

APPENDIX E

Stakeholder Working Group Meeting

Presentation
Meeting Summary



Heber Valley Corridor



ENVIRONMENTAL IMPACT STATEMENT

Stakeholder Working Group Meeting

April 27, 2021

Project Team Members



- Craig Hancock | 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
- Charles Allen | HVC Team Traffic Lead
- Justin Smart | HVC Team Public Involvement Lead
- Brianna Binnebose | HVC Team Public Involvement



Stakeholder Working Group Members



- 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 | Wendy Casey | West
- Residents | Philip Jordan | North (Muirfield HOA)
- Landowners | Laren Gertsch | North
- Developer | Dave Nelson | Millstream
- Business | Dallin Koechner | Heber Valley Chamber
- Business | Tom Stone | CAMS
- Wasatch County Housing Authority | Jeff Bradshaw | Exec. Director



Meeting Agenda

- ✓ Summary of Early Scoping
- ✓ Initiation of the EIS Process
 - Notice of intent
 - Scoping process
- ✓ Purpose and Need Technical Report
- ✓ Public Review and Comment

Early Scoping

- ✓ **Early Scoping Phase – July-December 2020**
 - Engaged public and agencies
 - Solicited input on range of issues and alternatives
 - Public meeting - August 27, 2020
 - Began development of purpose and need
- ✓ **Early Scoping Period Documents on Website**
 - Early Scoping Summary Report
 - Summarizes public input and provides comments received
 - Early Scoping Summary Report FAQ
 - Phase 1 Summary Report
 - Summarizes UDOT 2020 early scoping activities
 - Draft Purpose and Need Technical Report

Early Scoping – Resources

Resources and issues identified:

- ✓ Wetlands and other waters of the U.S.
- ✓ Provo River
- ✓ Parks, trails, and open space
- ✓ Wildlife
- ✓ Noise
- ✓ Air quality
- ✓ Visual
- ✓ Water quality
- ✓ Property impacts and devaluation
- ✓ Agriculture
- ✓ Safety
- ✓ Induced growth

Early Scoping – Project Need

Needs identified:

- ✓ Traffic congestion on U.S. 40 (now and in 2050)
- ✓ Viability of downtown Heber because of congestion, noise, and perceived safety issues related to tanker trucks
- ✓ Walkable downtown
- ✓ Travel delays
- ✓ Perceived safety issues

Early Scoping – Alternatives

Alternatives identified:

- ✓ Improve U.S. 40 (e.g., add lanes and improve intersections)
- ✓ Improve existing roads other than U.S. 40
- ✓ One-way-couplet system
- ✓ West bypass
- ✓ East bypass
- ✓ Transit

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.

Traffic Congestion – Intersections

Level of Service at intersections in the Needs Assessment Evaluation Area during the Weekday PM Peak Hour (Current and No-action)

Intersection	Current		2050 No-action	
	Average Vehicle Delay (seconds/vehicle)	LOS	Average Vehicle Delay (seconds/vehicle)	LOS
U.S. 40 / 500 North	17	B	>100	F
U.S. 40 / Center Street	24	C	59	E
U.S. 40 / 100 South	30	C	>100	F
U.S. 40 / 600 South	18	B	>100	F
U.S. 40 / U.S. 189	29	C	59	E
1300 South / U.S. 189	10	A	22	C

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.

Traffic Congestion - U.S. 40

Level of Service on Arterial Streets in the Needs Assessment Evaluation Area during the Weekday PM Peak Hour (Current and No-action)

Street Segment	Posted Speed (miles/hour)	Current		2050 No-action	
		Average Segment Speed (miles/hour)	LOS	Average Segment Speed (miles/hour)	LOS
Southbound					
U.S. 40: From 500 N. to 100 N.	35	26	B	9	F
U.S. 40: From 100 N. to Center St.	35	11	E	8	F
U.S. 40: From Center St. to 100 S.	35	11	F	12	E
U.S. 40: From 100 S. to 600 S.	35	24	B	17	D
U.S. 40: From 600 S. to U.S. 189	35-40	25	B	22	C
U.S. 40 South of U.S. 189	40-50	36	A	36	A
U.S. 189 Southwest of U.S. 40	40-60	32	B	26	C

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
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Traffic Congestion - U.S. 40

Level of Service on Arterial Streets in the Needs Assessment Evaluation Area during the Weekday PM Peak Hour (Current and No-action)

Street Segment	Posted Speed (miles/hour)	Current		2050 No-action	
		Average Segment Speed (miles/hour)	LOS	Average Segment Speed (miles/hour)	LOS
Northbound					
U.S. 189: Northeast to U.S. 40	60-45	22	C	17	D
U.S. 40: North to U.S. 189	60-40	23	C	17	D
U.S. 40: From U.S. 189 to 600S.	40-35	30	A	25	B
U.S. 40: From 600 S. to 100 S.	35	22	C	15	D
U.S. 40: From 100 S. to Center St.	35	10	F	13	E
U.S. 40 From Center Street to 100 N.	35	27	B	26	B
U.S. 40 From 100 N. to 500 N.	35	23	B	26	B

Level of Service

A | NO DELAYS

Highest quality of service. Free traffic flow with few restrictions on maneuverability or speed.

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UDOT Goal

D | NOTICEABLE DELAYS

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E | CONSIDERABLE DELAYS

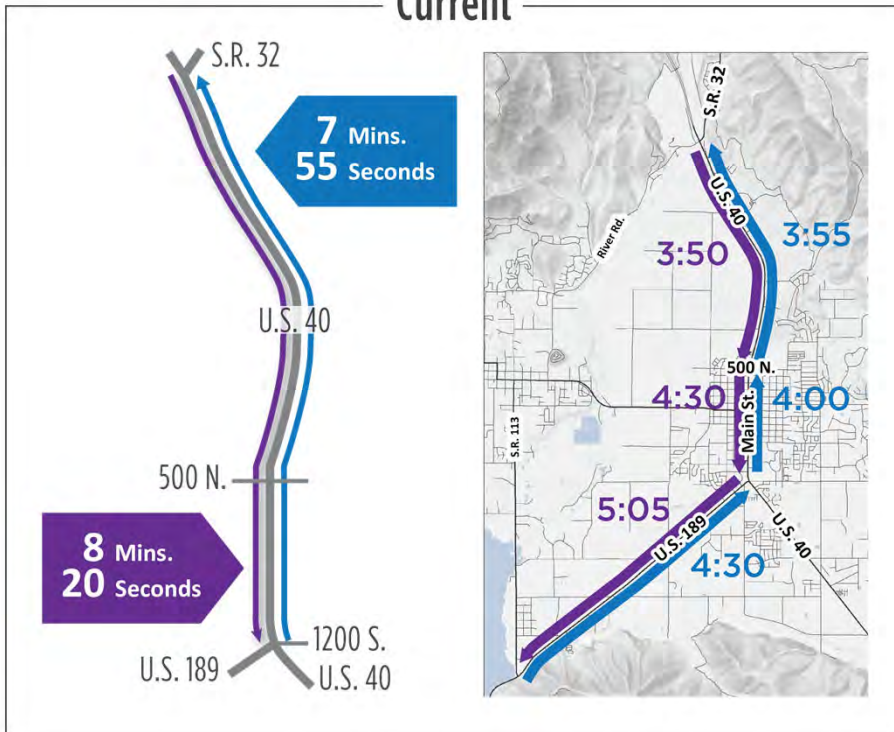
Unstable traffic flow. Speed changes quickly and maneuverability is low.

F | CONSIDERABLE DELAYS

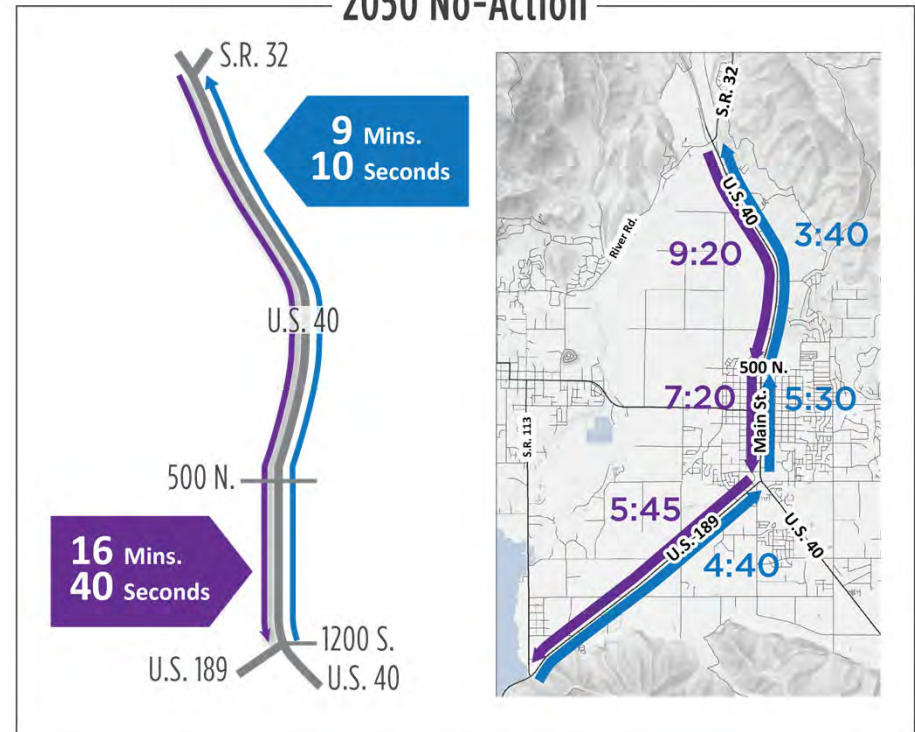
Heavily congested traffic. Demand exceeds capacity and speed varies greatly.

Travel Time

Current



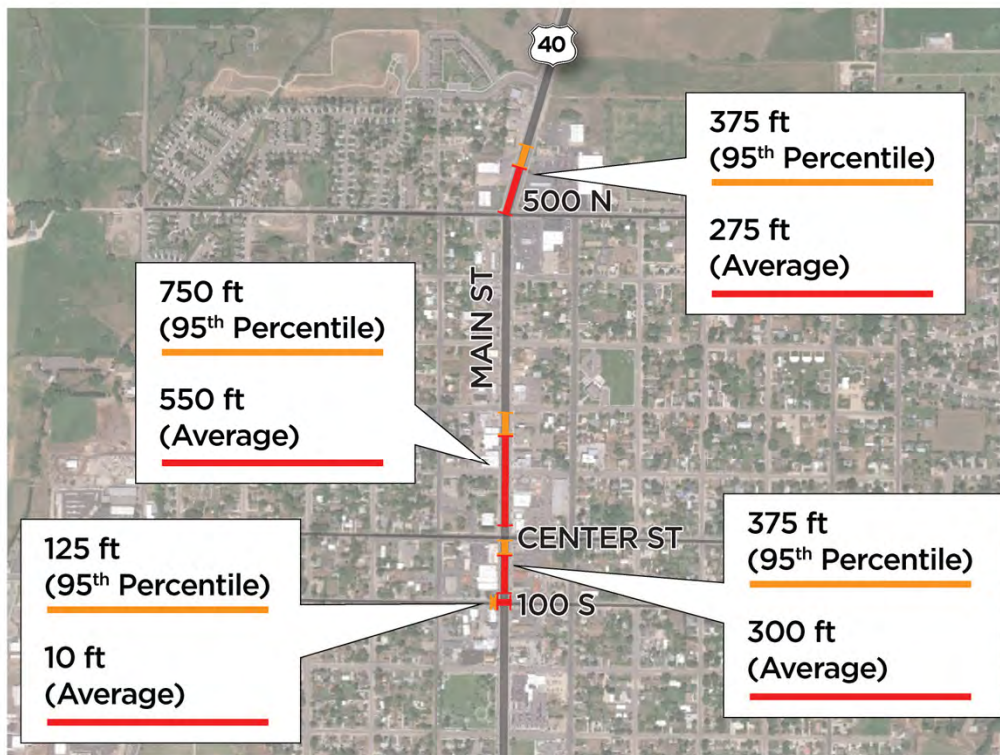
2050 No-Action



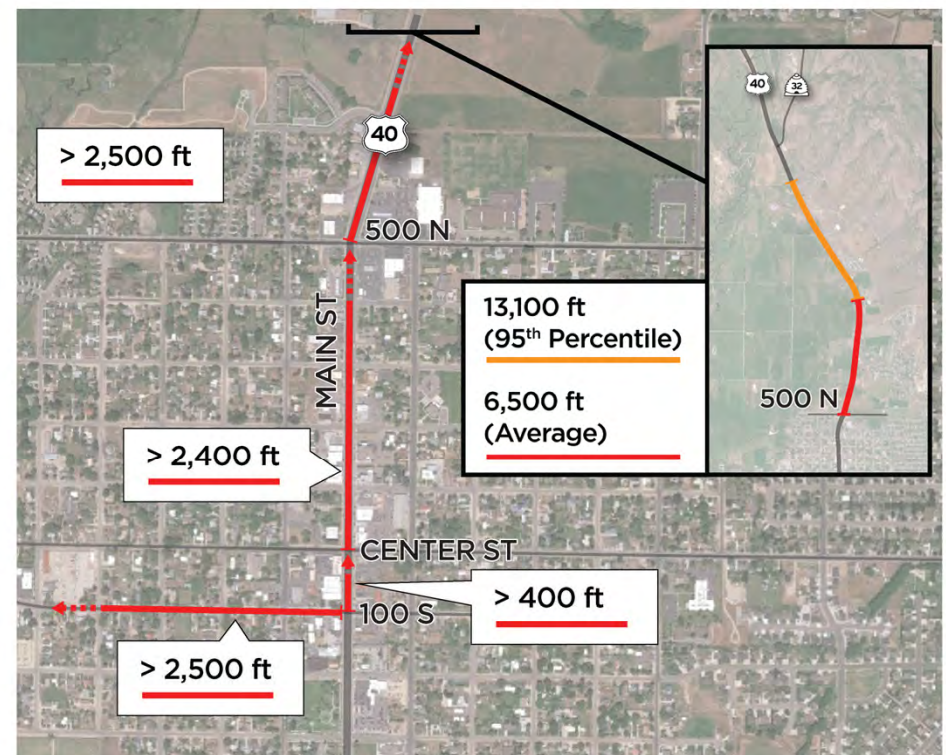
Southbound Northbound

Vehicle Back-Ups

Current



2050 No-Action



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.gov



801-210-0498



HeberValleyEIS@Utah.gov

Next Steps – Project Team

- ✓ Local government presentations
- ✓ Local government staff meetings
- ✓ Notice of Intent
- ✓ Reviewing public comments
- ✓ Developing draft alternatives

Next Steps – SWG

- ✓ Review materials
- ✓ Submit a comment during the public comment period
- ✓ Provide a status update to your community groups and encourage them to comment
- ✓ Share project team comment period social media notifications on your own social media
- ✓ Provide community input to the project team

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 • 30-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.

Summary

Project: Heber Valley Corridor EIS

Subject: Stakeholder Working Group Meeting #3

Date: Tuesday, April 27, 2021

Location: Zoom

Stakeholder Working Group

Name	Representing	Role
Craig Hancock	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
Wendy Casey	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. The objective of this third stakeholder working group (SWG) meeting was to provide a summary of early scoping, present the draft purpose and need and alternative screening criteria, and describe the public scoping process.

2. Early Scoping Summary

- a. Public and stakeholder input received during early scoping helped UDOT develop the draft purpose and need, which is the foundation for the EIS.
- b. The early scoping report and draft purpose and need will be posted on April 30 on the project website <https://hebervalleyeis.udot.utah.gov/>. We are soliciting comments on the draft purpose and need.
- c. Comments from the public and stakeholders during early scoping identified interest and/or concern with wetlands, the Provo River, wildlife, noise, air quality, visual, water quality, property impacts, agriculture, safety, and growth.
- d. Project needs identified by the public are generally related to congestion on U.S. 40, travel delays, and related impacts in downtown Heber.
- e. Alternatives identified in early scoping include improvements to U.S. 40, improvements to other existing roads, one-way-couplet system, west bypass, east bypass, and transit. Other alternatives that come up during the formal scoping period will also be considered.

3. Notice of Intent (NOI)

- a. UDOT submitted a NOI to the Federal Register. This will officially kick-off the EIS process.
- b. A 45-day public comment period will run from April 30 to June 14.

4. Draft Purpose and Need. The purpose is the guiding statement for development of the EIS. UDOT's currently proposed purpose and need:

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.

5. Project Need

- a. Traffic analysis conducted during early scoping shows problems today that will continue to get worse by 2050 if nothing is done.
- b. Intersection level of service (LOS) is based on how long it takes to get through them. Intersection LOS is currently at moderate levels during the PM peak hour, but is are expected to fail by 2050 with anticipated growth.
- c. Corridor LOS is based on speed. There are currently problems on a few segments of U.S. 40, and operations are expected to get worse by 2050. More segments will operate at failing conditions, especially during the PM peak hour in the southbound direction.
- d. Travel time from S.R. 32 to U.S. 189 will double by 2050 if nothing is done.
- e. Vehicles queue (back-up) waiting to get through the intersections during the PM peak hour. By 2050, the southbound backups from 500 North will almost reach S.R. 32. This raises safety concerns because the speed limit is 55 mph and sight distance is limited by curves.

- f. One member asked if the traffic results presented are consistent with what was shown at the last SWG meeting. Response – yes, this is what was presented earlier.
- g. One member asked if the traffic analysis assumed additional traffic signals constructed on U.S. 40 between 500 North and S.R. 32. Response – no, not under no-action conditions. Additional traffic signals might provide intermittent breaks, but the queuing might get longer.
- h. One member asked about the traffic split at the U.S. 40/U.S. 189 intersection. How much is going to U.S. 189 and how much is going to Daniels Canyon? Response - in the southbound direction, more is going down U.S. 189.

6. Alternative Screening Process

- a. The alternative screening process is a series of steps to narrow down alternatives to be studied in detail in the Draft EIS.
- b. Level 1 screening determines which alternatives meet the purpose and need.
 - i. The ability to improve mobility is measured by level of service, travel time, queue length, number of conflicts.
 - ii. Heber City's vision is based on the *Heber City Envision 2050 General Plan*. Allowing Heber City to meet their vision for the historic town center is measured by how an alternative can avoid/minimize impacts to historic buildings and valued places on Main Street (i.e., planned urban gathering centers at Main Street Park, Tabernacle Square and the public safety property). Alternatives should not preclude Heber City from implementing strategies to achieve their vision.
- c. Level 2 screening evaluates impacts to resources that have regulatory protection: Waters of the U.S., Section 4(f) historic and recreation properties, and Section 6(f) properties that have received funds from the Land and Water Conservation Act. Property impacts and cost are also considered, although alternatives are not generally eliminated solely on cost.

7. Discussion

- a. One member requested clarification on the SWG members' role in reviewing documents and providing feedback. If feedback is desired at the SWG meeting, it would be good to get the documents ahead of the meeting to read and digest them. UDOT clarified the intent of the SWG is not to provide advanced review of public documents or greater involvement in decision making. Rather, the intent is for the SWG members to represent their constituents' point of view and help communication between the project team and constituents. SWG members should not feel responsible to have answers to all the questions and can direct individuals to the website or the project team.
- b. One member noted there have been multiple comment periods already, and people are getting frustrated with copying and pasting the same comments again. UDOT clarified comments submitted during early scoping were captured and do not need to be submitted again. We are specifically looking for comments on the draft purpose and need and screening criteria, which

will be new for public review. However, we are also accepting comments on the scope of the EIS and alternatives.

- c. One member commented that Heber City is more of a bedroom community than a destination. There has been discussion about improving downtown, but not much has happened yet. Perhaps saving a couple blocks of downtown should not be the highest priority given the impacts from a potential bypass road.
 - d. One member commented that Heber City is a destination for those wanting to come and recreate in the mountains, lakes, and rivers. It has been difficult to make improvements to downtown because of parking restrictions. Heber City needs to look at the economic viability of downtown because it depends on the revenue. Changes are needed for the City to become more vibrant.
 - i. UDOT indicated these types of comments – about Heber City’s economy and efforts to revitalize downtown – are great examples of the types of comment sought during the public comment period.
 - e. One member commented that there needs to be a balance between mobility and downtown viability. Downtown businesses depend on traffic, but congestion is detrimental. How will we get traffic off Main Street while meeting the vision for historic downtown? Can we just get commercial traffic off Main Street?
 - i. UDOT pointed out a nuance in the purpose and need statement, “while allowing Heber City to...” means that UDOT is not trying to implement Heber’s vision with this project. However, UDOT does not want to select an alternative that would preclude Heber City from implementing their vision.
 - f. One member requested clarification on who determines the outcome of alternative screening. Response – the HVC team (UDOT) does. The process will be transparent and the public will have an opportunity to review the results and comment. Comment – anticipate a lot of comments on Level 2 screening; that is where the rubber hits the road.
8. Next steps
- a. Public comment period runs from April 30 to June 14. Please help get the word out to constituents.
 - b. After the public comment period, UDOT will compile, review, and sort comments. Comments and responses to frequently submitted comments will be developed and included in a scoping summary report. This report will be published on the project website.
 - c. UDOT will finalize the purpose and need and screening criteria. Based on comments, these may change between draft and final.
 - d. Next SWG meeting is anticipated in summer when conceptual alternatives will be presented.