

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

The major transportation needs are a result of growing population and a highway that was designed to accommodate traffic conditions from over 30 years ago.

REGIONAL POPULATION GROWTH BY 2050

| | |
|----------------|--------------------|
| Wasatch County | 101% GROWTH |
| Heber City* | 84% GROWTH |
| Summit County | 50% GROWTH |

Combined new residents **55,518**

*Heber City's population is projected to increase by 84% by 2050, making up half of Wasatch County's population growth.

PROJECT PURPOSE

The purpose of the Heber Valley Corridor Project is to improve regional and local mobility on U.S. 40 from S.R. 32 to U.S. 189 and provide opportunities for non-motorized transportation 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.

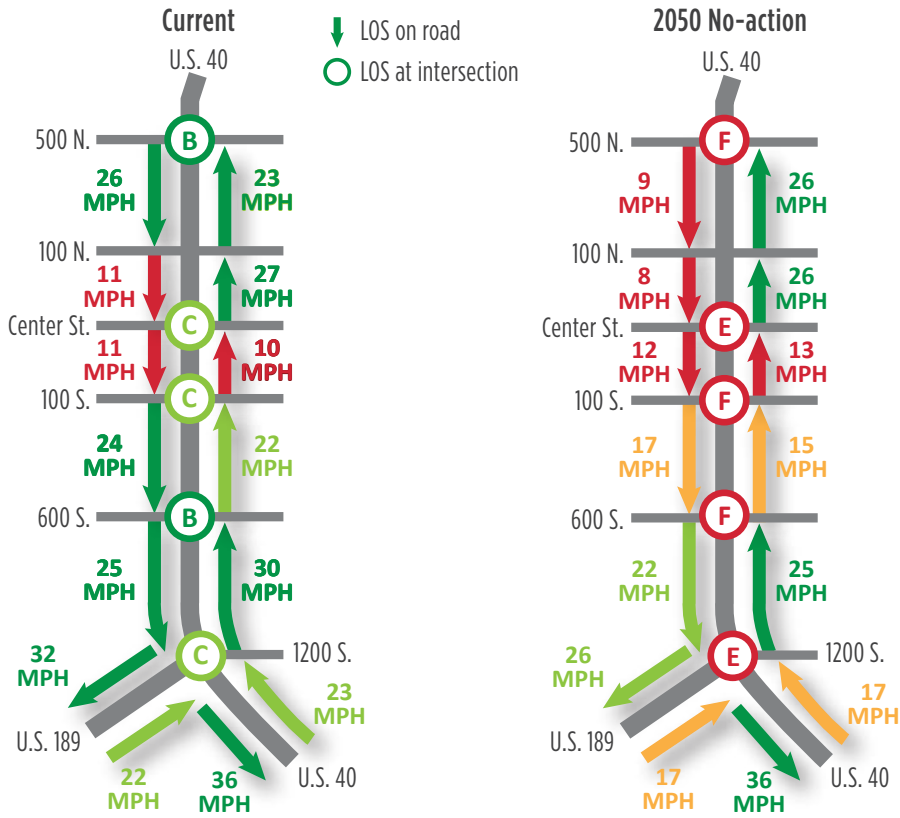


HEBER MAIN STREET LEVEL OF SERVICE

All signalized intersections on Main Street are expected to fail during the PM peak hour by 2050 if no improvements are made.

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).

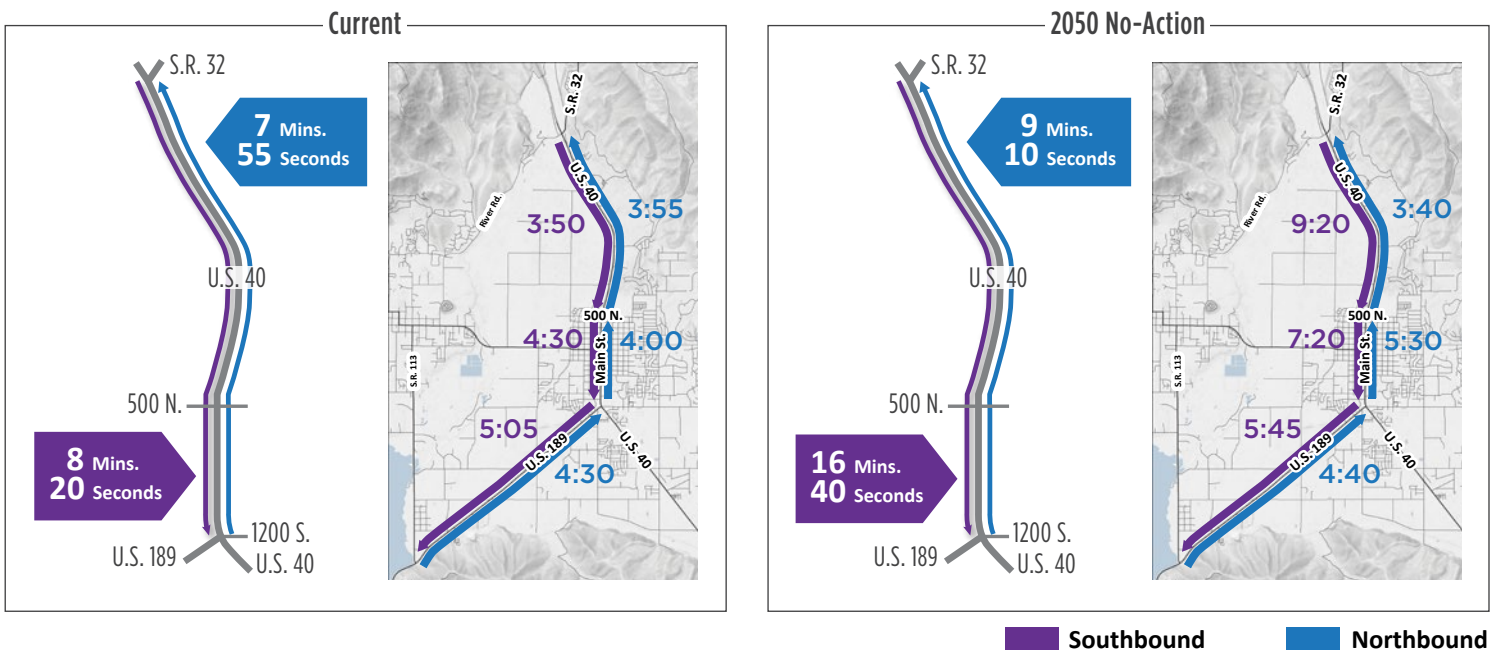


Level of Service

- 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

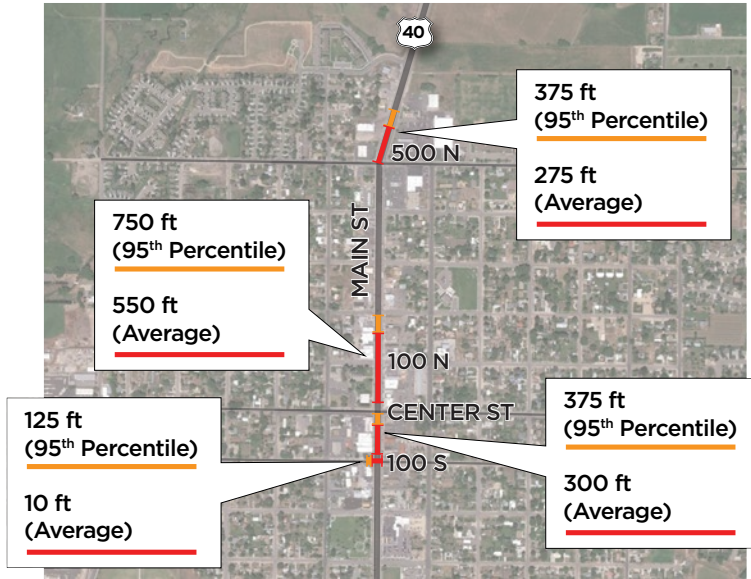
Southbound PM peak travel time will double by 2050 if no improvements are made.



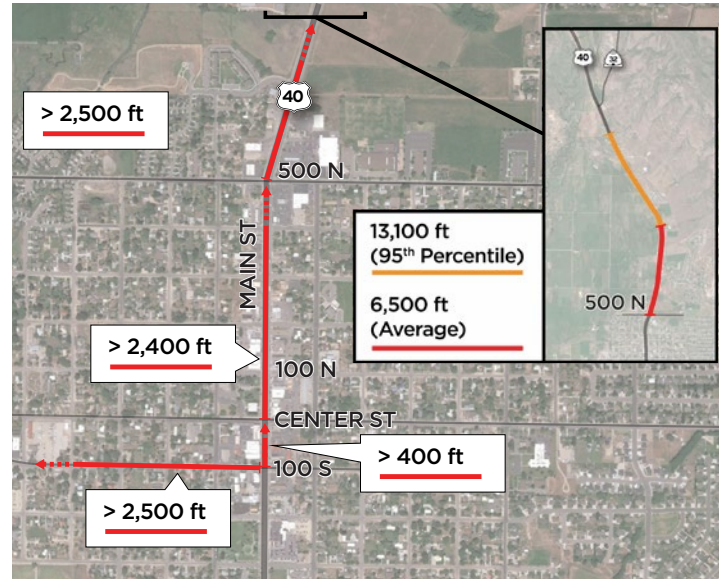
QUEUE LENGTH COMPARISON

Traffic will queue onto U.S. 40 north of town (where the speed limit is 55 mph) if no improvements are made, resulting in safety concerns.

Current



2050 No-Action



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.
- There is limited infrastructure for non-motorized transportation in the Heber Valley.
- Increased traffic on Main Street has disrupted the traditional downtown feel with increased noise and pedestrian safety concerns.

IS A NO-ACTION ALTERNATIVE BEING CONSIDERED?

The National Environmental Policy Act (NEPA) requires evaluation of a No-Action Alternative to serve as a baseline for comparison of the action alternatives. The No-Action Alternative assumes 2050 traffic conditions without the Heber Valley Corridor Project.

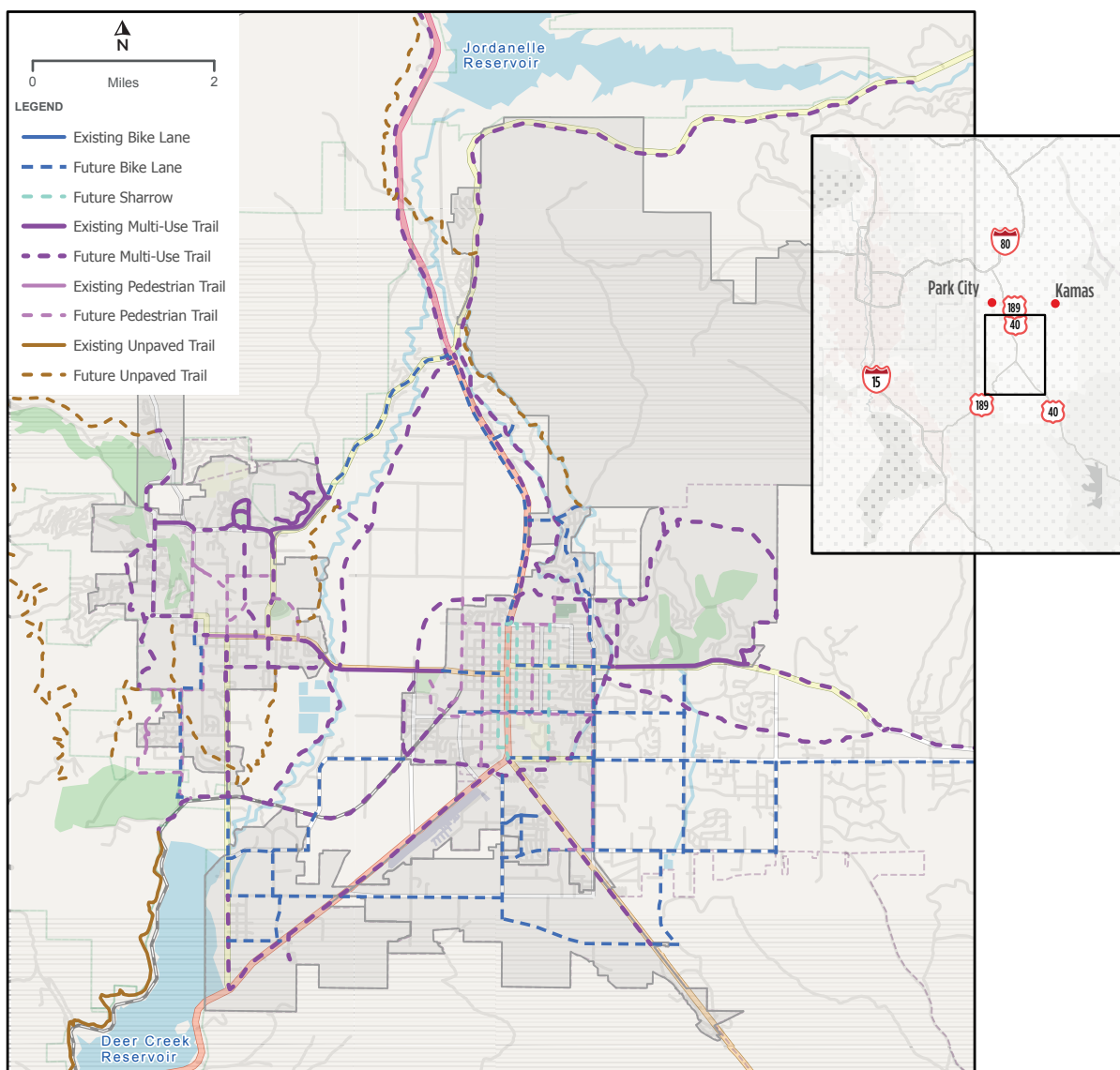
IMPORTANCE OF MOBILITY THROUGH THE HEBER VALLEY

What is mobility?

Mobility refers to the ease with which people can move from place to place using a transportation system. Impediments to mobility can include traffic congestion, numerous accesses to properties, high crash rates, and other factors.

Non-motorized transportation

The existing non-motorized (for example, bicycle and pedestrian) transportation infrastructure is limited and lacks connectivity in the Heber Valley. Improvements to the non-motorized infrastructure will be based on the Wasatch County Trails Master Plan (2016); Heber City Parks, Trails, and Open Space Master Plan (2021); and Envision Heber 2050 (2020). Non-motorized components will be developed for the alternatives that are not eliminated in the screening process and will be evaluated in detail in the EIS.



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.