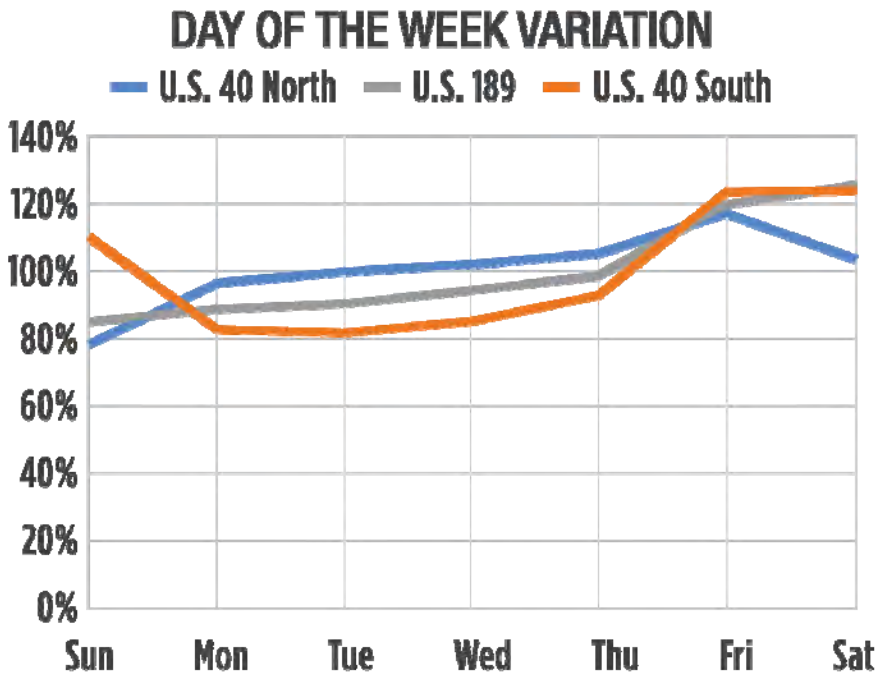
Source: FHWA

Source: boredpanda.com

Seasonal and Daily Variation in Heber Valley

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

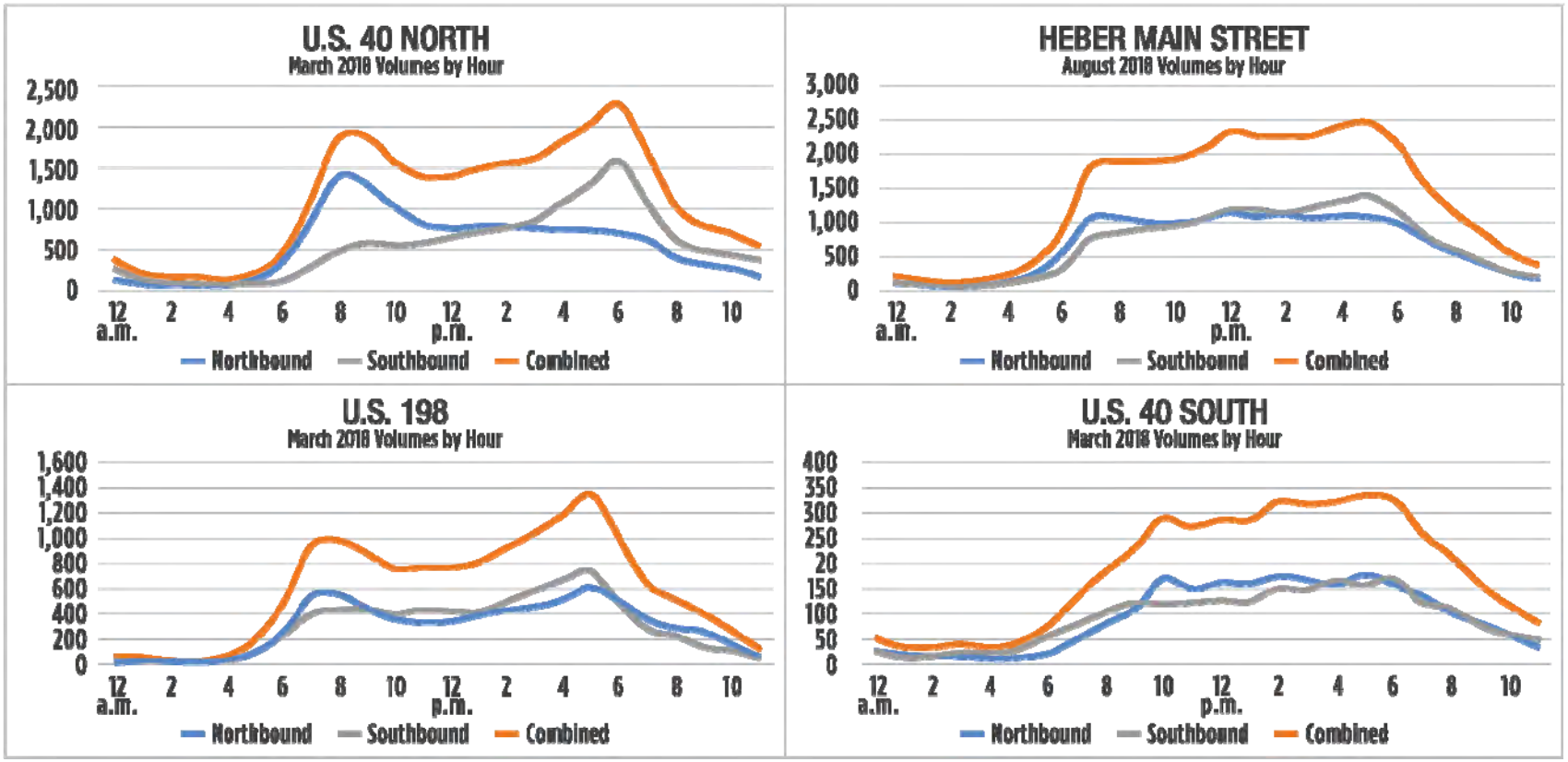




Source: 2019 Heber Study Traffic Data

Hourly Variation in Heber Valley

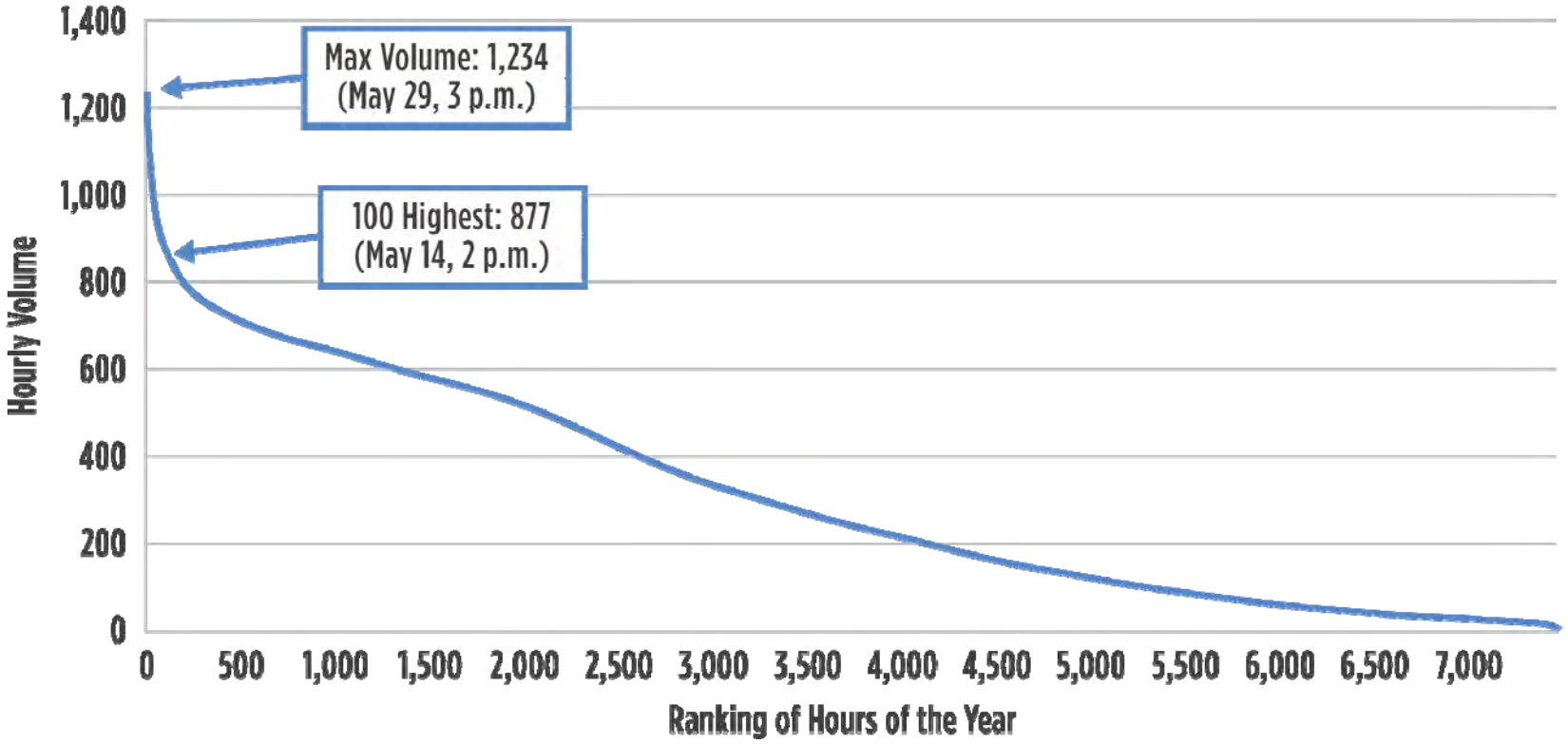
Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT



Source: 2019 Heber Study Traffic Data

Selecting the Design Hour

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT



Selecting the Design Hour

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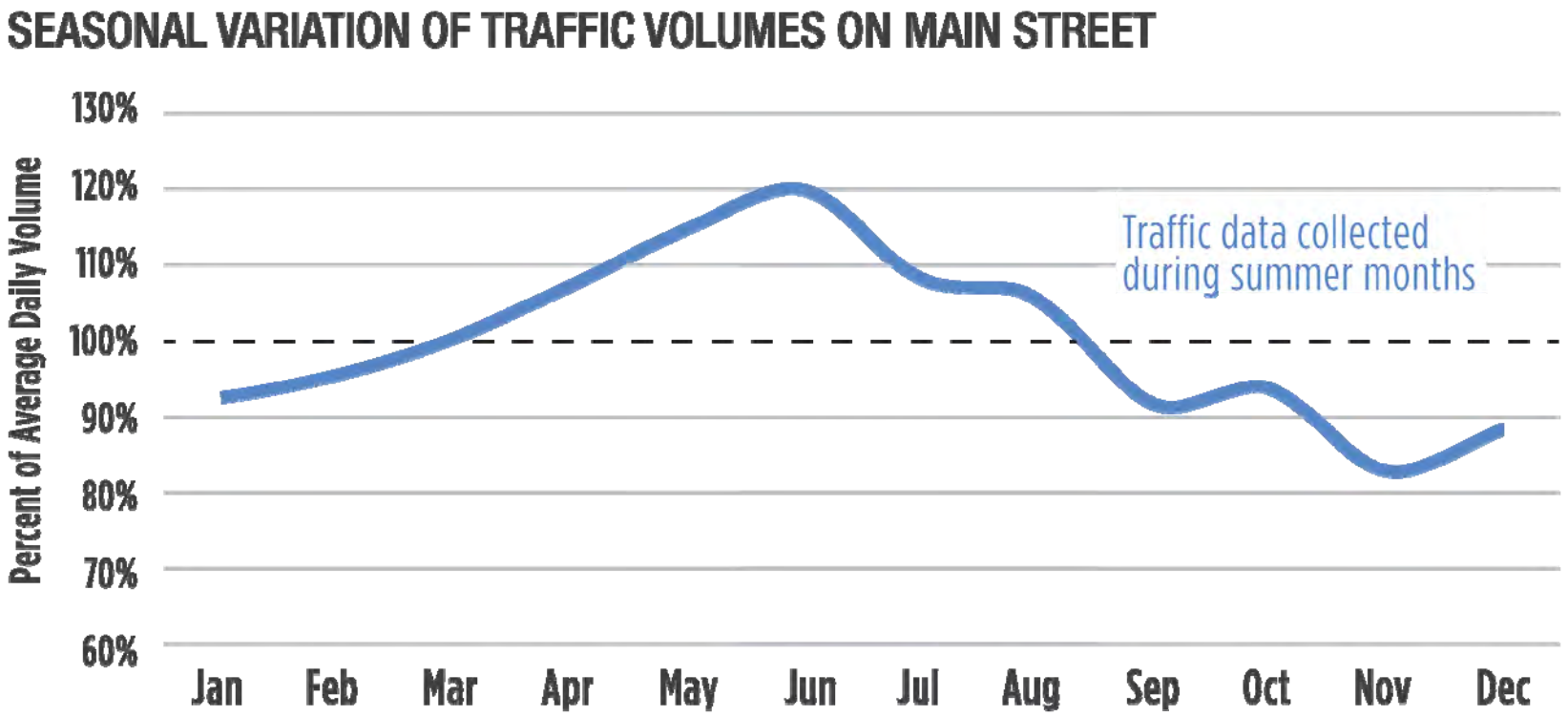
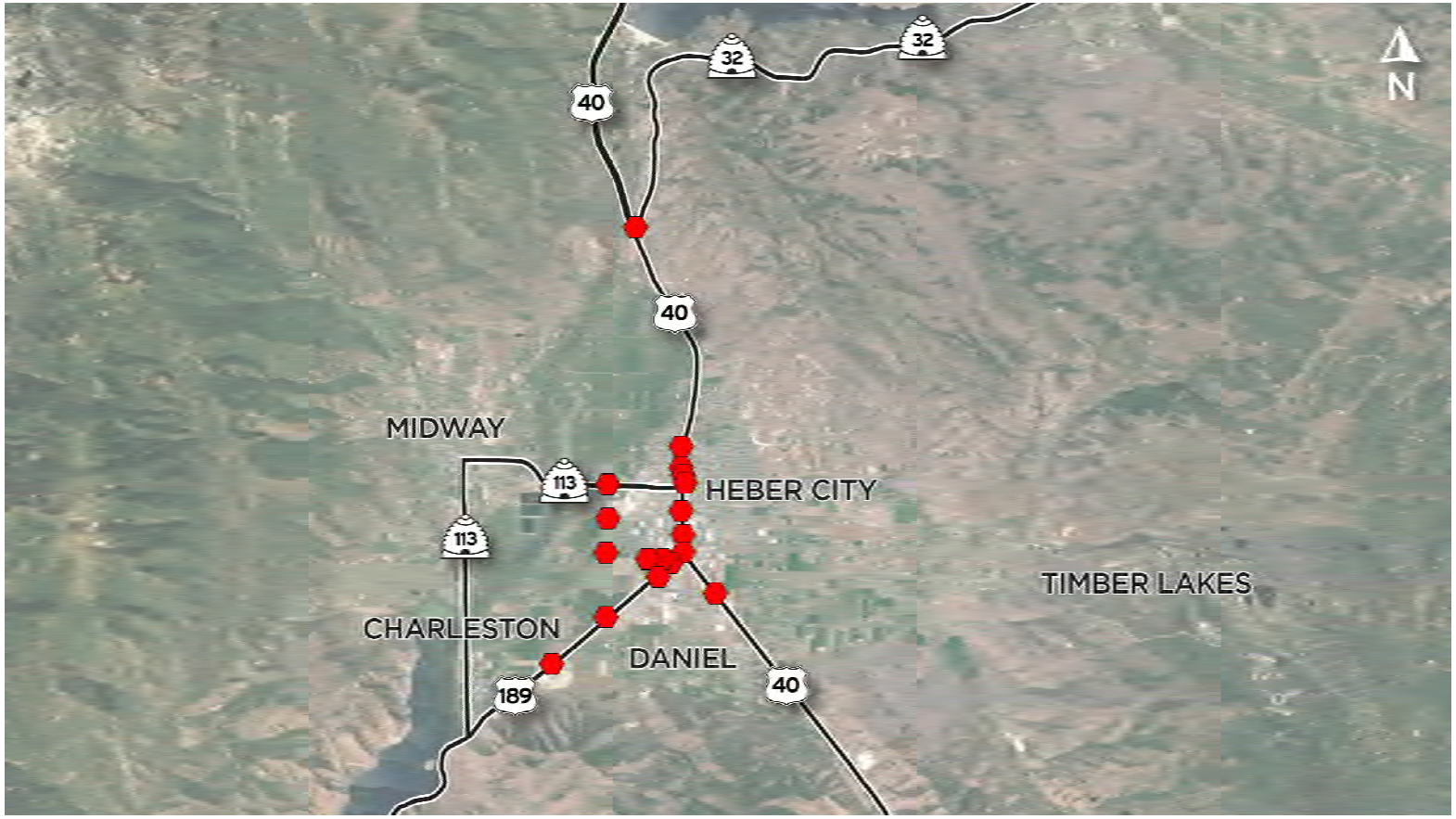
ENVIRONMENTAL IMPACT STATEMENT



Gather Traffic Data - Intersection Counts

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

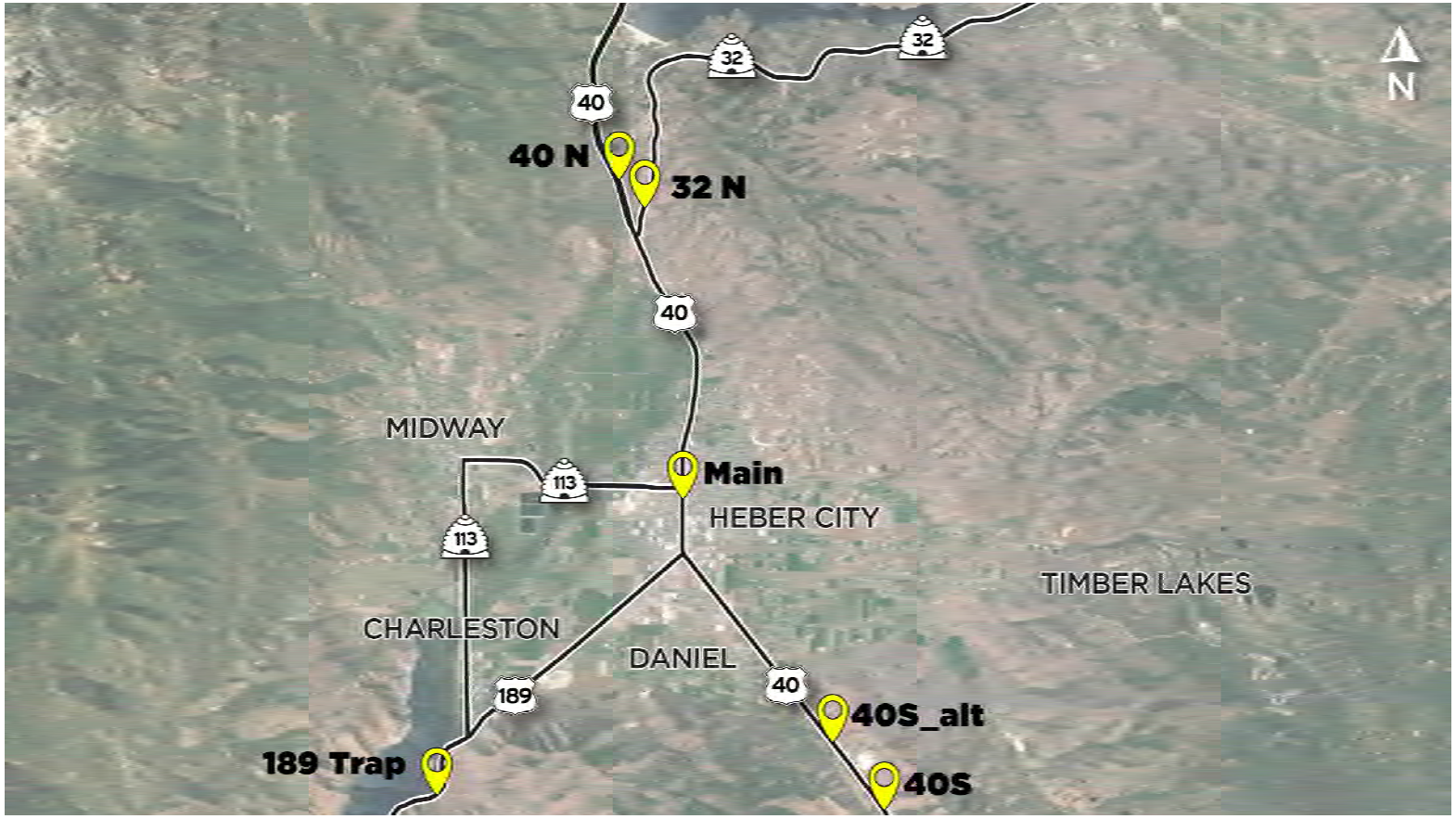


Gather Traffic Data - Roadway Tube Counts

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

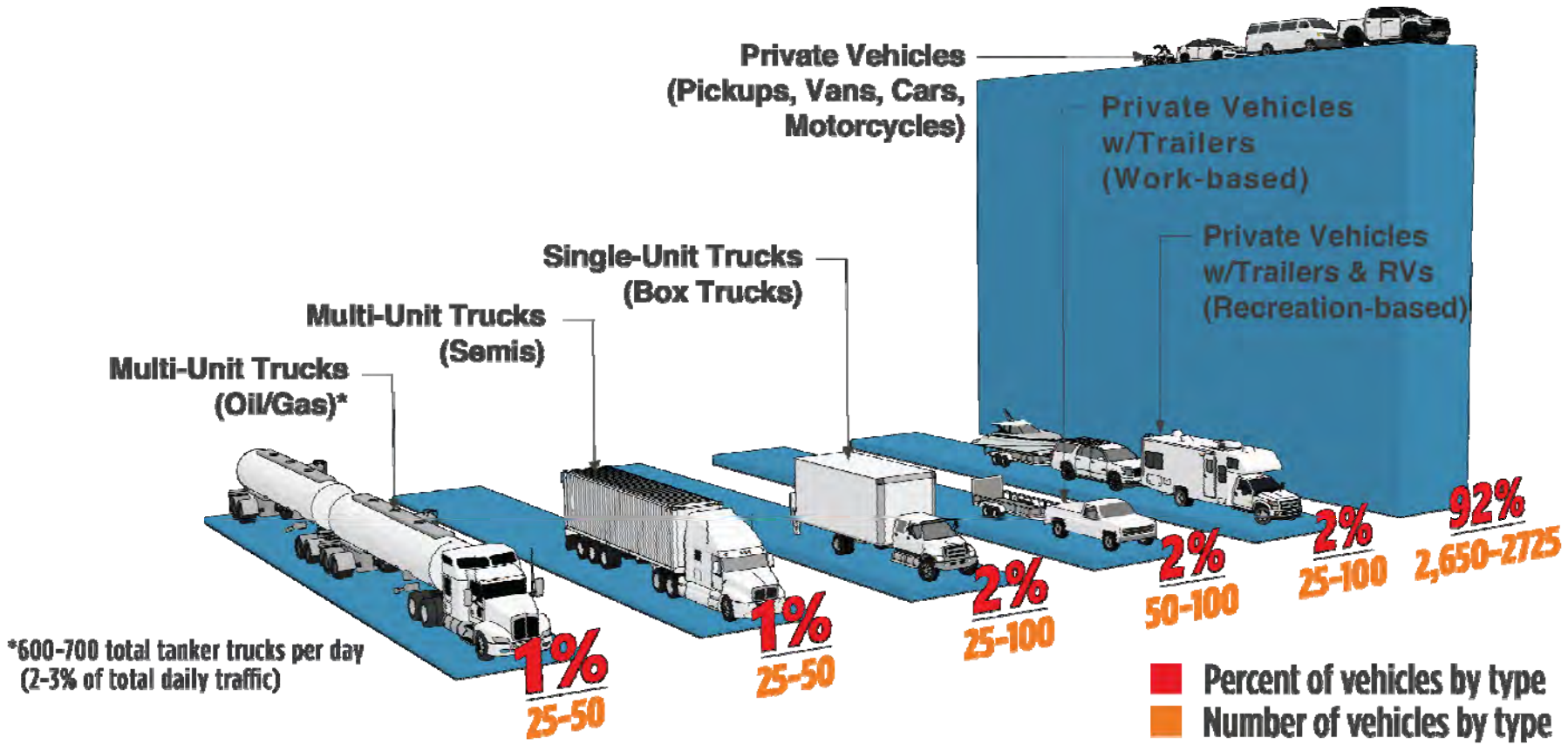
Gather Traffic Data - Bluetooth O/D

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT



Gather Traffic Data

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

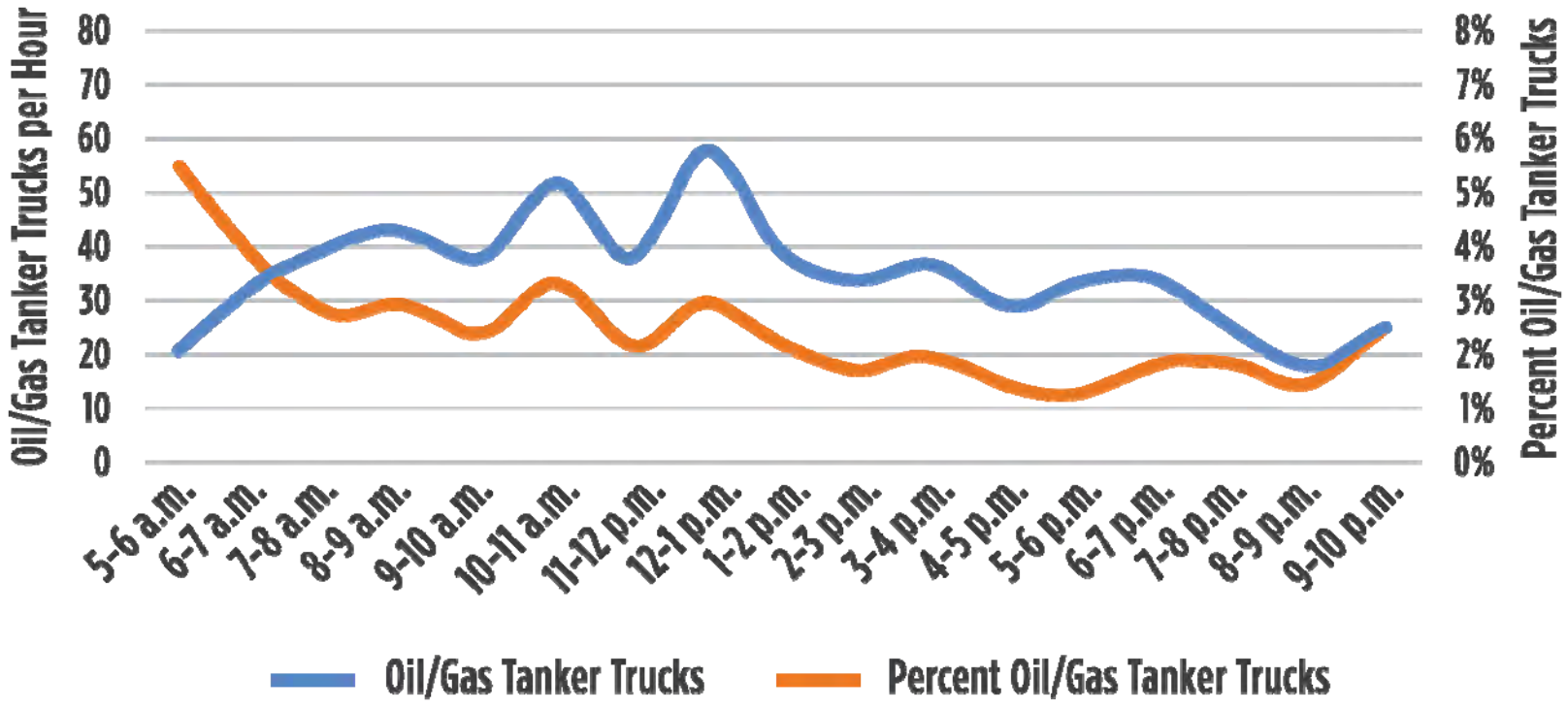


Gather Traffic Data - Video Review

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

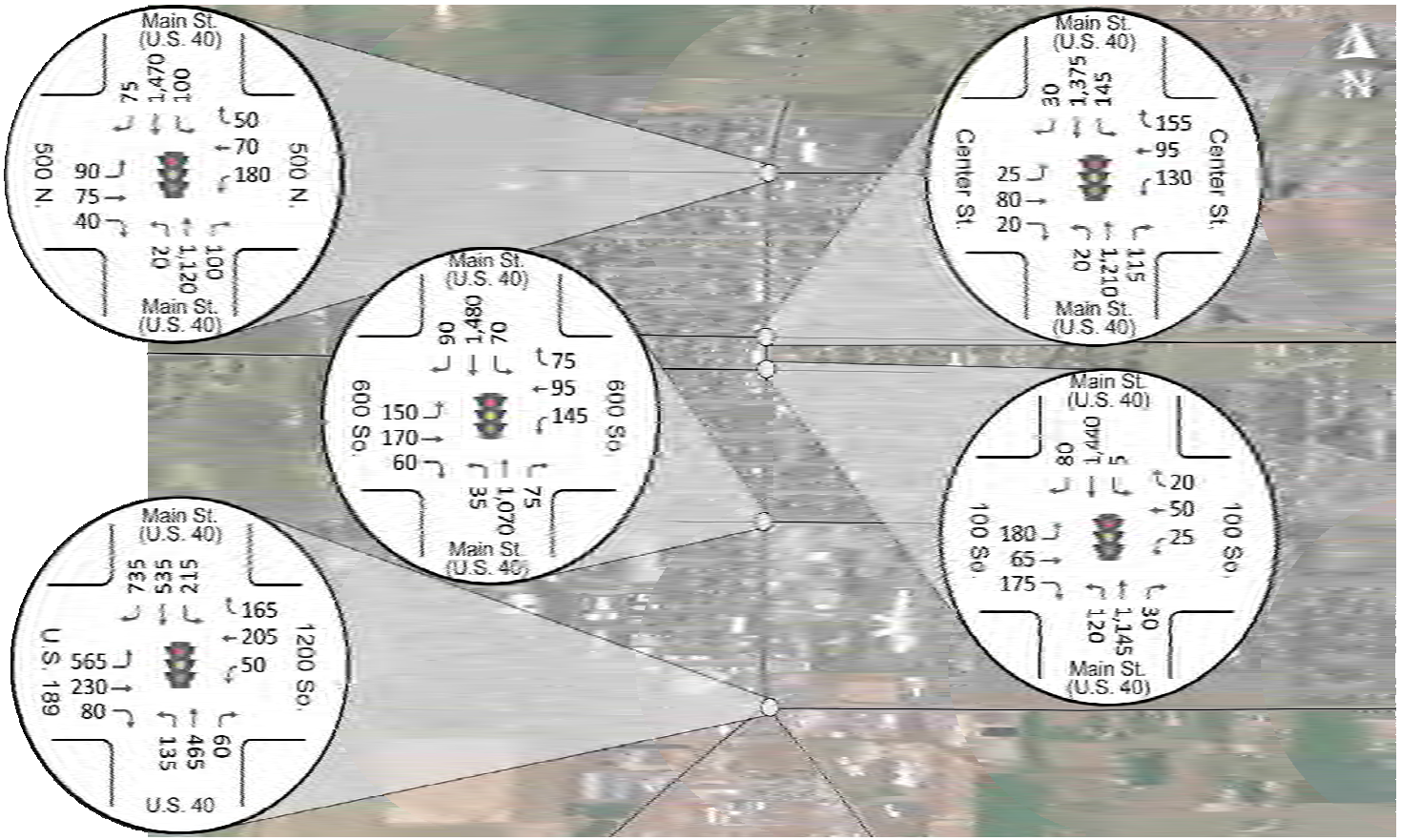
Gather Traffic Data - Video Review

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT



Existing Traffic Counts

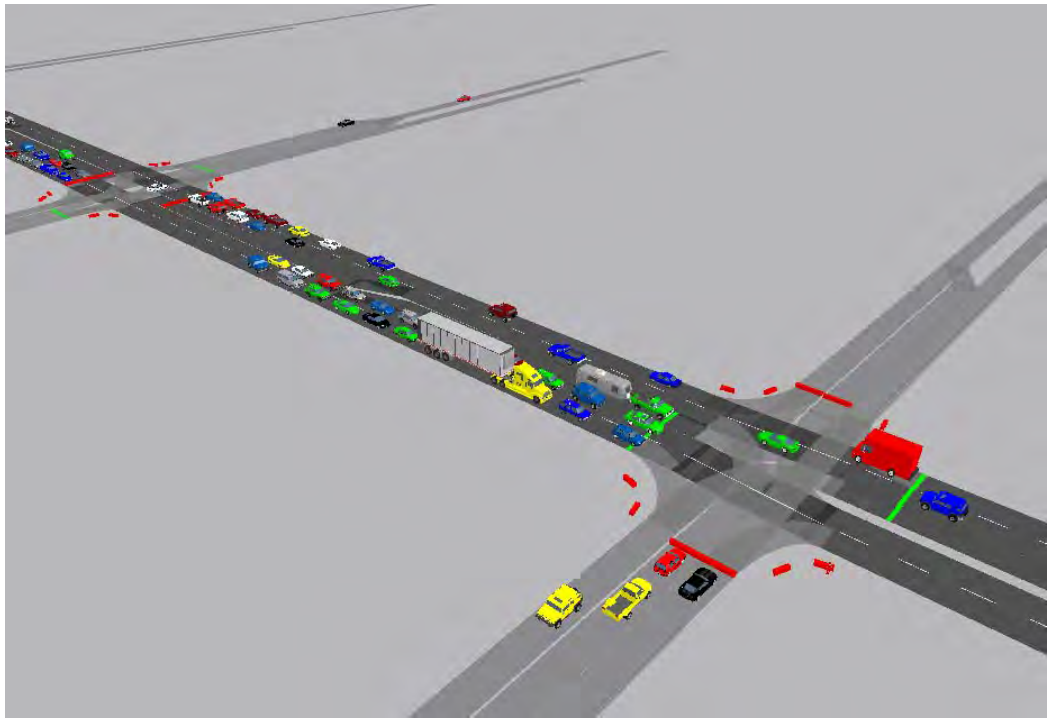
Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT



Build Traffic Models

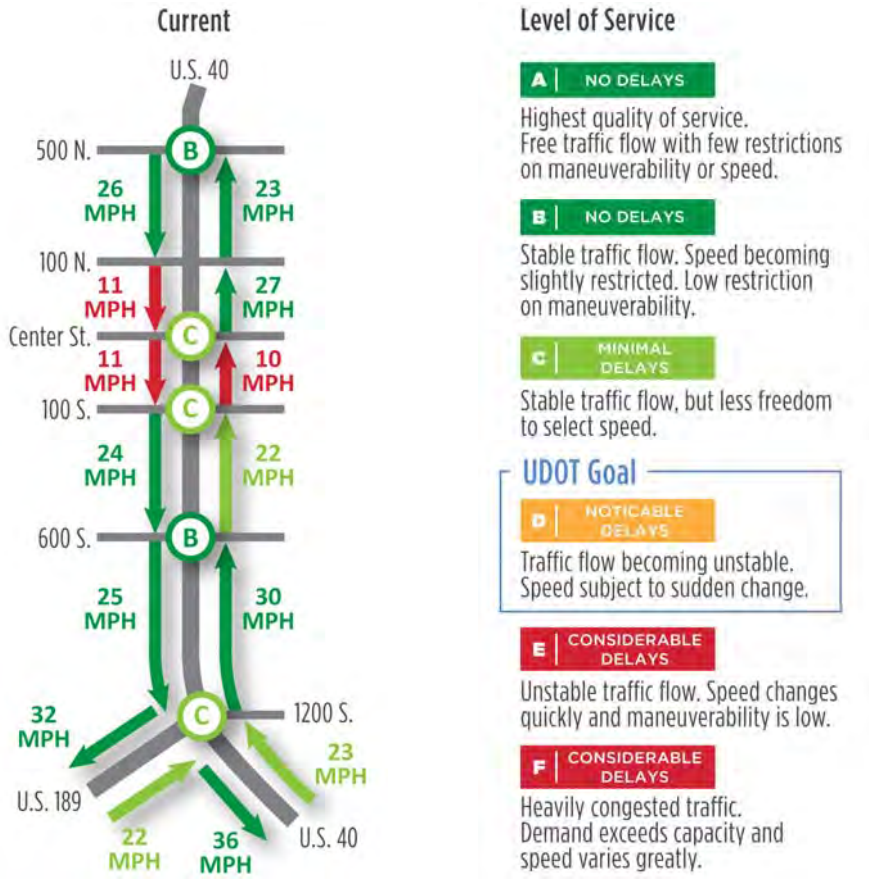
Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

- Traffic counts are input into a traffic simulation model
- Model simulates individual vehicles during the Peak Hour
- Outputs Measures of Effectiveness (MOEs) describing traffic performance



Analyze Traffic Conditions

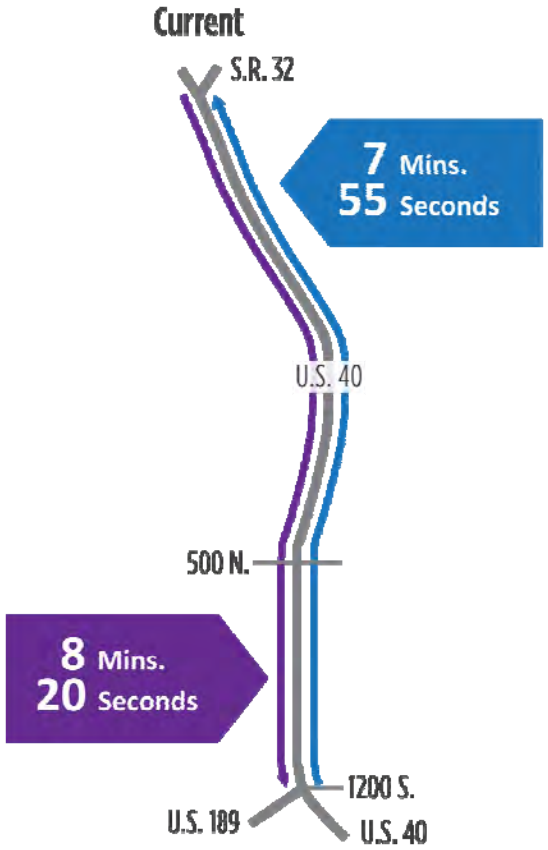
Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

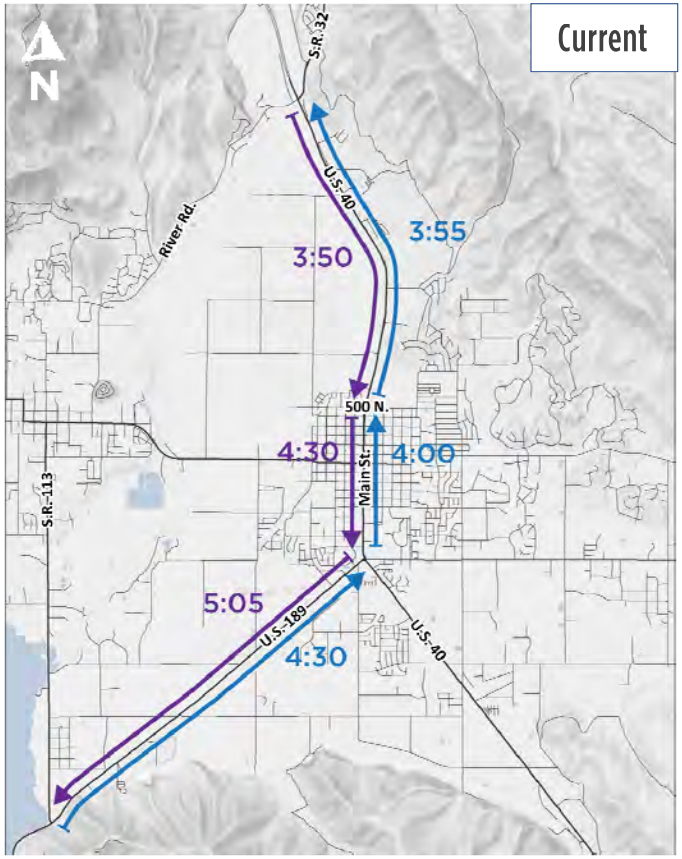


- Intersections currently operate at LOS C or better
- Approaching Center Street and 100 South southbound is LOS F

Analyze Traffic Conditions

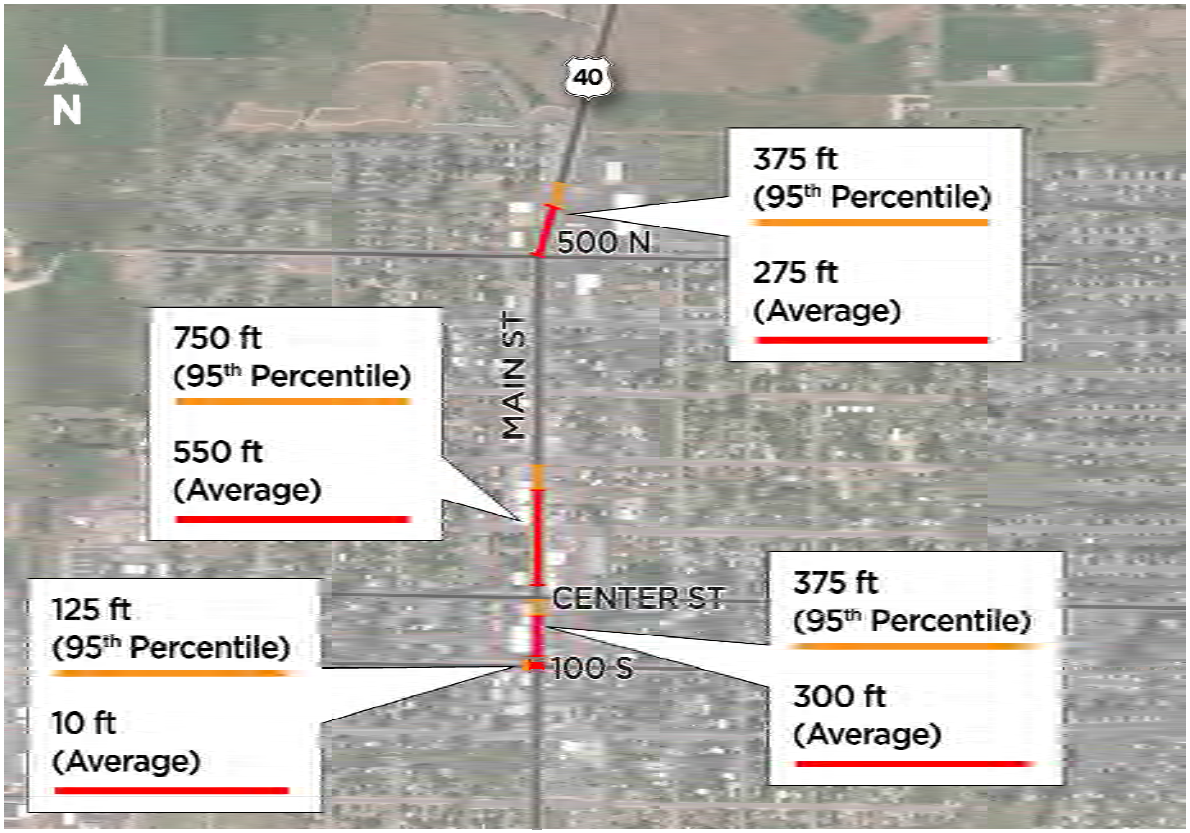
Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT





Analyze Traffic Conditions

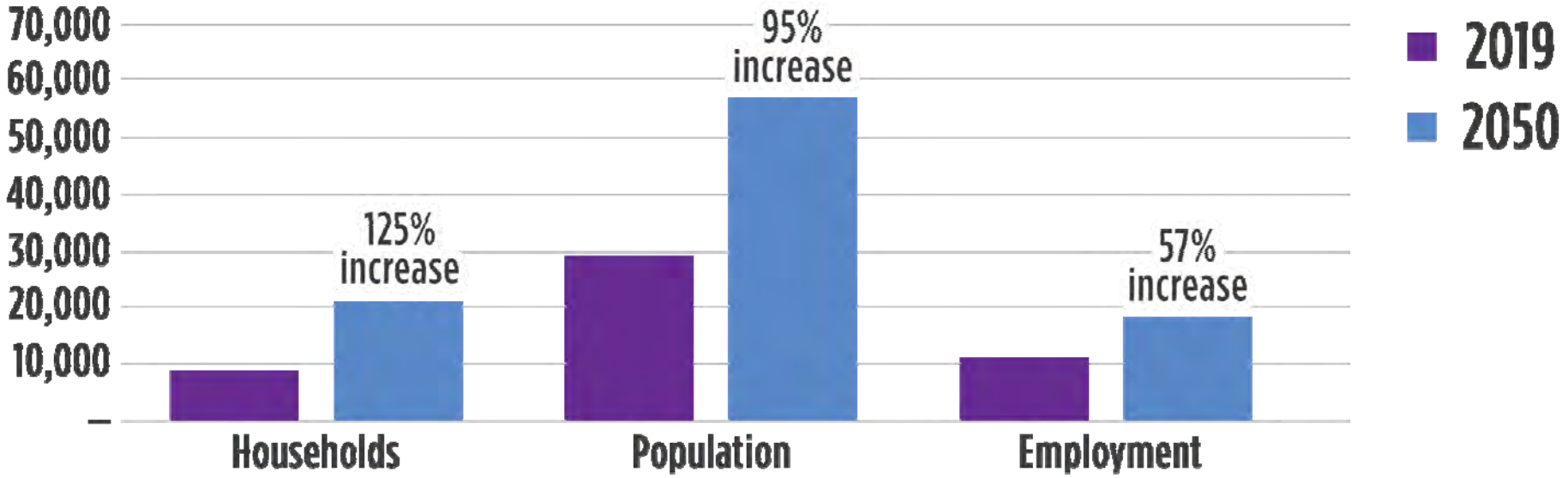
Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT



- Average and 95th percentile queues were measured for PM peak hour
- 95th percentile represents the typical longest queue observed during a time period
- The southbound queue at 100 South spills back to and through the Center Street intersection and beyond

Future Conditions

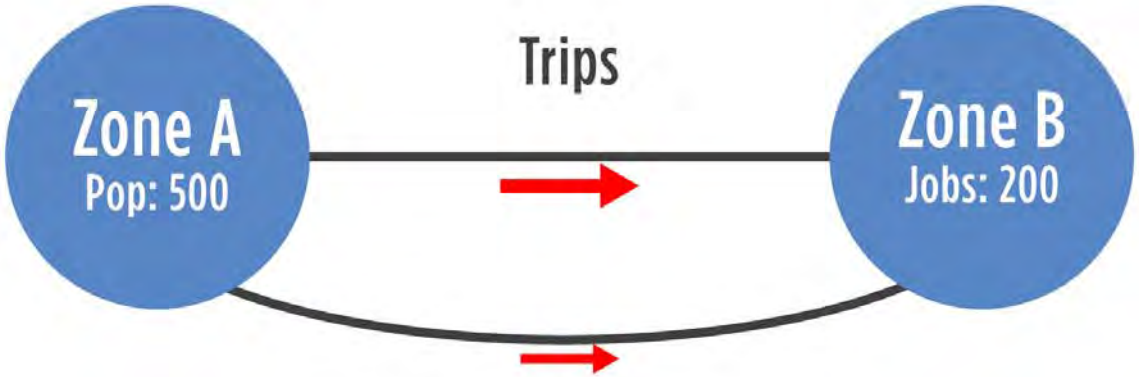
Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT



Source: Kem C. Gardner Institute, American Community Survey.

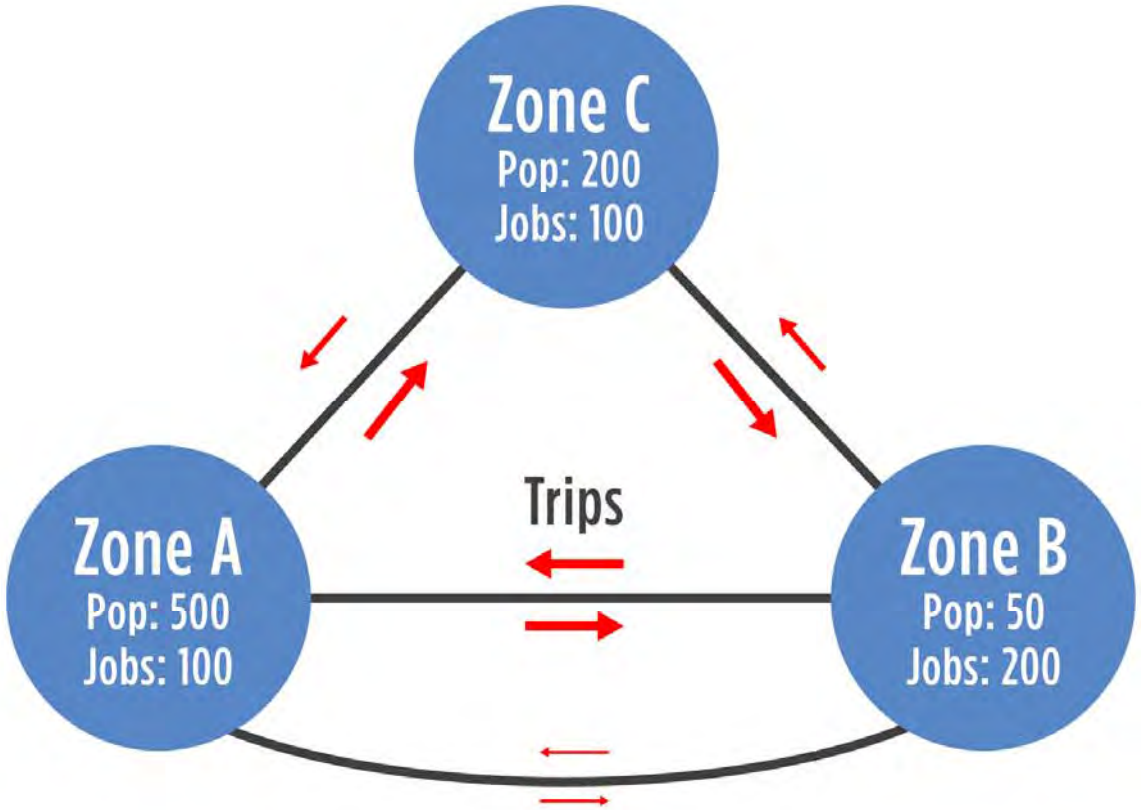
Population Growth and Traffic

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT



Population Growth and Traffic

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT



Population Growth and Traffic

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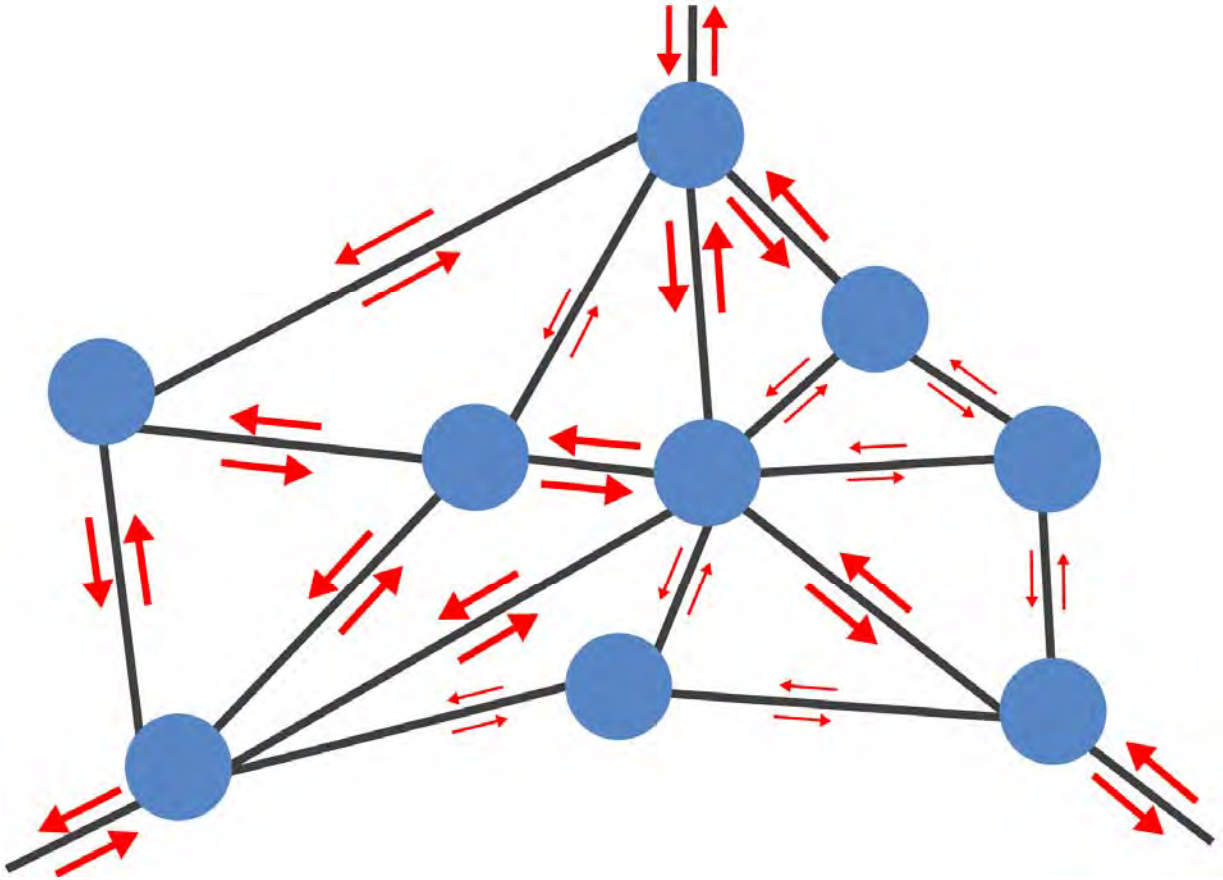

Population Growth and Traffic

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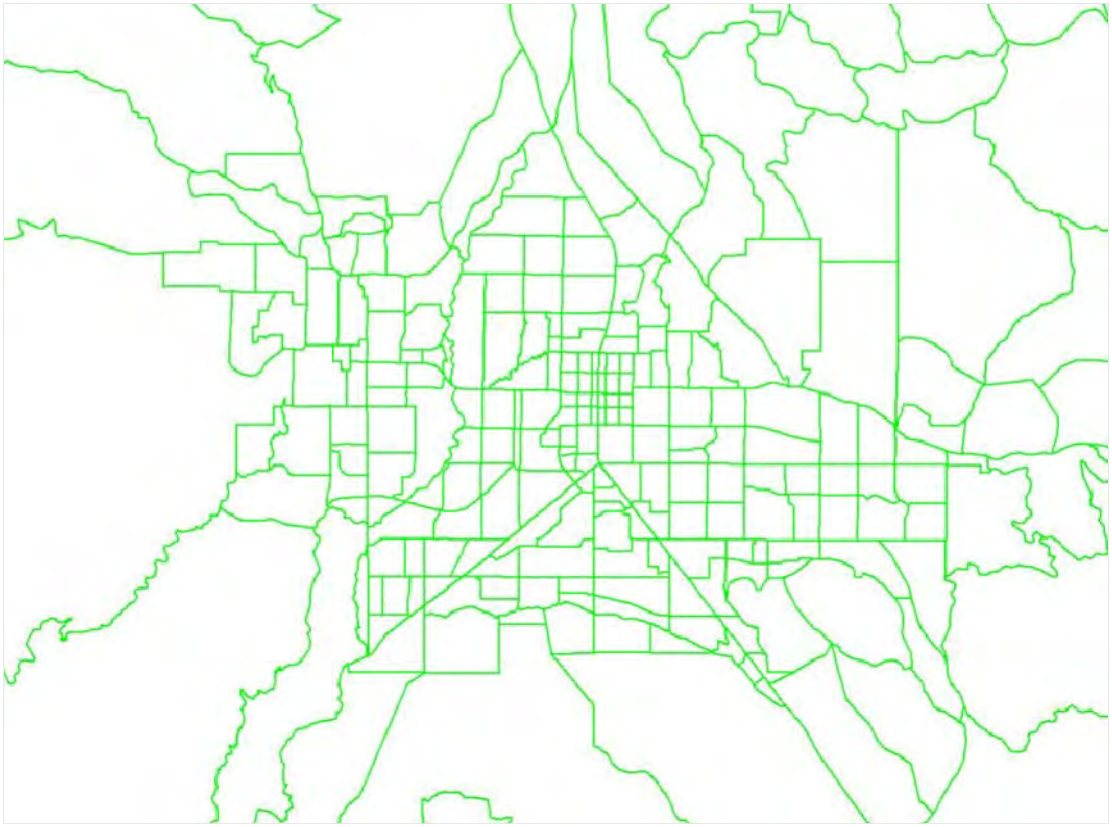
ENVIRONMENTAL IMPACT STATEMENT

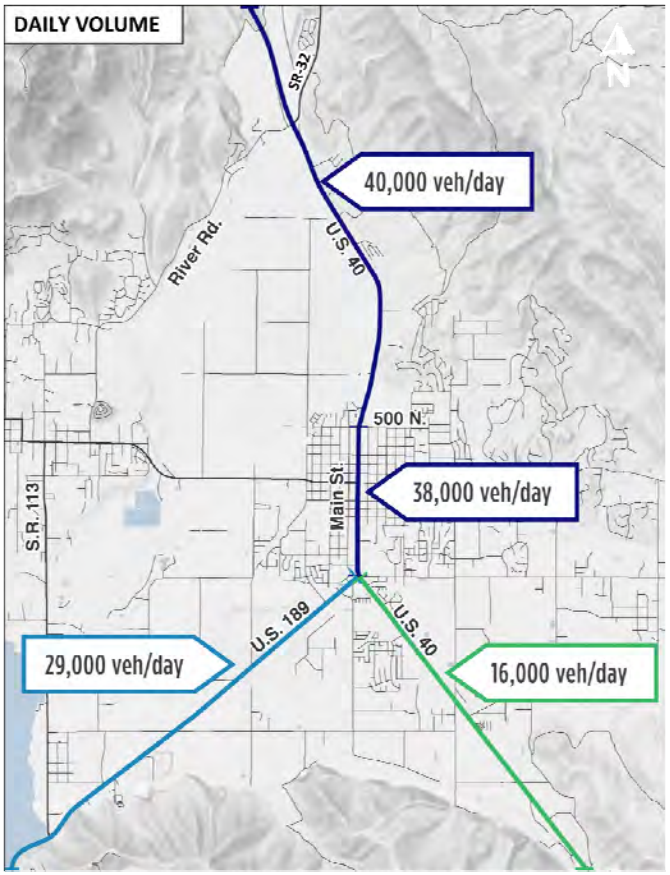


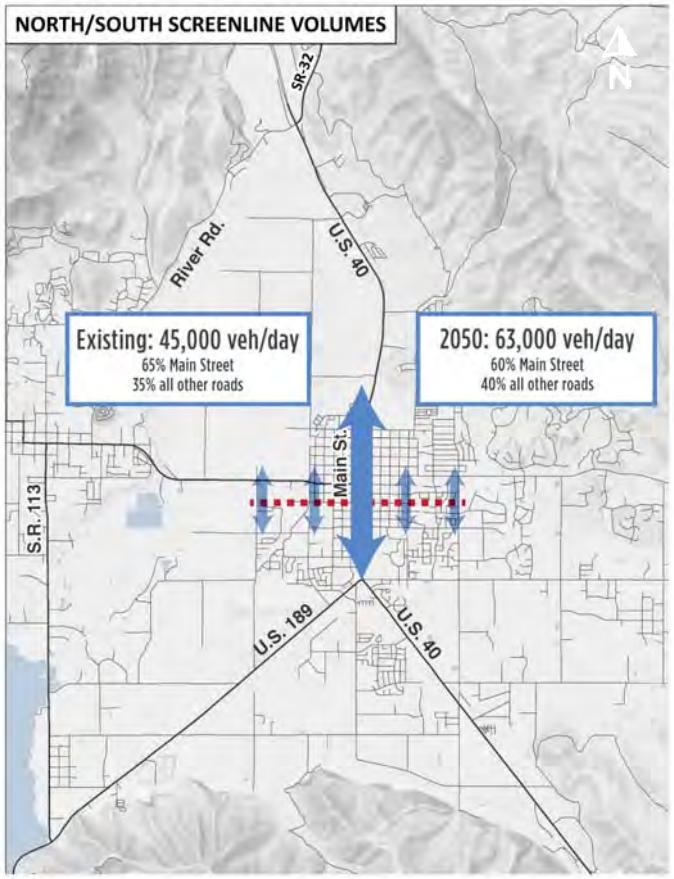
Population Growth and Traffic

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

Population Growth and Traffic

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT





Population Growth and Traffic

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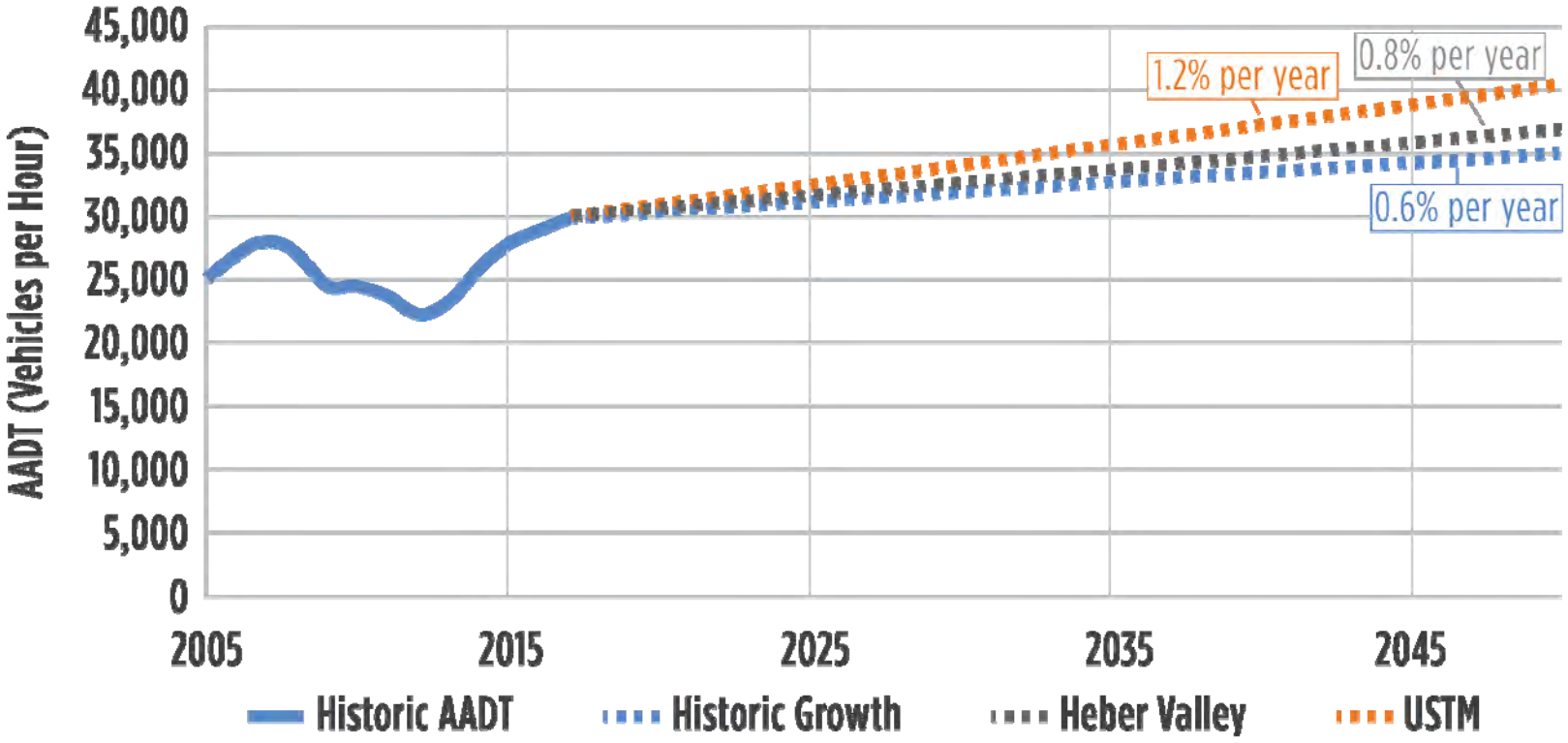
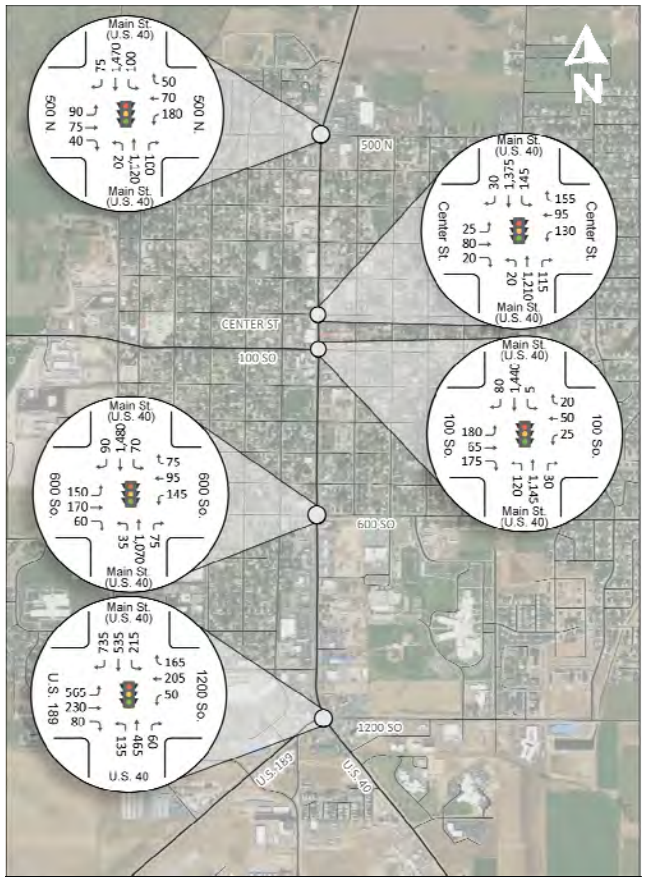
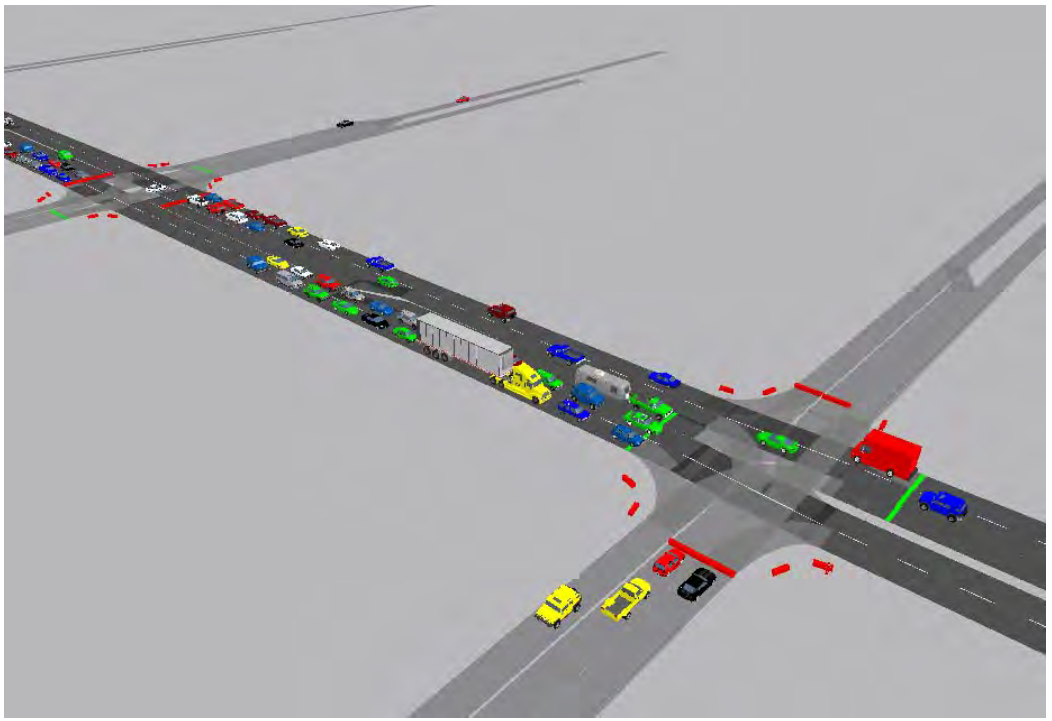
ENVIRONMENTAL IMPACT STATEMENT



2050 No-Action Traffic Counts

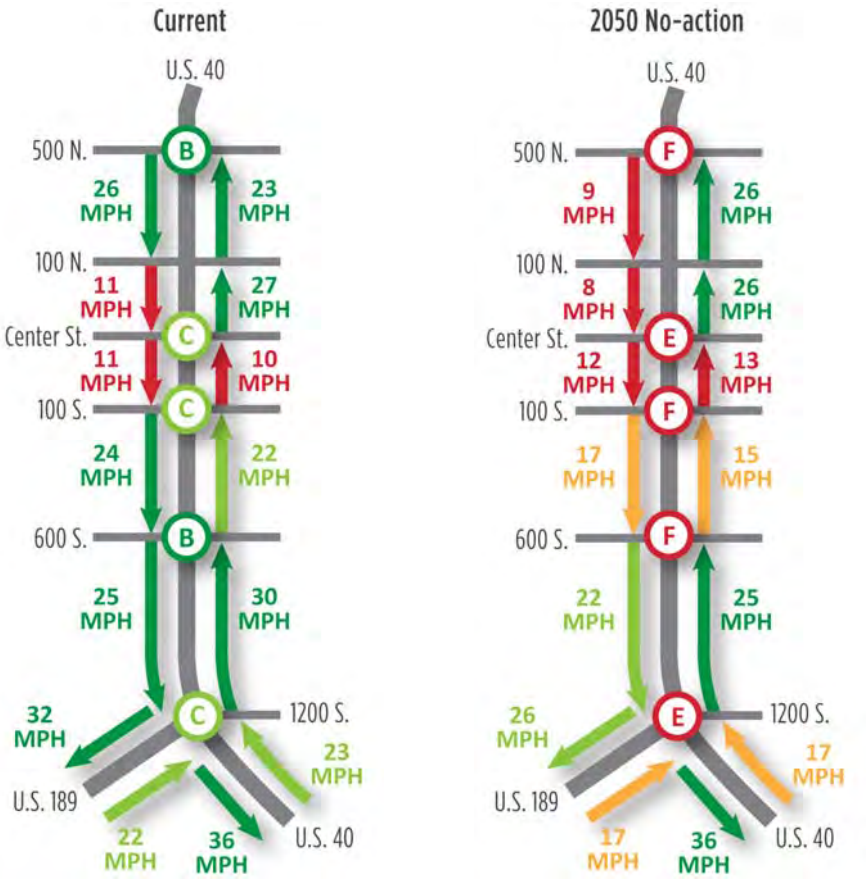
Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT





2050 No-Action Traffic Operations

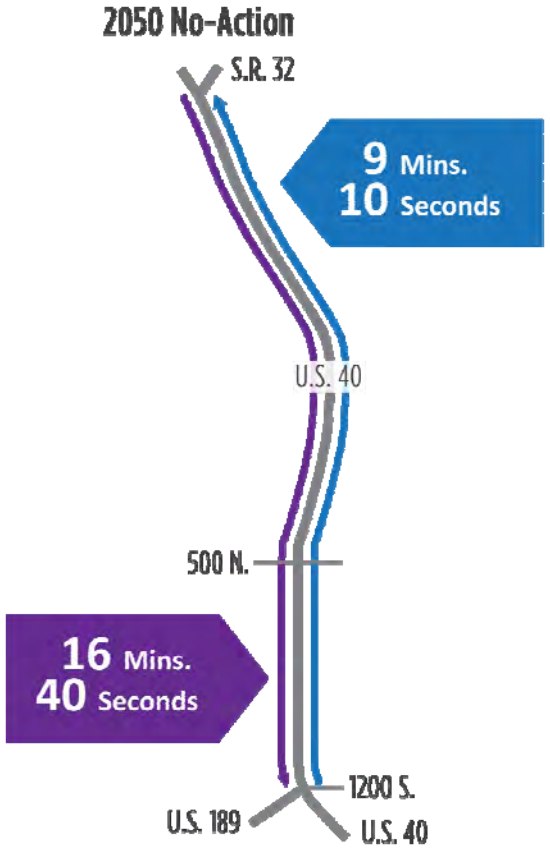
Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

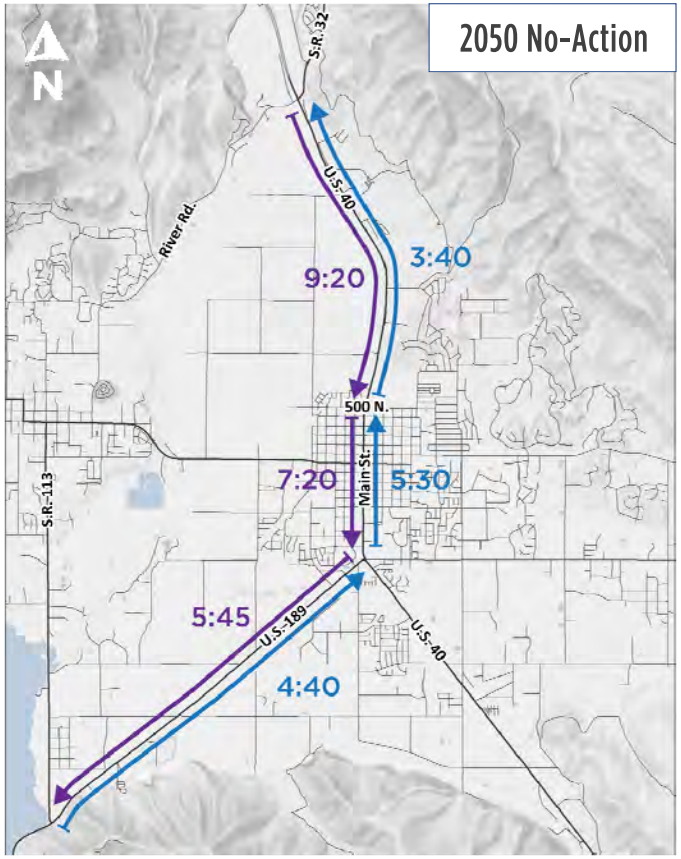


- All intersections forecast to operate at LOS E or F
- Southbound travel from 500 N to 100 S is LOS F

2050 No-Action Travel Time

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

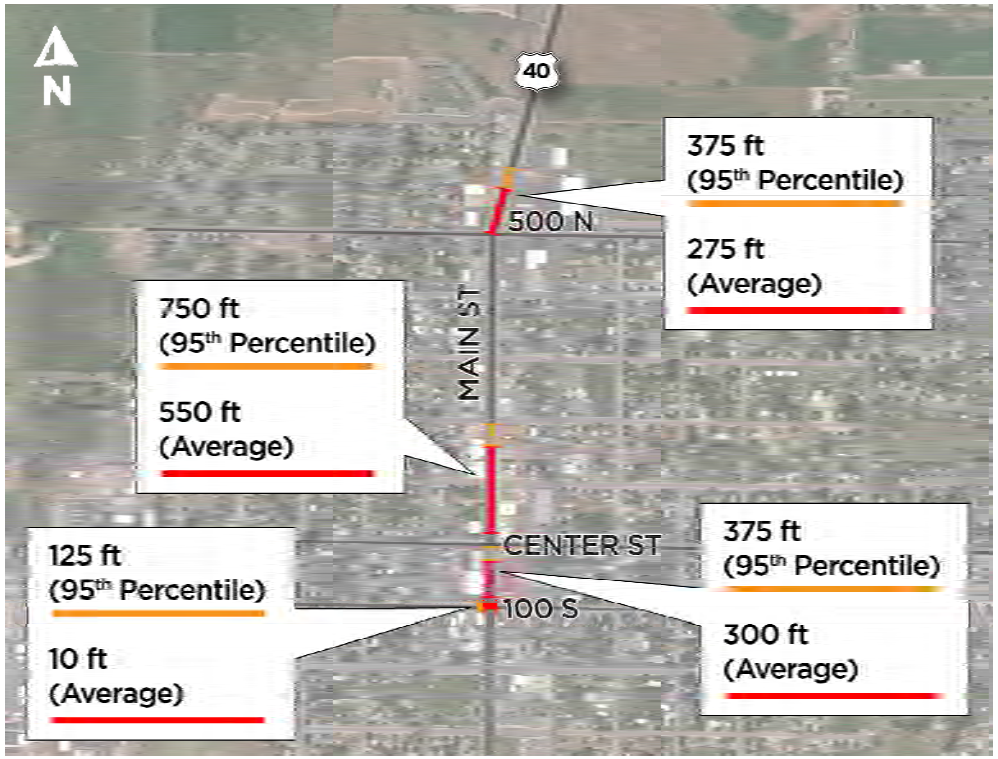




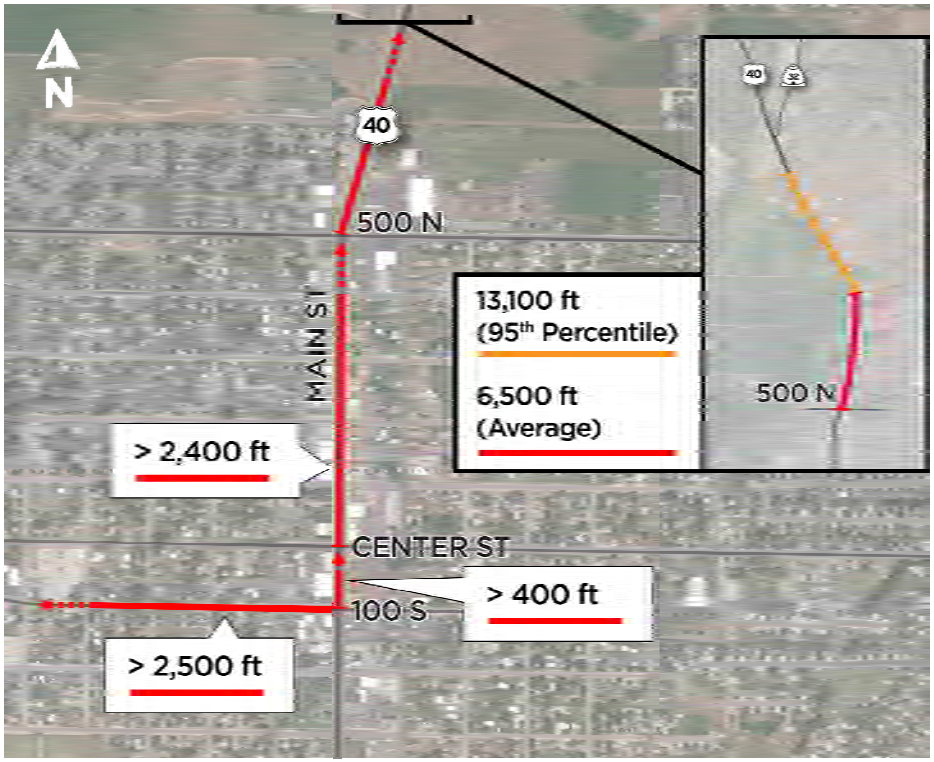
2050 No-Action Queuing

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

Current

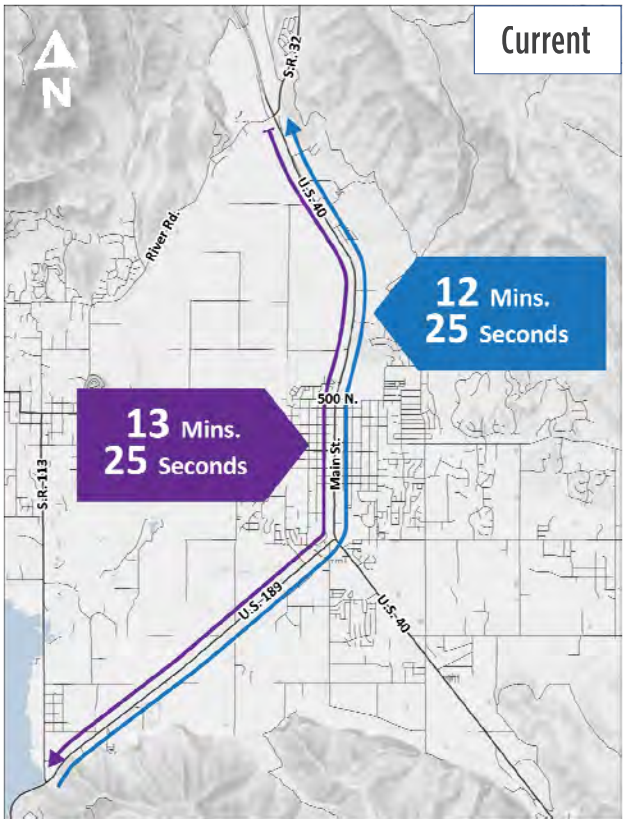


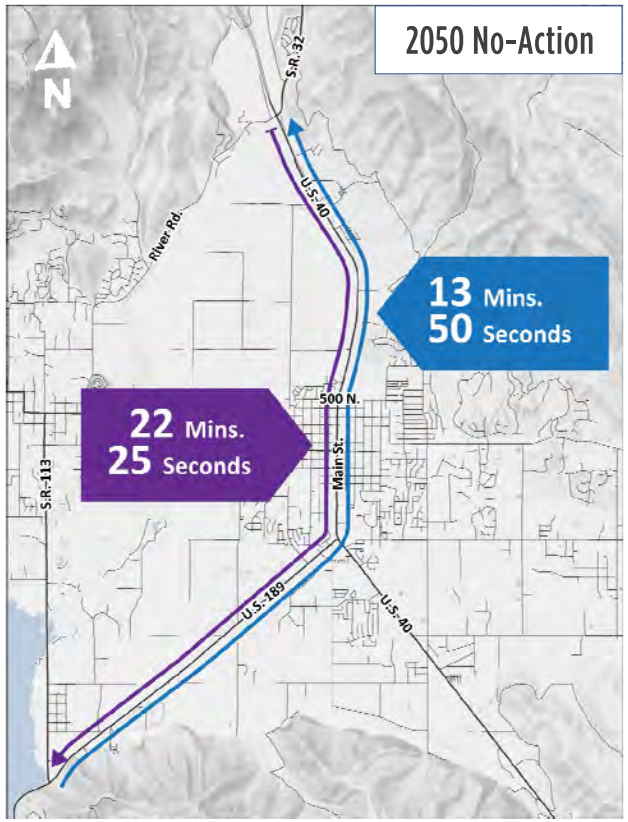
2050 No-Action



Travel Time Comparison

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT





Comparison to Previous Study

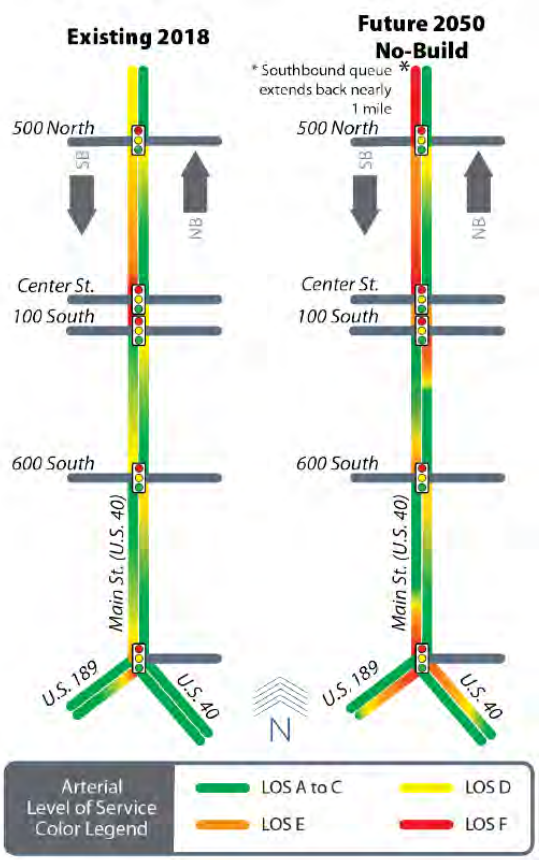
Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

- Main Street Average Daily Total

	Existing	2050 No Build
2019 Study	30,000 veh/day (2018 count)	39,000 veh/day
Current Study	29,000 veh/day (2019 count)	38,000 veh/day

Comparison to Previous Study

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT



Source: 2019 Heber Study Traffic Data

Level of Service

A | NO DELAYS
Highest quality of service. Free traffic flow with few restrictions on maneuverability or speed.

B | NO DELAYS
Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneuverability.

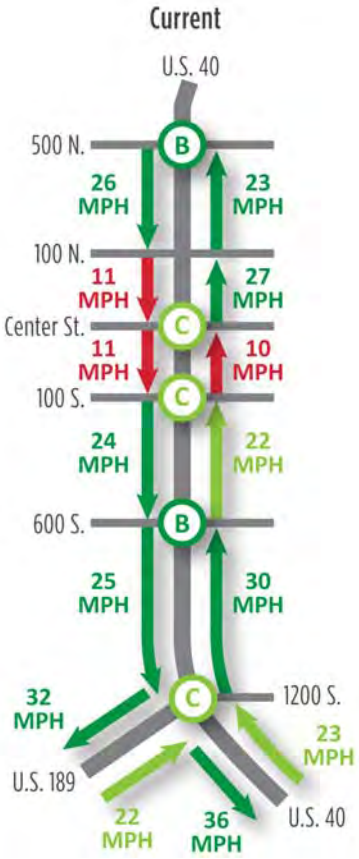
C | MINIMAL DELAYS
Stable traffic flow, but less freedom to select speed.

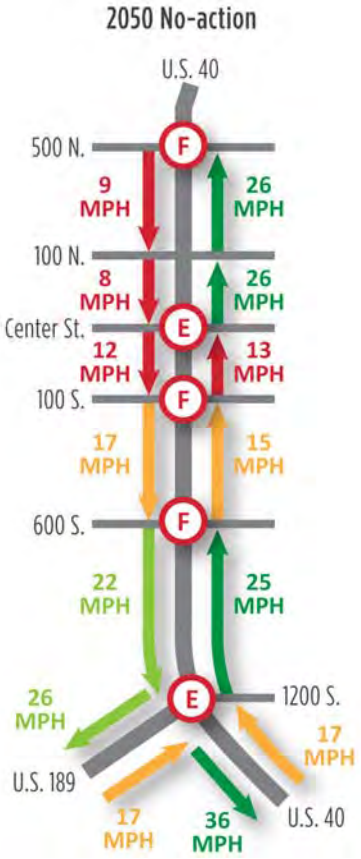
UDOT Goal

D | NOTICABLE DELAYS
Traffic flow becoming unstable. Speed subject to sudden change.

E | CONSIDERABLE DELAYS
Unstable traffic flow. Speed changes quickly and maneuverability is low.

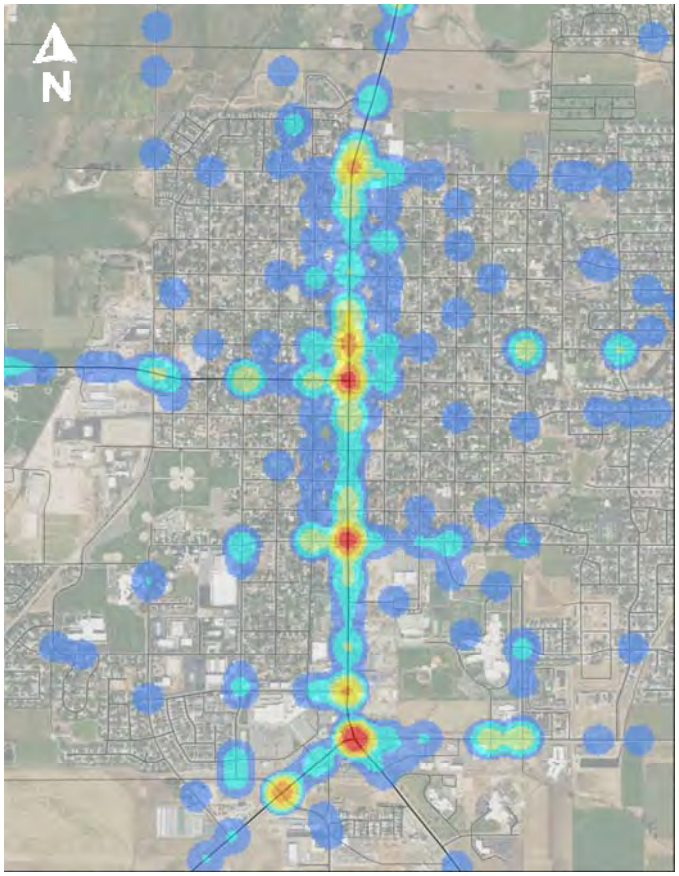
F | CONSIDERABLE DELAYS
Heavily congested traffic. Demand exceeds capacity and speed varies greatly.





Safety - Crash Heat Map

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT



Safety

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

Crash Information

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

Crash Rate	Heber		Vernal (U.S. 40)		Moab (U.S. 191)		Logan (U.S. 91)	
All Crashes[2]	4.21	3.81	1.96	3.81	6.21	2.96	7.60	3.81
Severe Crashes[3]	5.7	8.0	0.0	8.0	5.5	8.2	1.5	8.0
Commercial Motor Vehicle Crashes[2]	0.38	N/A	0.23	N/A	0.65	N/A	0.15	N/A

Statewide Average[1]

1. *Average crash rate for Utah arterial highways of similar traffic volume*
2. *Crashes per year per million vehicle-miles*
3. *Crashes per year per hundred million vehicle miles*


NEXT STEPS

Next Steps - Study Team

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

- Reviewing comments
- Developing the purpose and need
- Notice of Intent (NOI)

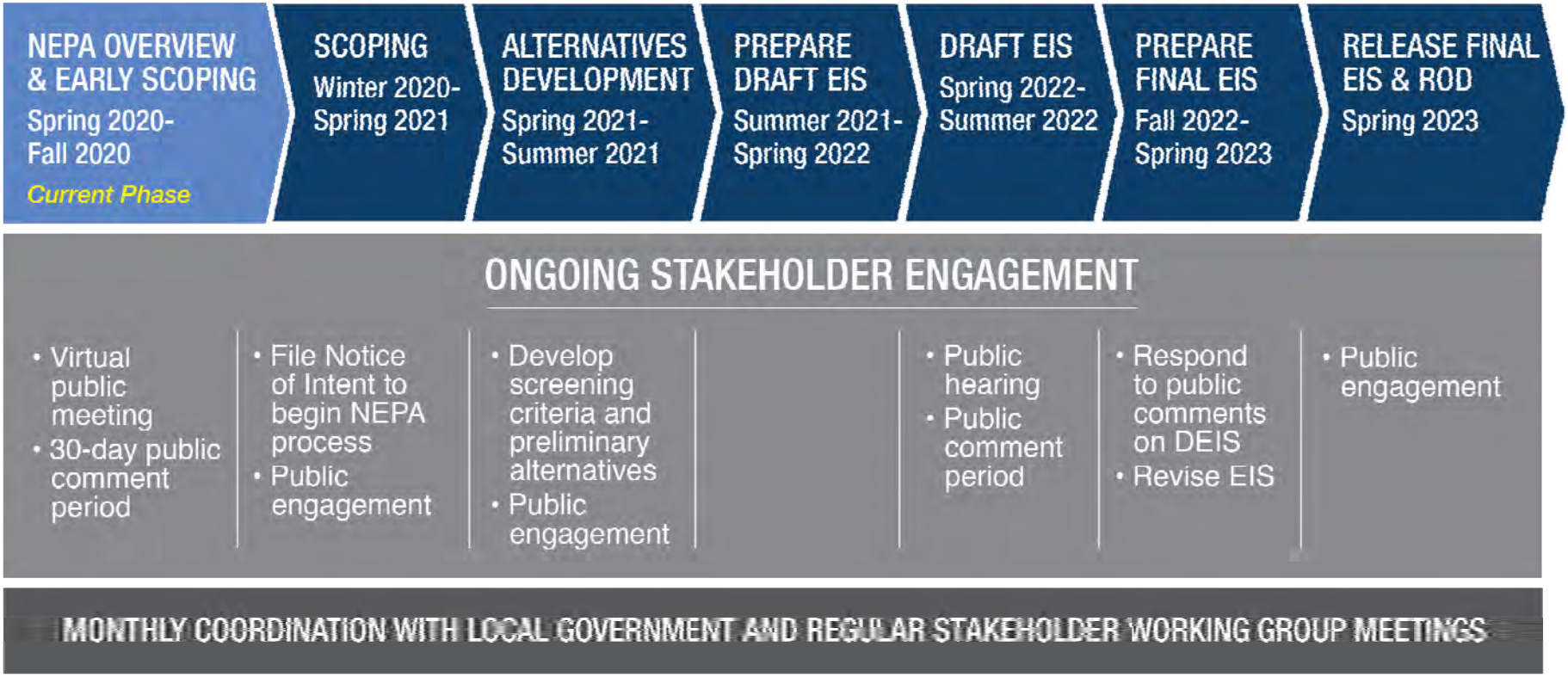
Next Steps - SWG

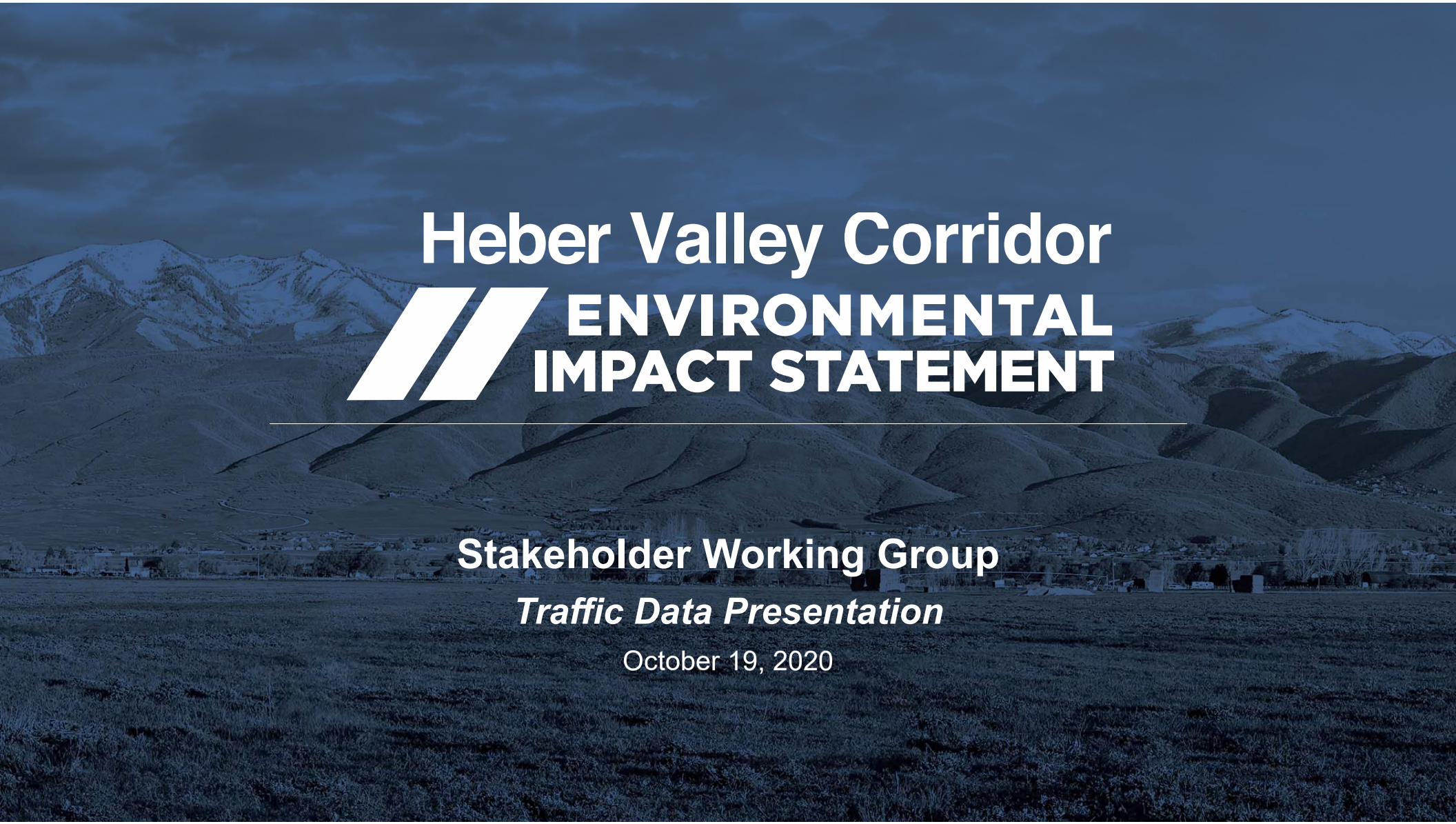
Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

- Help engage the community
- Stay connected with the study through website, email, social media
- Gather community feedback
- Future meeting: early 2021

Project Timeline & Process

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT





Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

Stakeholder Working Group

Traffic Data Presentation

October 19, 2020

Summary

Project:	Heber Valley Corridor EIS
Subject:	Stakeholder Working Group Meeting #2
Date:	Monday, October 19, 2020
Location:	Zoom

Stakeholder Working Group

Present	Name	Representing	Role
✓	Jeremy Bown	UDOT	Project Manager
✓	Naomi Kisen	UDOT	Environmental Manager
✓	Geoff Dupaix	UDOT	Communications Manager
✓	Vince Izzo	HVC Team	Project Manager
✓	Andrea Clayton	HVC Team	Environmental Lead
✓	Charles Allen	HVC Team	Traffic Lead
✓	Justin Smart	HVC Team	Public Involvement Lead
✓	Bri Binnebose	HVC Team	Public Involvement
✓	Bart Mumford	Heber City	City Engineer
	Dustin Grabau	Wasatch Co.	County Assistant Manager
✓	Ryan Taylor	Daniel	Town Engineer
	Justin Keys	Open Space	Wasatch County Open Lands Board
✓	David Booth	Emergency Services	Heber Police Chief
	Paul Sweat	School District	Superintendent
✓	Shawn Seager	Rural Planning Organization	MAG Planning Director
	Terry Smith	Trucking	UT Trucking Assoc. Safety Director
	Addison Hicken	Agricultural	Farming
	Brady Flygare	Residential	South resident
✓	Thom Wright	Residential	East resident
	Jessica Thurman	Residential	West resident
✓	Phillip Jordan	Residential	North resident
✓	Laren Gertsch	Landowner	Landowner
✓	David Nelson	Development	Millstream Group
✓	Dallin Koechner	Business	Heber Valley Chamber Executive Director
	Tom Stone	Business	CAMS Chairman
	Jeffery Bradshaw	Housing	Wasatch County Housing Authority

Meeting Topics:

1. This second stakeholder working group meeting was offered as a follow-up to questions about traffic analysis at the first meeting on August 20, 2020.

2. Charles Allen gave a presentation about how traffic is and will be analyzed for the Heber Valley Corridor EIS. The presentation included the following topics:
    a. Traffic analysis process
    b. How traffic data is collected
    c. Hourly and seasonal traffic variation
    d. Determining design traffic (what day/hour to design for)
    e. Overview of traffic models (what goes in, what comes out)
    f. Traffic model results (level of service, travel time, and queue length for current and future 2050 conditions)
    g. Comparison of traffic analysis to previous study
    h. Safety analysis results
3. Discussion
    a. SWG members indicated the presentation was responsive to comments and questions from the first stakeholder working group meeting.
    b. There were comments and discussion regarding the percentage of oil-tanker trucks.
        i. One group member noted that it seems like there are more than 1% to 3% oil-tanker trucks based on visual observations. After counting the vehicles, however, he acknowledged the statistics are probably right. He noted it feels like there are more oil-tanker trucks because of their length. When there is an oil-tanker truck next to you, it feels trucks are 100% of the traffic.
        ii. A suggestion was made to report the amount of oil-tanker trucks on Main Street differently. Tanker trucks take up as much space as several personal vehicles. Instead of reporting the tankers as a percentage of the number of vehicles, consider reporting them as the percentage of the space they take up. Do they take up 35% of the space? If they were removed from Main Street, would there be room for 35% more personal vehicles?
    c. Questions were raised regarding oil-tanker truck noise.
        i. Does UDOT study the noise caused by tanker trucks? The tanker trucks cause more noise than regular traffic. Do we know what percent of the noise they are responsible for? UDOT response: Federal Highway Administration regulations dictate how UDOT studies noise. A noise analysis is required for Type 1 projects (projects that add capacity). If an alternative proposes to add a traffic lane to Main Street, UDOT would evaluate noise levels, determine whether there are impacts, and evaluate noise abatement measures.
        ii. Members noted that noise from oil-tanker trucks create inhospitable conditions. Restaurants can deal with regular traffic noise, even with congestion. It is difficult to have outdoor activities on Main Street because of noise levels. It is also difficult to have indoor activities if

the windows are open because you cannot hear people talking. These concerns have been raised in previous studies.

iii. One member stated it would be impossible to solve the noise problem with trucks on Main Street, but it would be possible to address the noise problem elsewhere. Berms have been effective in other locations to reduce traffic noise.

d. One member requested a more structured way to facilitate information sharing with the group they represent.

i. Would it be possible to hold another Zoom meeting? Provide materials to distribute? Could the traffic presentation be recorded and posted on the website? UDOT response: there are several opportunities for information sharing: a.) website, b.) Facebook page, and c.) emails. UDOT is not opposed to holding additional meetings but needs to be judicious due to budget and schedule needs. UDOT will evaluate the possibility of recording the traffic presentation for public distribution.

ii. A suggestion was made that more frequent communication is better. Don't wait until early 2021 when substantive updates are available.

4. Next steps

a. Stakeholder working group summary and presentation will be posted on project website.

b. Team will take comments and suggestions into consideration and evaluate how to best facilitate conversations beyond the stakeholder working group. There are already public engagement opportunities planned at study milestones.

c. Team is currently reviewing comments received during the early scoping public comment period and drafting a purpose and need.

d. UDOT anticipates publishing a Notice of Intent to prepare an EIS in early 2021. The draft purpose and need will be published for public review and comment at that time.

e. The next stakeholder working group meeting will be in early 2021 when the draft purpose and need is available for review.