

Memo

Date: Tuesday, July 28, 2020

Project: Heber Valley Corridor EIS

To: UDOT

From: HDR

Subject: Summary of Existing Reports

Introduction

The purpose of this memorandum is to provide a high-level summary of relevant information from existing reports for the Heber Valley Corridor Environmental Impact Statement (EIS).

Existing Reports

Heber City Downtown Study

According to the *Heber City Downtown Study* (Downtown Redevelopment Services, no date), commercial development along the periphery of downtown is increasing, while the downtown core is stagnant. Community input indicates a desire for a walkable and resident-friendly downtown with retail opportunities and amenities (for example, bicycle racks, benches, and public spaces) along Main Street. Pedestrian safety is of the utmost importance. The community wants alternative transportation options as well as traffic-calming and congestion-mitigation strategies (for example, bicycle lanes, wider sidewalks, center medians, and pedestrian refuge islands). The study includes recommendations to be implemented after a bypass is constructed, recommendations such as reducing lane widths and installing bicycle lanes on Main Street.

Heber City Envision 2050 General Plan

According to the *Heber City Envision 2050 General Plan* (Heber City 2020), Heber City is likely to double its population to more than 30,000 residents by 2050. Heber City's vision includes preserving open land, creating neighborhoods and centers that focus growth in specific areas, enhancing and strengthening the downtown core, and growing recreational opportunities. The plan for Main Street is consistent with the *Heber City Downtown Study*.

The plan references UDOT's current bypass study.

Traffic on Main Street has grown to a point where a UDOT-sponsored western bypass alternatives study is underway. When a western bypass route is finalized and constructed, Main Street will see a significant reduction in large trucks and a reduction in vehicle traffic. A western bypass, where UDOT responsibility is shifted from Main Street to the new bypass, creates opportunities for Main Street to become a destination for business to grow and for placemaking to foster a pleasant street atmosphere...

During the next decade, one of the western bypass road alternatives will likely be finalized and constructed. This will radically change Main Street by allowing the City to control how the street functions. Slower traffic speeds and roadway enhancements along the edges for pedestrians and bicyclists will change the ambiance in a very positive way. Bicycle-friendly east/west streets, with bike racks on Main Street's corners, will become the norm. Diagonal parking between 100 East and 100 West on east/west streets as they approach Main Street will assist in meeting downtown parking demands.

Heber City General Plan

Chapter 3, *Transportation Plan 2017* (Heber City 2017), of the *Heber City General Plan* includes information about the following topics:

- Gateway corridors and locations (U.S. 40, U.S. 189, State Route [S.R.] 113, Center Street, 1200 South, and Mill Road)
- Downtown parking
- Road hierarchy (Figure 1)
- Future traffic signals (Figure 1)
- Public transit
- Potential park-and-ride facilities
- Access management
- West bypass corridor preservation acquisition status (Figure 2)
- East bypass (Figure 1)

Figure 1. Heber City General Plan Transportation Map (2017)

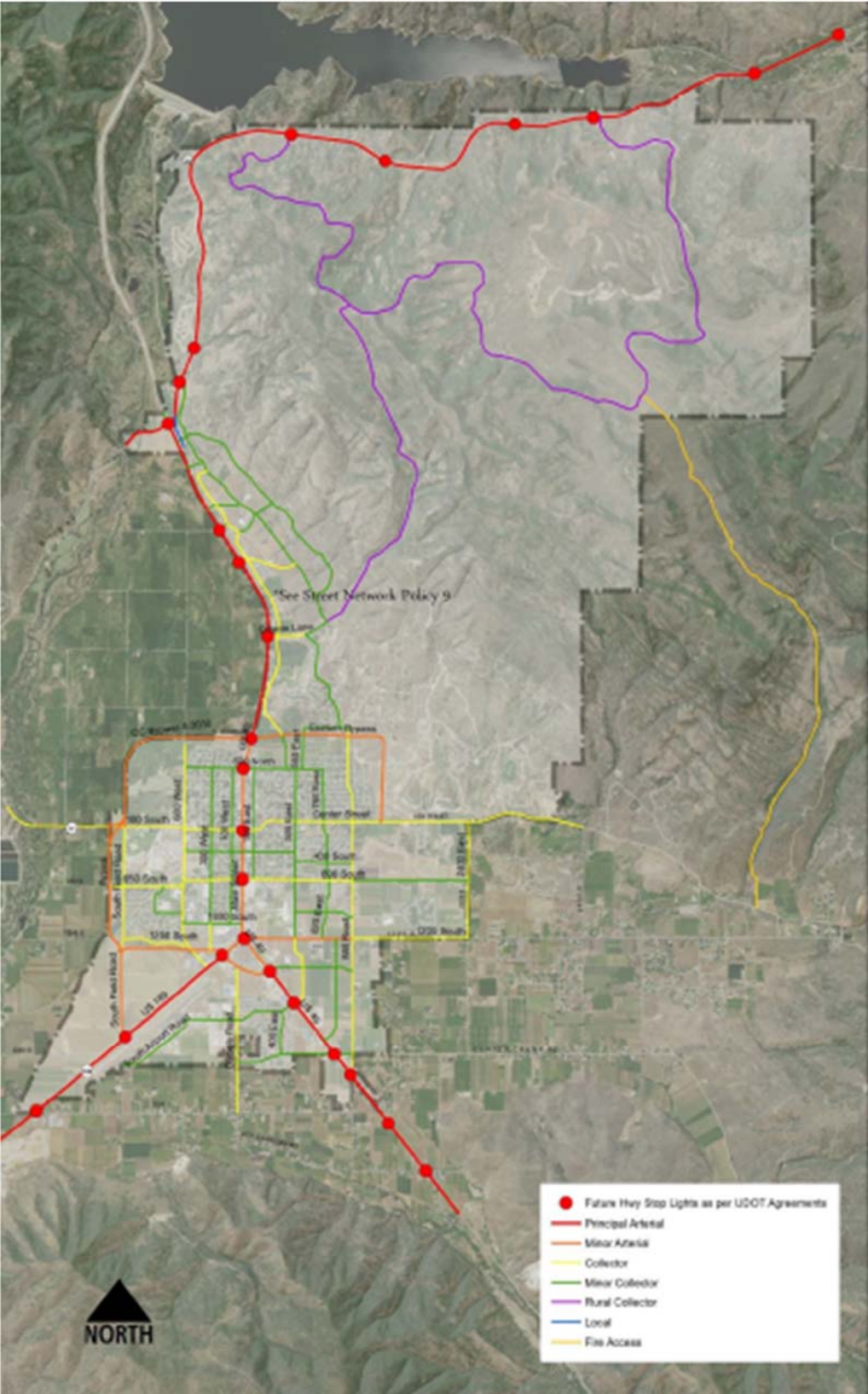
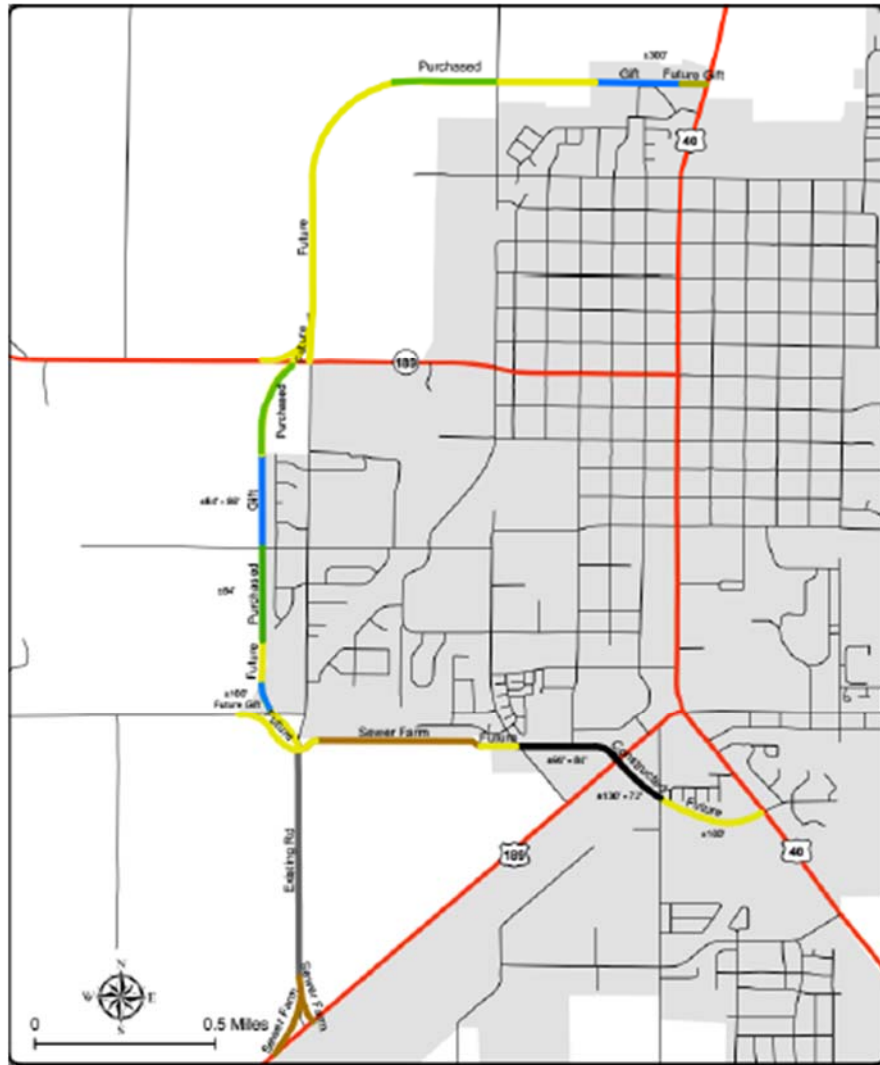


Figure 2. West Bypass Acquisition Status (2017)

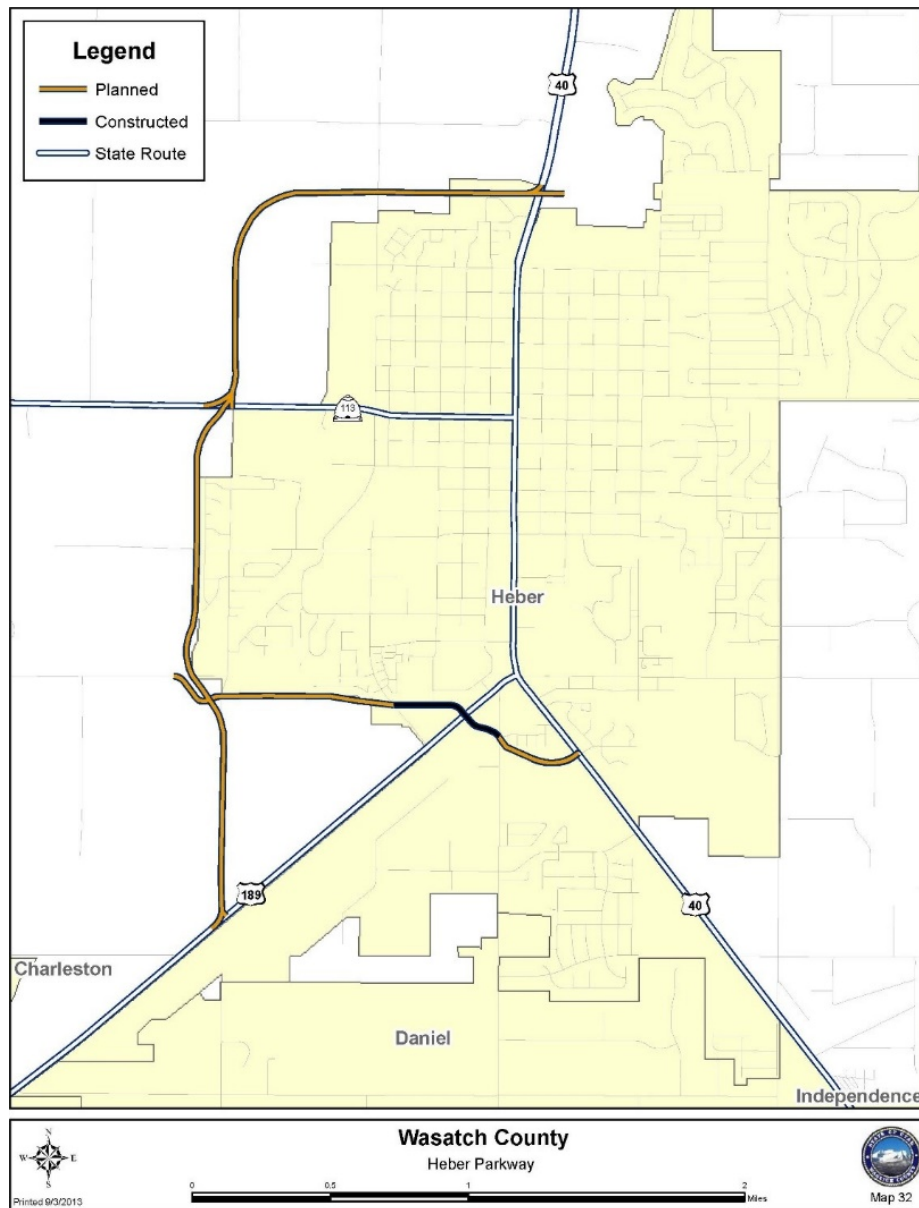


Wasatch County General Plan

The *Wasatch County General Plan 2001–2016* (Wasatch County 2010) includes a west bypass. Both Heber City and Wasatch County passed resolutions of support for the bypass, with the alignment generally along or just west of Southfield Road as shown in Figure 3. Heber City resolution 2007-05 passed on June 21, 2007; Wasatch County resolution 06-04 passed on August 9, 2006. The County established a corridor preservation fund through vehicle registration fees. Both local governments have been acquiring right-of-way through annexation requests, developer approvals, exactions, purchases, density bonuses and other means.

The general plan assumes a western bypass to reduce large truck and vehicle traffic on Main Street. Strategies to improve Main Street include promoting completion of the western bypass study, lobbying for construction funding, and negotiating with UDOT to transfer jurisdiction of Main Street to the City to provide more-flexible options to for street reconfiguration and a more pleasant environment to foster Main Street business.

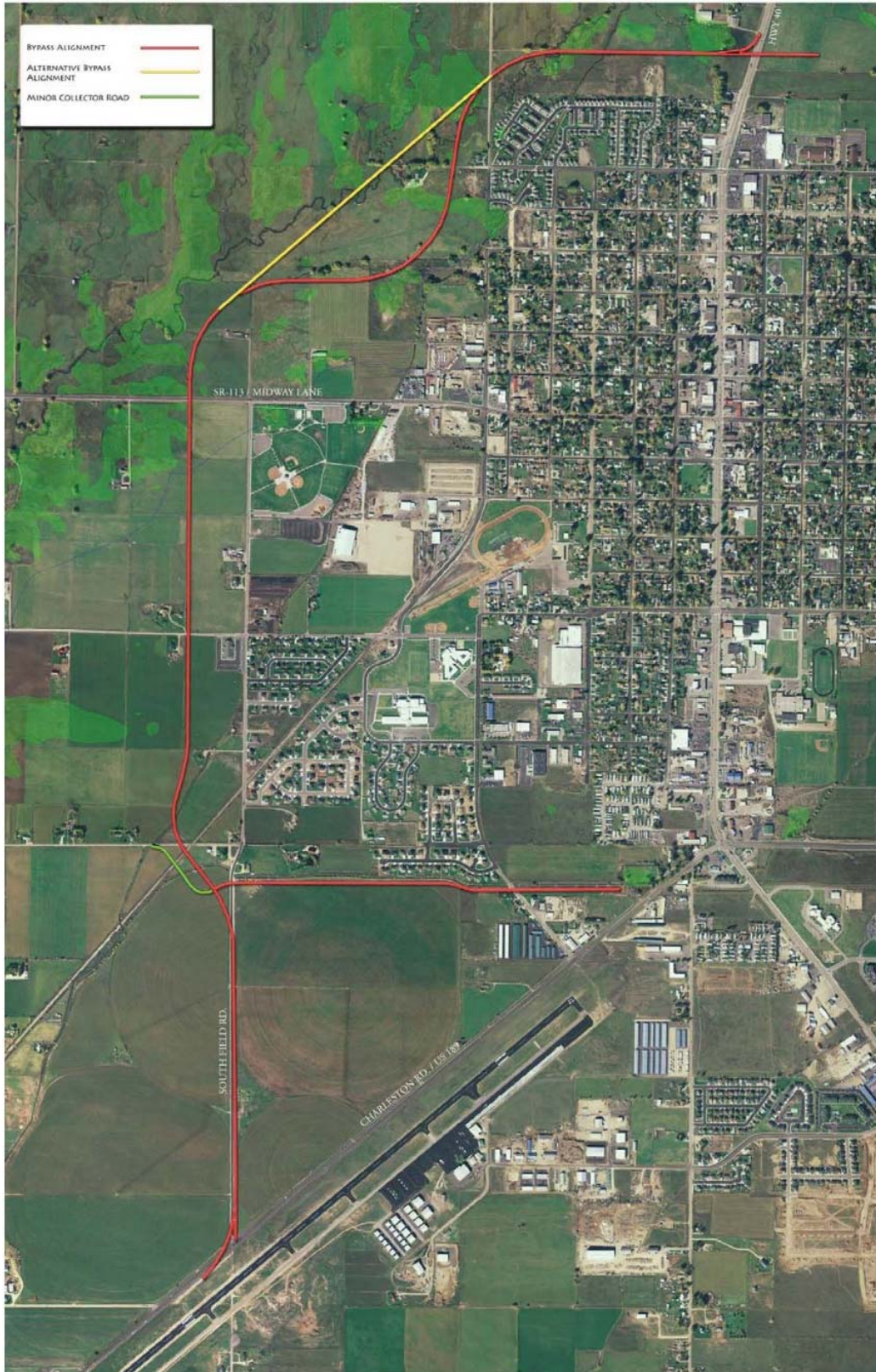
Figure 3. Corridor for Right-of-way Preservation (2006–2007)



Heber City Highway Bypass Study

The 2008 *Heber City Highway Bypass Study* (PEC, no date) was conducted to help the Mountainland Association of Governments (MAG), Heber City, Wasatch County, and UDOT identify a preliminary footprint for corridor preservation purposes. The study recommended a 110-foot-wide cross section, specific intersection configurations at several locations, and an alternative bypass alignment in the northwest area of the city (Figure 4).

Figure 4. Heber City Highway Bypass Study Alignment



Heber Valley Parkway Planning Study

The 2019 *Heber Valley Parkway Planning Study*, conducted for UDOT, MAG, Heber City, and Wasatch County (Avenue Consultants 2019), built on previous studies in more detail using updated traffic data. It analyzed the feasibility of and need for a new corridor, evaluated what type of facility it should be, and looked at potential alignments. The goals for Heber City’s Main Street were to alleviate specific types of traffic (that is, large trucks), reduce congestion, enhance economic development opportunities, improve safety and mobility, and provide an opportunity for a more visitor-friendly destination. According to the study, once a new corridor is built to state highway standards, Main Street could become a City-owned road, which the City could then change to support its goals for downtown.

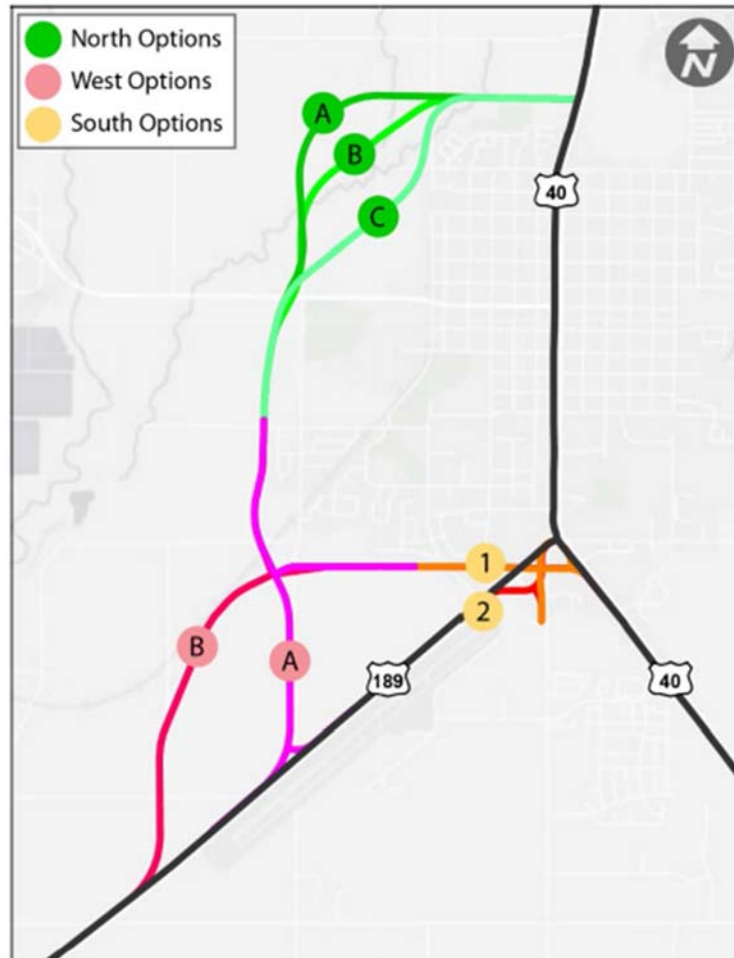
An initial screening process evaluated five high-level corridor options. Most options generally followed an alignment similar to that shown in Figure 3. Options that could attract about 20,000 vehicles per day, enough to remove traffic from Heber City’s Main Street and justify being a state route, were advanced for further consideration. Two options were carried forward and three options were eliminated, as shown in Table 1.

Table 1. Heber Valley Parkway Options Eliminated in Initial Screening

Option	Attributes	Advanced for Further Consideration?
Parkway with existing U.S. 189	<ul style="list-style-type: none"> • 55 to 65 miles per hour (mph) • East-west connection at 1300 South • U.S. 189 on existing alignment 	Yes
Parkway with U.S. 189 realignment	<ul style="list-style-type: none"> • 55 to 65 mph • East-west connection at 1300 South • U.S. 189 on existing alignment 	Yes
Parkway with freeway speeds	<ul style="list-style-type: none"> • 65 to 75 mph • East-west connection at 1300 South • U.S. 189 on existing alignment 	No. Although it would carry 20,000 vehicles per day, it would result in greater impacts without attracting substantially more traffic than other alternatives.
Parkway without east-west connection	<ul style="list-style-type: none"> • 55 to 65 mph • No east-west connection at 1300 South • U.S. 189 on existing alignment 	No. Would not attract enough traffic.
Extended parkway (farther west)	<ul style="list-style-type: none"> • 55 to 65 mph • No east-west connection at 1300 South (connection south of the Heber Valley Airport) • U.S. 189 on existing alignment 	No. Would not attract enough traffic.

The two concepts that made it through initial screening were subjected to secondary screening. Several options were considered on the north, west, and south ends of the city (Figure 5). A wetland delineation is needed to evaluate options on the north end. Options that routed south U.S. 40 from its current path connecting directly to 1300 South performed best from a traffic perspective and would be easier for large trucks to maneuver. Ultimately, the study did not recommend a final alignment but recommended additional evaluation in a future environmental study.

Figure 5. Heber Valley Parkway Alignments (2019)



A phasing analysis concluded that a new corridor would be needed to keep Main Street from exceeding capacity more often by 2035 (the corridor fails periodically during the summer). It recommended that the corridor be built by 2030.

Wasatch Rural Planning Organization Regional Transportation Plan

The Wasatch Rural Planning Organization (RPO), part of MAG, is responsible for the regional transportation plan (RTP) in the Heber Valley area. The 2019–2050 Wasatch RTP (MAG, no date) includes a west bypass from U.S. 189 to 700 North and Main Street. It is listed as a widened/new four-lane expressway planned for Phase 2 (2031–2040). The alignment is consistent with that shown in Figure 3.

Statewide Rural Long-range Transportation Plan

UDOT is responsible for the *Statewide Rural Long-range Transportation Plan*. The 2019–2050 statewide plan (UDOT, no date) includes a project titled “U.S. 40, South Main Street to Heber Valley Parkway” with a description of “more study needed to identify needs.” The map on UDOT’s website shows a West Bypass project from U.S. 189 to 700 N. Main Street in Phase 2 (2031–2040). It is listed as a new four-lane expressway, with an alignment consistent with that shown in Figure 3. The West Bypass is in the statewide plan as a locally identified project; it is not identified on the list of state projects in the plan (Brockmyer 2020).

Corridor Agreements

CORRIDOR PRESERVATION ALONG U.S. 40 FROM S.R. 32/RIVER ROAD TO HEBER CITY NORTH CITY LIMITS

This 2008 agreement between UDOT and Wasatch County (UDOT 2008) establishes corridor operation and access locations on U.S. 40 from S.R. 32 to the northern Heber City limits as of 2008 (milepost 16.32). The following specific intersections are mentioned:

- **Moulton Lane:** Existing intersection will be replaced by a new intersection north of the existing intersection. The intersection is proposed to be a three-quarter movement if a grade-separated interchange is constructed at S.R. 32.
- **North College Way:** Full signalized intersection providing access to the Utah Valley University campus.
- **East leg of Potter Lane:** Might be restricted to right-in, right-out if a grade-separated interchange is constructed at S.R. 32.
- **Wasatch Commons development:** Full signalized intersection.
- **Coyote Lane:** Full signalized intersection.

All other major access locations will be located with at least one-half-mile spacing. These accesses could be located near 1520 North and 1200 North. Traffic signals would not be installed unless warranted and approved by UDOT.

CORRIDOR PRESERVATION ALONG U.S. 40 FROM S.R. 189 TO GRAVEL PIT ROAD

This 2017 agreement among UDOT, Wasatch County, the Town of Daniel, and Heber City (UDOT 2017) establishes a traffic signal plan and access control on U.S. 40 from the hub intersection with U.S. 89 to the entrance to Daniels Canyon. The plan includes one existing traffic signal (at the hub) and six potential future traffic signals (1500 South, Airport Road, 2400 South, 1200 East, milepost 20, and 3600 South) as shown in Figure 6. The traffic signals would not be installed unless warranted and approved by UDOT.

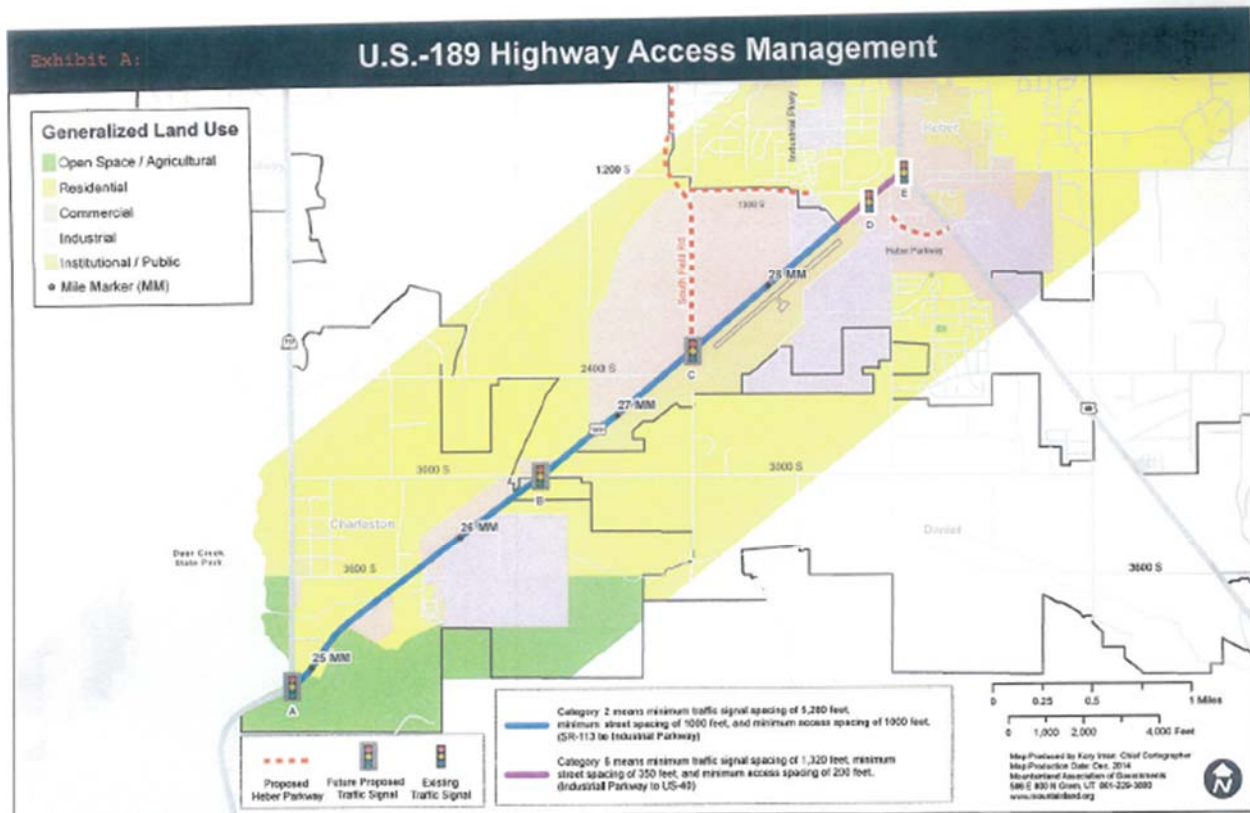
Figure 6. U.S. 40 South Access Management



CORRIDOR PRESERVATION ALONG U.S. 189 FROM S.R. 113 TO U.S. 40

This 2016 agreement among UDOT, Wasatch County, the Town of Charleston, and the Town of Daniel (UDOT 2016) establishes a traffic signal plan and access control on U.S. 189 from S.R. 113 to the hub intersection with U.S. 40. The plan includes two existing traffic signals (1300 South and the hub intersection) and three potential future traffic signals (S.R. 113, 3000 South, and South Field Road) as shown in Figure 7. The traffic signals would not be installed unless warranted and approved by UDOT.

Figure 7. U.S. 189 Access Management



Wasatch County Transit Study

There is currently no public transit service in Wasatch County. This transit study (LSC 2020) conducted for MAG (in cooperation with Wasatch County, Heber City, UDOT, the Utah Transit Authority, and Park City) was intended to develop a vision and implementation plan for public transportation to address unmet needs. Many residents of Wasatch County commute to work in Salt Lake County (26%) and Summit County (22%), while 24% commute within Wasatch County. Almost half of the workers in Wasatch County also live in Wasatch County; about 17% live in Utah County and 12% live in Salt Lake County. Priorities for future transit include connections to Summit and Utah Counties for commuters, transportation to ski areas during winter, and local mobility for residents in Heber City and Midway.

Wasatch County Regional Trails Master Plan

This county-wide regional bicycle and pedestrian plan (PEC 2016) was prepared for MAG and Wasatch County in cooperation with other local governments and agencies. The plan shows improved multi-use trails in several locations: (1) parallel to U.S. 40 north of 500 North, (2) parallel to U.S. 40 south of 1200 South, (3) parallel to a west bypass for the entire length between U.S. 40 and U.S. 189, (4) parallel to U.S. 189 south of the bypass, and (5) parallel to the Heber Valley Railroad tracks south of the depot. The plan shows sharrows (painted arrows) on Main Street in the segment between 500 North and 1200 South (Figure 8).

Wasatch County Railroad Trail Feasibility Study

The planned multi-use Wasatch County Railroad Trail would start north of the Heber Valley Historic Railroad Depot at the intersection of S.R. 113 and 600 West and would generally follow the railroad right-of-way to Wasatch Mountain State Park (Figure 9). The planned trail would be constructed on property owned by the Heber Valley Railroad, and minor right-of-way acquisition would be required for alternate routes (PEC 2015). UDOT approved a categorical exclusion for the trail on August 31, 2015.

Figure 8. Wasatch County Reginal Trails Master Plan

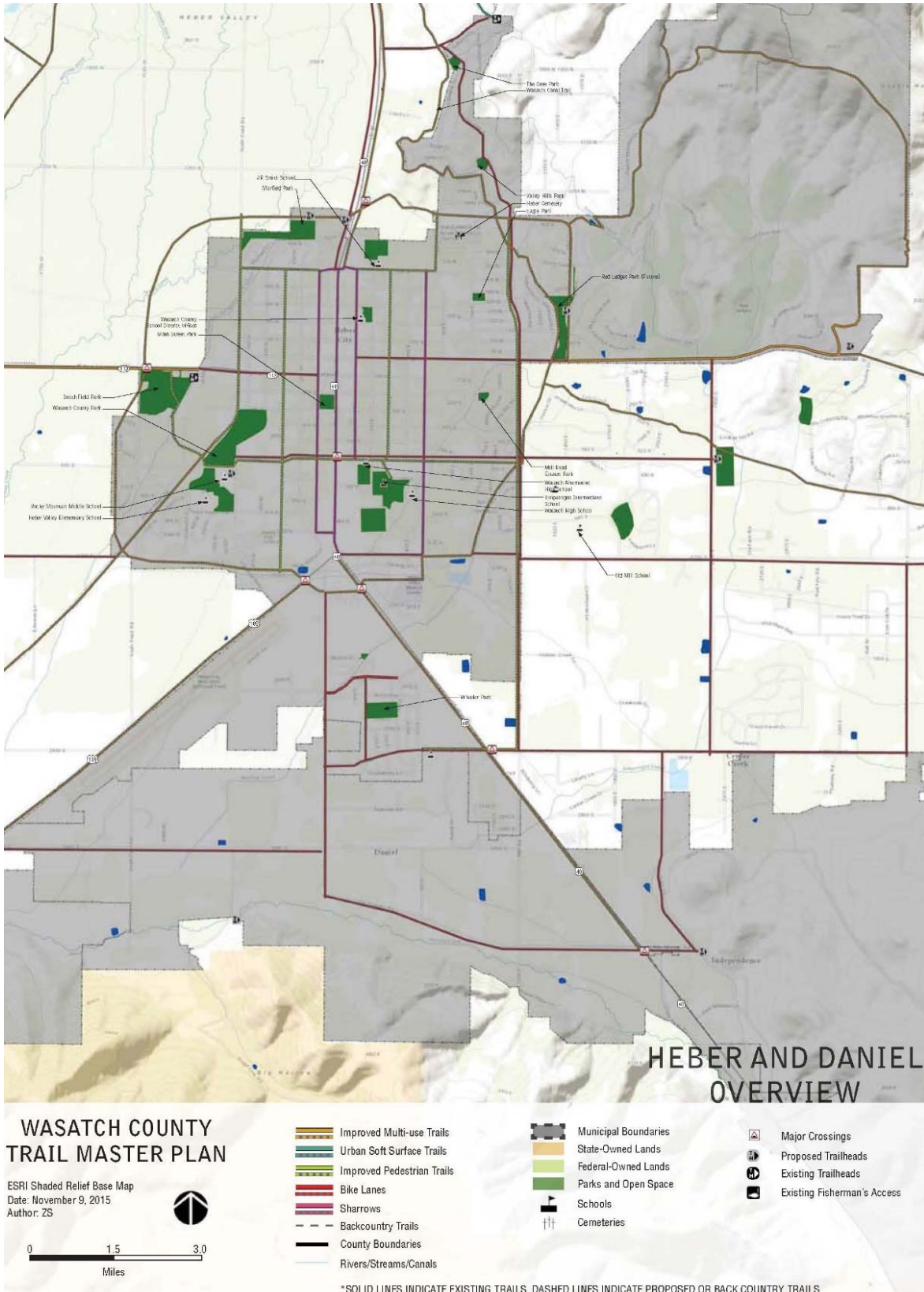


Figure 9. Wasatch County Railroad Trail Alignment



Heber Valley Airport Master Plan

The Heber Valley Airport is governed by the Heber City Council. Given the increasing jet traffic since the airport was constructed, the Federal Aviation Administration strongly encouraged Heber City to update the *Heber Valley Airport Master Plan* (T-O Engineers 2020) to inform decisions about future airport development. The City and the Airport are updating the airport master plan using a process known as Flightpath. The process kicked off in January 2020, and the final document is anticipated in the summer of 2021. The plan will describe short-, medium-, and long-term development plans. It will also include an airport layout with locations of major components and airspace designations. The Flightpath process includes public involvement with six planned public meetings.

References

Avenue Consultants

2019 Heber Valley Parkway Planning Study. July.

Brockmyer, Richard

2020 Email from Richard Brockmyer, UDOT, to Charles Allen, Parametrix, regarding the Heber Bypass project in the *Statewide Rural Long-range Transportation Plan*. April 16.

Downtown Redevelopment Services

No date Heber City Downtown Study.

Heber City

2017 Heber City General Plan, Chapter 3, Transportation Plan 2017. Update to the July 3, 2003, General Plan. October 24. http://heber-ut.granicus.com/DocumentViewer.php?file=heber-ut_291762f131b7aaf4d6e1539ca3b066f9.pdf.

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[LSC] LSC Transportation Consultants, Inc.

2020 Wasatch County Transit Study, Draft Final Report, Implementation Program. April 10.

[MAG] Mountainland Association of Governments

No date Wasatch Rural Planning Organization Regional Transportation Plan 2019–2050. Webmap accessed May 11, 2020. <http://mountainland.maps.arcgis.com/apps/View/index.html?appid=906447033e1d4dab9fe45a37786359ab>.

[PEC] Project Engineering Consultants

No date Heber City Highway Bypass Study.

2015 Wasatch County Railroad Trail Feasibility Study. September 3.

2016 Wasatch County Regional Trails Master Plan. February 1.

T-O Engineers

2020 Heber Valley Airport Master Plan. Draft in progress.

[UDOT] Utah Department of Transportation

No date Statewide Rural Long-range Transportation Plan 2019–2050. Webmap accessed May 11, 2020. <https://uplan.maps.arcgis.com/apps/webappviewer/index.html?id=55d5a20e21774159aca8ca81adf32e7d>.

2008 Corridor Preservation along U.S. 40 from S.R. 23/River Road to Heber City North City Limits. November 24.

2016 Corridor Preservation along U.S. 189 from S.R. 113 to U.S. 40. March 16.

2017 Corridor Preservation along U.S. 40 from S.R. 189 to Gravel Pit Road. July 31.

Wasatch County

2010 General Plan 2001–2016. Amended February 4, 2010.