

# HEBER VALLEY CORRIDOR EIS

## PROJECT PURPOSE AND NEED

### PROJECT OVERVIEW

UDOT's mission is to keep Utah moving while enhancing quality of life through transportation improvements in our state. UDOT is conducting an Environmental Impact Statement (EIS) to evaluate transportation solutions to improve mobility through the Heber Valley and the operation of U.S. 40.

Through this process UDOT will develop transportation alternatives that could include a variety of solutions including reconfiguration of Main Street, improvements to other area roads, constructing new roads, and other options identified by the public.



### HEBER VALLEY BY THE NUMBERS



ANNUAL VISITORS  
**2.1 MILLION**

#### REGIONAL POPULATION GROWTH BY 2050

Wasatch County	<b>101% GROWTH</b>
Summit County	<b>50% GROWTH</b>

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Combined new residents **55,518**

### PROJECT PURPOSE

The purpose of the Heber Valley Corridor EIS is to improve regional and local mobility on U.S. 40 from S.R. 32 to U.S. 189 through 2050 while allowing Heber City to meet their vision for the historic town center.

#### What is the purpose and need of a project?

The purpose and need of a project defines a statement of goals and objectives that the study will address (purpose), and identifies the existing and future conditions that need to be changed (need). The purpose and need drives the environmental study process and lays a foundation for the types of alternatives developed.



## PROJECT NEED

- The character and function of U.S. 40 changes from a 65-miles per-hour (mph) limited-access freeway north of town to a 35-mph Main Street in Heber City with signalized intersections.
- Throughput on U.S. 40 is traded for increased access within Heber's historic core, resulting in congestion and delay.
- U.S. 40 is currently operating at failing conditions (level of service F) from 100 North to 100 South during the PM peak hour, and these conditions will continue to get worse by 2050.
- All signalized intersections on U.S. 40 are expected to operate at failing conditions during the PM peak hour by 2050 if no improvements are made.
- Southbound travel time on U.S. 40 from S.R. 32 to U.S. 189 during the PM peak hour will double by 2050 if no improvements are made.
- Queue lengths (vehicles backed up waiting to get through an intersection) during the PM peak hour will increase and spill back to other intersections and onto U.S. 40 north of town where the posted speed is 55 mph, resulting in safety concerns.
- Increased traffic on Main Street has disrupted the traditional downtown feel with increased noise and pedestrian safety concerns.

## SECONDARY OBJECTIVES



Provide opportunities for more active transportation.



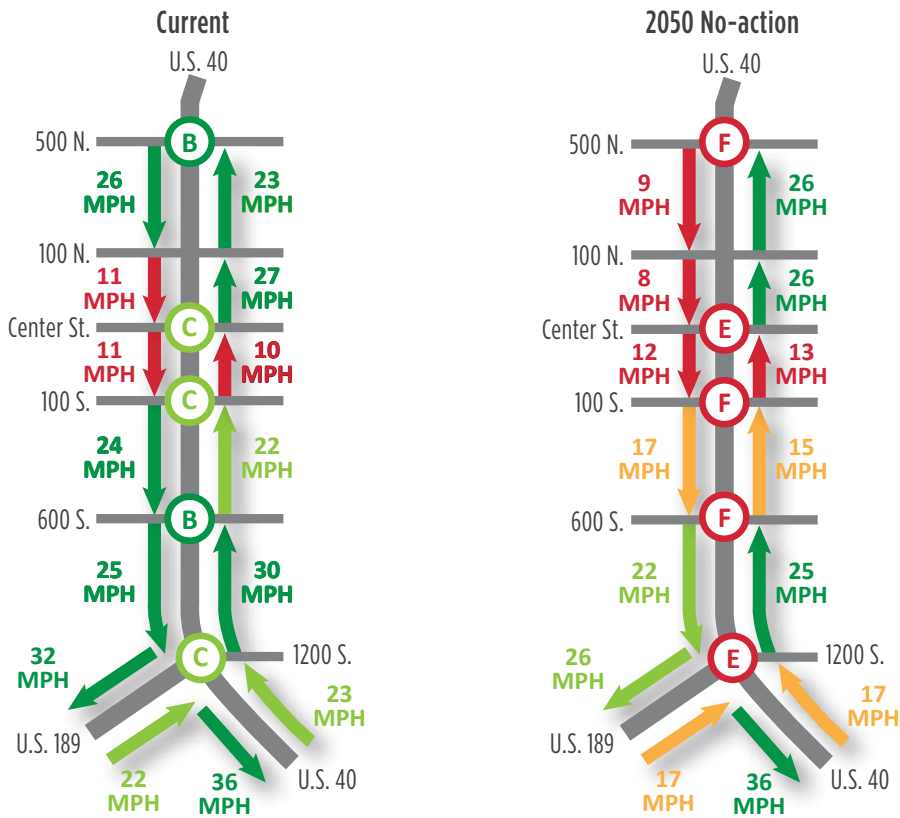
Develop alternative designs that blend with the natural and built environment.



# HEBER MAIN STREET LEVEL OF SERVICE

## What is level of service?

Level of service (LOS) is a measurement of the vehicle-carrying capacity and performance of a street, freeway, or intersection. When the capacity of a road is exceeded, the result is congestion, delay, and a poor level of service. Level of service is represented by a letter “grade” ranging from A for excellent conditions (free-flowing traffic and little delay) to F for failing conditions (extremely congested, stop-and-go traffic, and excessive delay).



## 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** | NOTICEABLE DELAYS

Traffic flow becoming unstable. Speed subject to sudden change.

**E** | CONSIDERABLE DELAYS

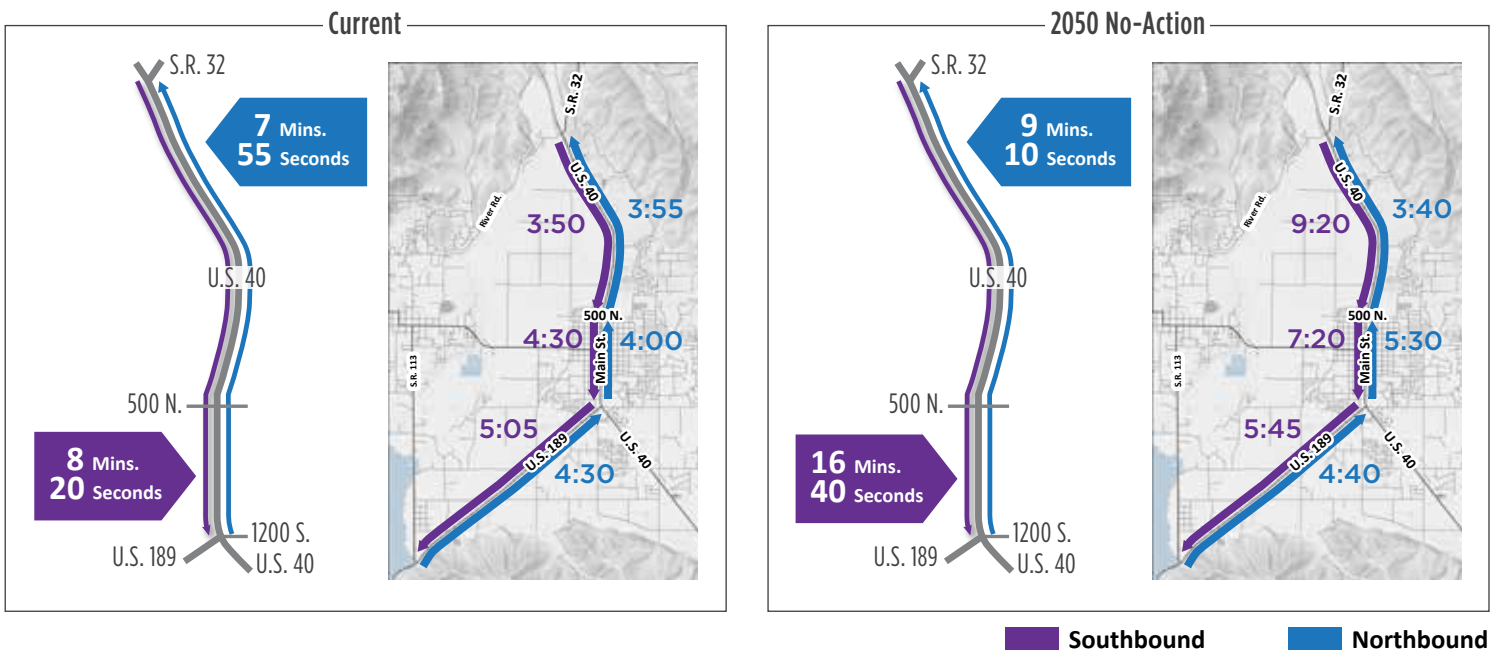
Unstable traffic flow. Speed changes quickly and maneuverability is low.

**F** | CONSIDERABLE DELAYS

Heavily congested traffic. Demand exceeds capacity and speed varies greatly.

## TRAVEL TIME COMPARISON

Southbound travel time will double by 2050 if no improvements are made.



# PUBLIC INVOLVEMENT

## 30-DAY COMMENT PERIOD

April 30 – June 14, 2021

The public may submit comments that could be pertinent to analysis of environmental effects, identification of significant issues, identification of potential alternatives, the draft purpose & need, and alternative screening criteria through mail, email, or on the project website.

### PUBLIC ENGAGEMENT OPPORTUNITIES

- ✓ STAKEHOLDER WORKING GROUP MEETING
- ✓ LOCAL GOVERNMENT PRESENTATIONS
- ✓ SOCIAL MEDIA
- ✓ WEBSITE

## PROCESS AND TIMELINE



### ONGOING STAKEHOLDER ENGAGEMENT

- Virtual public meeting
- 30-day public comment period
- File Notice of Intent to begin NEPA process
- 45-day public comment period
- Develop screening criteria and preliminary alternatives
- Public engagement
- Public hearing
- 45-day public comment period
- Respond to public comments on DEIS
- Revise EIS
- Public engagement

MONTHLY COORDINATION WITH LOCAL GOVERNMENT AND REGULAR STAKEHOLDER WORKING GROUP MEETINGS

## CONNECT WITH US

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- 🌐 **Website:** [HeberValleyEIS.udot.utah.gov](http://HeberValleyEIS.udot.utah.gov)
- ☎ **Phone:** 801-210-0498
- f **Facebook Group:** UDOT Heber Valley Corridor Environmental Impact Statement (EIS)

**For those without internet access, please notify the project team at 801-210-0498 for accommodations in viewing materials and providing comments.**

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.