

APPENDIX D

Council Presentations

Heber City Council Presentation
Wasatch County Council Presentation
Wasatch County Interlocal Presentation



Heber Valley Corridor



ENVIRONMENTAL IMPACT STATEMENT

Heber City Council Meeting

May 4, 2021



Heber Valley Corridor



ENVIRONMENTAL IMPACT STATEMENT

Wasatch County Council Meeting

May 5, 2021

EIS Notice of Intent (NOI)

- ✓ Initiation of the EIS Process
- ✓ The NOI informs the public of the upcoming environmental analysis and describes how the public can become involved in the EIS preparation
 - UDOT anticipates the NOI will be published in late April or early May
- ✓ NOI starts the scoping process, which is the period in which UDOT and the public collaborate to define the range of issues and potential alternatives to be addressed in the EIS
- ✓ UDOT anticipates the public comment period will run from April 30 to June 14, 2021

What is the Project Purpose and Need?

- ✓ Defines the goals and objectives that the study will address, and identifies the existing and future conditions that need to be changed.
- ✓ Drives the environmental study process because it lays a foundation for the types of alternatives to be developed and analyzed.

Project Purpose

Primary 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.

Secondary Objectives

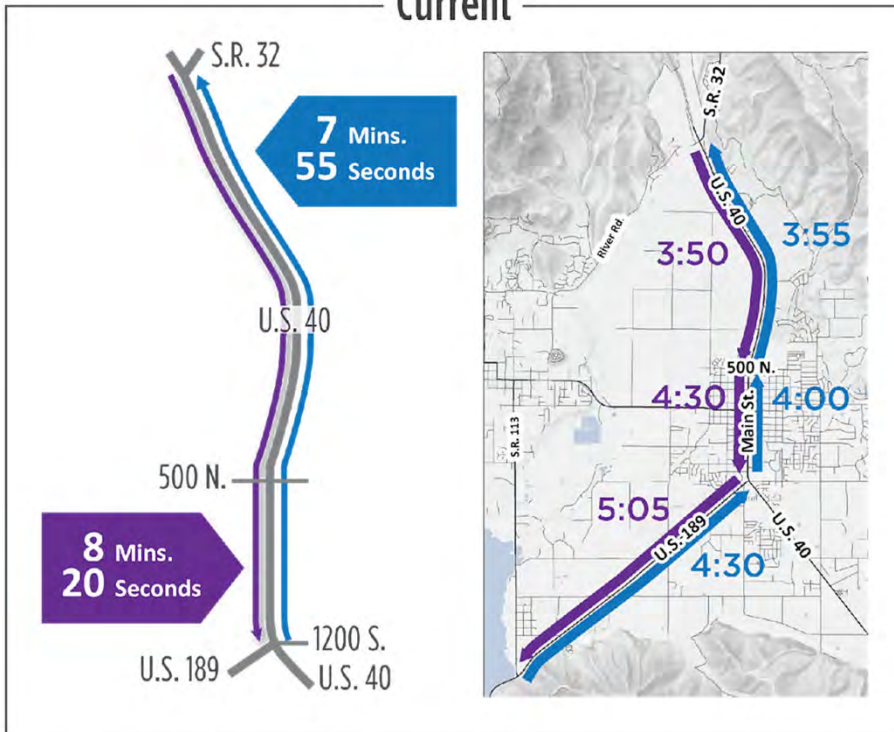
- ✓ Provide opportunities for more active transportation
- ✓ Develop alternative designs that blend with the natural and built environment

Why is the Project Needed?

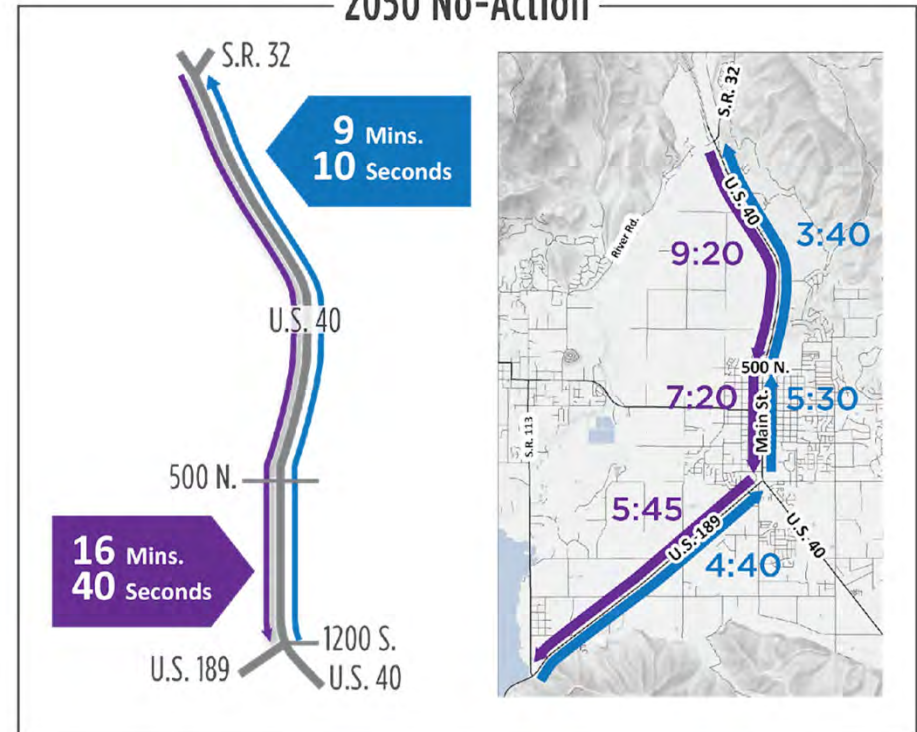
- ✓ The character and function of U.S. 40 changes in Heber City. Throughput is traded for increased access, resulting in congestion and delay.
- ✓ U.S. 40 is currently operating at failing conditions.
- ✓ All signalized intersections on U.S. 40 are expected to operate at failing conditions during the PM peak hour by 2050 if no improvements are made.
- ✓ Southbound travel time on U.S. 40 during the PM peak hour will double by 2050 if no improvements are made.
- ✓ Vehicles backed up waiting to get through an intersection during the PM peak hour will increase and spill back 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.

Travel Time

Current



2050 No-Action

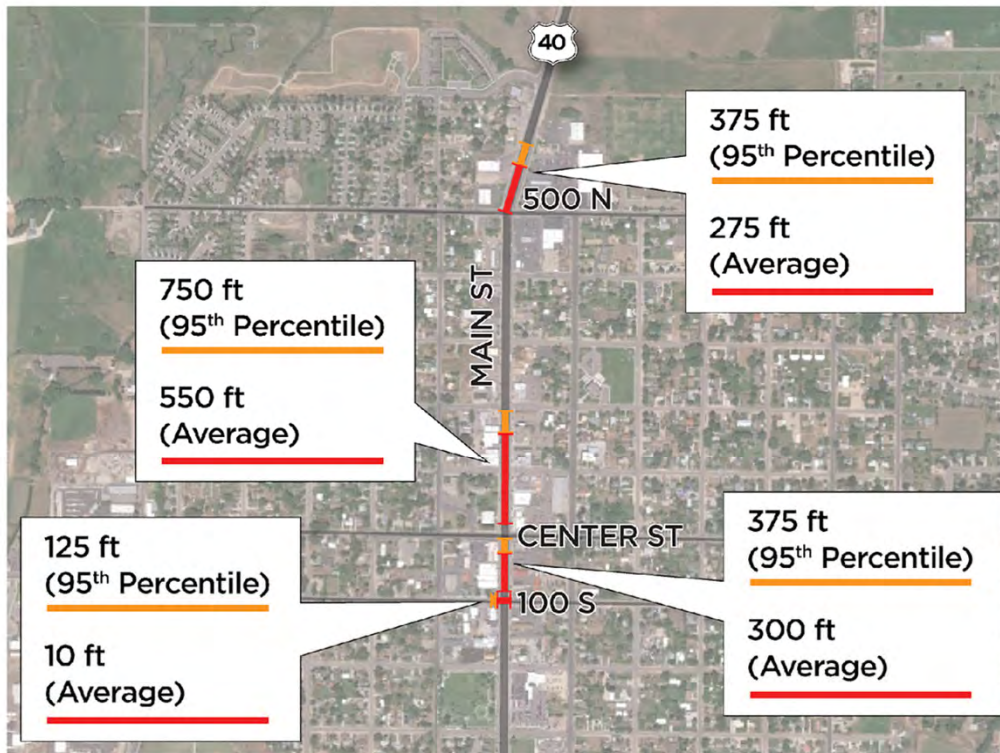


Southbound

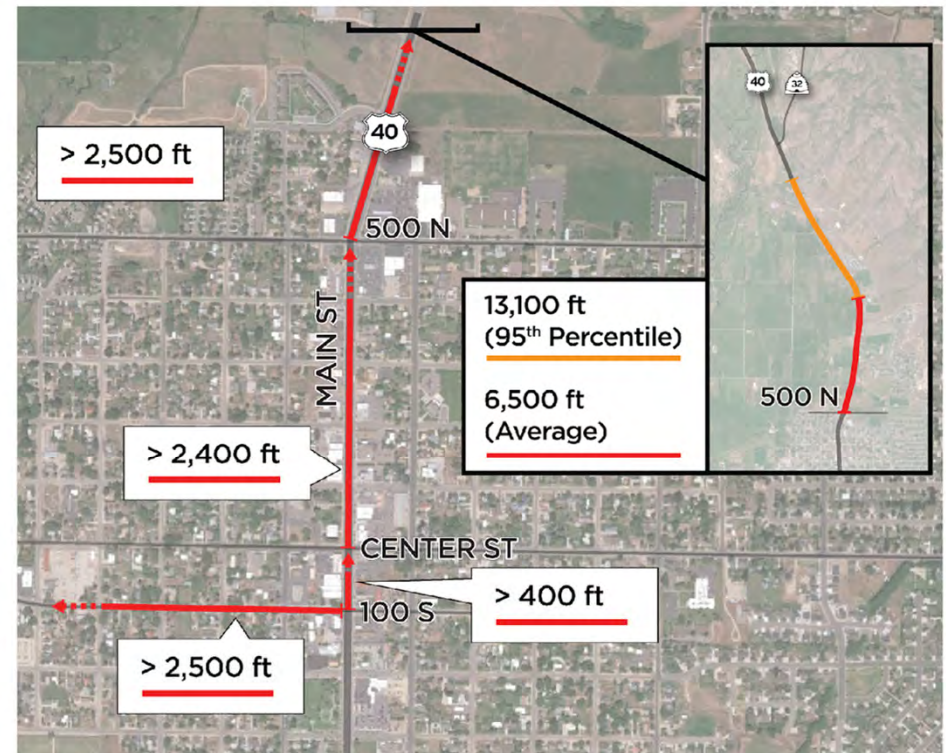
Northbound

Vehicle Back-Ups

Current



2050 No-Action







Screening Criteria

LEVEL 1 SCREENING CRITERIA

Criteria	Measure
Improve regional and local mobility on U.S. 40 through 2050	<ul style="list-style-type: none">• Improve arterial and intersection Level of Service (LOS) on U.S. 40• Substantially decrease thru-traffic travel time• Substantially decrease queue length along U.S. 40• Minimize conflicts¹ to north-south mobility for thru-traffic
Allow Heber City to meet their vision for the historic town center	<ul style="list-style-type: none">• Avoid/minimize impacts to valued places² and historic buildings on Main Street• Avoid improvements that would preclude Heber City from implementing strategies to achieve their vision for Main Street (<i>wide sidewalks, bike lanes, landscaping, reduced speed limit</i>)

Screening Criteria

LEVEL 2 SCREENING CRITERIA

Criteria	Measure
 Waters of the U.S.	<ul style="list-style-type: none"> • Acres and types of wetlands and other waters of the U.S. affected • Linear feet of ditches and creeks affected
 Section 4(f)/6(f) Resources	<ul style="list-style-type: none"> • Number of Section 4(f) historic properties affected • Number of Section 4(f) recreation resources affected • Number of Section 6(f) resources affected (<i>Recreation facilities that received Land and Water Conservation Act funds</i>)
 Right-of-way	<ul style="list-style-type: none"> • Number of full property acquisitions and relocations (<i>commercial and residential</i>) • Number of partial property acquisitions
 Cost	<ul style="list-style-type: none"> • Alternatives cost compared to other alternatives (<i>alternatives would not be eliminated based on cost unless they are an order of magnitude greater</i>)

Purpose and Need Public Comment Period

The public comment period will run from
April 30, 2021 – June 14, 2021

Provide comments through:



HeberValleyEIS.udot.Utah.go

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HeberValleyEIS@Utah.go

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801-210-0498

Project Timeline & Process



ONGOING STAKEHOLDER ENGAGEMENT

- | | | | | | |
|--------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|
| <ul style="list-style-type: none"> • Virtual public meeting • 30-day public comment period | <ul style="list-style-type: none"> • File Notice of Intent to begin NEPA process • 45-day public comment period | <ul style="list-style-type: none"> • Develop screening criteria and preliminary alternatives • Public engagement | <ul style="list-style-type: none"> • Public hearing • 45-day public comment period | <ul style="list-style-type: none"> • Respond to public comments on DEIS • Revise EIS | <ul style="list-style-type: none"> • Public engagement |
|--------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|

MONTHLY COORDINATION WITH LOCAL GOVERNMENT AND REGULAR STAKEHOLDER WORKING GROUP MEETINGS

Contact the Project Team



@ Email: HeberValleyEIS@utah.gov

🌐 Website: HeberValleyEIS.udot.utah.gov

📞 Phone: 801-210-0498

f 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.



Heber Valley Corridor



ENVIRONMENTAL IMPACT STATEMENT

Wasatch County Interlocal Meeting

May 26, 2021

Project Purpose

Primary 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.

Secondary Objectives

- ✓ Provide opportunities for more active transportation
- ✓ Develop alternative designs that blend with the natural and built environment

Comments Update

- ✓ Main Street is congested and unsafe
- ✓ Desire for more walkable Main Street
- ✓ Improve Main Street intersections
- ✓ Concern regarding truck traffic
- ✓ Support/opposition for bypass
- ✓ Concern regarding impacts to North Fields
- ✓ Concern regarding visual impacts
- ✓ Desire for trails

Purpose and Need Public Comment Period

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April 30, 2021 – June 14, 2021

Provide comments through:



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