

## **APPENDIX F**

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### Scoping Period Comments

Comments

Comment Attachments

COMMENT NUMBER	COMMENT	FIRST NAME	LAST NAME	COMMENT ORIGIN
1	Seems like the bypass should tie in at river road so it would bypass all the growth coming from the north village development. The round about on the south end of project seems to be bottle neck., especially for trucks. We need to tie the freeway from the south to the freeway from the north with a true freeway that will reduce air pollution, by moving traffic though quickly.	Don	Jacobson	Web
2	We have lived in the Heber Valley for 12 years and have been concerned about traffic on our Main Street from our first days living here. We have watched numerous businesses open and close on Main Street due to the inability to park and walk to the business. We have tried to cross the street anywhere along Main Street with our grandkids using flags and found it to be very dangerous as one lane of traffic stops while other lanes are unable to see you and continue on. Large semi trucks use the route to get to Salt Lake from the oil fields making it feel like what it is, a highway through the middle of town. Please do something to give us a walking downtown where business can succeed and families can walk to the movies, restaurants and/or shops safely.	Terry	Weiser	Web
3	I am VERY much in support of the bypass. As it is, Main Street is virtually unusable because of the heavy traffic. Not only is it uninviting, but it is unsafe. A bypass is NEEDED to maintain a vibrant community vibe and workable town in the Heber Valley.	Cailin	Davis	Web
4	This is a necessary project to prevent major issues in the traffic flow in Heber in the near future. This project will just become more difficult to do if we put it off any more. Please get this project started as soon as possible. Thanks (I submitted this comment a day or so ago, but am not sure it went through)	Shane	Whittier	Web
5	With all the development planned for the NVOZ, including 5 stop lights on Hwy 40 between River Road and Smith, the bypass really needs to start from River Road area, not further south as discussed. If all thru- traffic has to go from River Road to the area near Smiths, and pass through approx 6 stoplights, traffic will be a mess- it will still not be easy at all to get into or out of the town area!!	Eric	Stevens	Web
6	This project is decades overdue and is proceeding at a glacially slow pace. I attended meetings a couple of years ago with proposed routes, etc. The environmental study was suppose to be complete the following spring this did not happen. I fully support building a bypass to the Main Street of Heber and the sooner the better.	Linda	Stice	Web
7	My family has lived in Heber Valley for 11 years. It is a beautiful place. With great growth comes much needed infrastructure. Have you considered building a reroute on HW 40 totally away from the valley through wilderness to Duchesne? Either way we need semi trucks off main street. We need upgraded and manicured roads (think St. George level quality). So not just new widened roads but bike paths, sidewalks, walkways, trees and landscaping as part of the roadways. Put a path like has been done with Legacy hwy. Get people walking and cycling.	Kwinten	Kemp	Web
8	This bypass only makes sense if it runs on the east side of the valley. That's where the truck traffic runs (n/s on 40). Building between midway and Heber would ruin what makes this place a special tourism/recreation destination.	A.	Partridge	Web
9	Please do not put a bypass in Heber Valley. Improve our roads where they currently reside. Putting in a bypass in North, or South Fields would be a travesty to our valley's beauty. People move here and are moving here because it is aesthetically pleasing. It is overdeveloped already and we really need to keep this place easy on the eyes in the long run.	John	Kennedy	Web
10	The traffic problem is limited to certain day parts and days of the week and seasons. We do not need a bypass road. Period. Especially one that encroaches on the North Fields or other Open Spaces in Heber. Save the North Fields. Save the Open Spaces in Heber from this unnecessary project.	Richard	Getz	Web
11	Obviously a bypass is needed BUT the most important concerns of the majority of Wasatch county residents is: 1. Preserved open spaces 2. Keep rural atmosphere 3. Trail system So, the bypass area has to keep this in mind. Either go way east of Heber or start the bypass before River Rd. With the North Village, Sorensen and Coyote areas being build out, there is no room for a bypass road.	Barbara	Games	Web
12	A comprehensive visual analysis of Heber Valley's visual resources and project impacts of views to and from the road is essential to developing alternative designs that blend with the natural and built environment.	Larry	Fagot	Web
13	I am very concerned about the bypass proposal in the Heber valley. I think a better course of action is to create an alternative truck route similar to what is in Jackson, WY. Traffic through main Street will increase commerce, but removing the trucks will make it a more pleasant experience. Avoiding the bypass through the northfields will preserve the beauty and open space of the valley which is treasured not only by its citizens, but people all around the country who come to visit.	Elizabeth	Crittenden	Web
14	We've lived in the east Heber Valley for over 10 years now, and there is a huge elephant in the room that is being willfully ignored: Insulting lack of proper (and OPERABLE) left hand turning signals off of north and south bound Route 40 through the heart of town. The amount of traffic that has to wait through multiple light cycles in order to risk life and limb to make a left causes (in my opinion) the bulk of backups/congestion. There is a left hand turn light onto East Lake Creek/Center Road at the banks, I have yet to see it operational. Making a left turn northbound at 600 S and at 100 S is next to impossible, again as you are trying to beat 2 lanes of opposing traffic at the start of a green light.  We have turning lanes, yet not a single working left hand signal, and no, a blinking yellow is not what I am referring to. I am talking about fully operational left hand arrows that depend on traffic waiting in the center turning lane at the major intersections. I have been told that UDOT has done studies, by a number of elected Heber officials, and yet the irony is that there is a monumental construction option of a highway bypass being considered?  Too long, didn't read: At least TRY the miniscule cost of proper left hand signal lights/arrows before destroying homes and scenic farmland. A common citizen should not have to tell you all this. It should be a given.	Daniel	Cygrymus	Web
15	Seams like most of the current problems are related to the two stop lights at 100 south and center street. This problem only get exaggerated by the 2050 estimations and causes more back ups on all of main street (U.S. 40) At one point there was talk about removing the stop light at Center street and aline the two road to 1 stop light at 100 South. I would like to see Udot model this. I think it would be an inexpensive and a very effect sort to mid term solution.	Ben	Siefert	Web
16	Hi  I wanted to comment on the Environmental process. I wanted to start off by saying if your focus is on HWY 40 please look at how the Water Park and the ski resorts are merging together and other future developments that will effect HWY 40 before this construction begins. No reason to spend more money and more time in construction than need to be. I believe the best way to have little impact on environment is to work with what you have. When I looked up your definition and what your purpose is ....it was very vague and hard to tell what is going on to write about. So my input is what I know about. When I called the 800 number I was told you are focusing on HWY 40 since Main Street is too congested. I will talk mostly about Main Street due to traffic issues.  My solution for HWY 40 is put in a road structure that goes over HWY 40 as bigger cities do. This is why I think this should happen.  For example, In Wheatridge Colorado, I -70 added an exit that went over I-70 and curved over by Golden. They did this thinking Cebela's was going to build and create more traffic. As it turned out they didn't build but the road remains the same. Forth Worth TX has a huge system of roads crossing over each other to create less traffic and better flow. It works! Their flaw was adding tolls to this road. Drivers avoid the tolls and create traffic. Bad decision on TX part.  Economic -As a business owner and a residential property owner I would say to keep all the businesses and residential areas happy by less impact with construction= more money. I propose to keep the main street the same except by adding roundabouts instead of the lights that are too close together and make traffic congested. I don't think tearing up downtown is good for economic choice and reconfigure. Social- Locals and tourists can still visit and be happy with less construction=more money and happiness. Schools aren't effective Endangered Species- No huge change that will create a hostile environment for wildlife. Plus less wildlife jumping on the roads=less accidents Air quality- If the road goes past the airport and more industrial businesses then the noise and air quality will be less effective. If you just add a road following HWY 40 there is no difference in noise or air quality than now. Clean Water Act- of course I know nothing about this so I can't comment on this. I would guess if the road follows the existing road the water quality would be similar. Working with existing structure- save money without tearing up concrete, rebar, water, sewer or electrical lines or anything else that would need to be replaced. And expensive to replace. Historical- The value of homes and businesses remain the same without destroying the years of growth to trees, grass and flowers etc....which makes the downtown cute. The park can be used without all the noise. Less noise for residential homes, business, and tourists is a huge plus. When construction is going on less dust, less noise and less stress from traffic congestion is a huge perk. Hazmat-You can have an exit to get off on main street to shop while other thru traffic can keep going without all the stops of shoppers. For example, In Colorado all Hazmat trucks go over Loveland pass unless Loveland Pass is closed. Then they detour them through the tunnel on I-70 but stop traffic from going through the tunnels when the Hazmat trucks go through. Terrible traffic happens when they close the tunnels just for Hazmat. My thoughts are if Hazmat is going over and not through town that should be safer? Maybe it will be safer to go through town like they do now? I don't know enough about this. Just my thoughts on this. In conclusion, I feel the best way to save money and time for businesses, locals, tourists, the state and county is by adding roundabouts instead of those existing traffic lights and add a road over the existing road. The best for everyone concerned!  I hope I addressed most of the concerns that is Environmental Impact is looking at in this area.  If you have any questions for me, please feel free to email or call me at 719-221-5852.  Thanks for listening!	Karen	Opp	Email
17	The primary purpose statement is lacking a holistic goal for the Heber valley. The purpose includes the need to allow Heber City to meet their objectives but it does not consider the impacts on the surrounding area's, county or other communities in the primary purpose. To allow Heber City to meet their main street objectives at the cost of the county's land planning or neighboring communities of midway, Charleston, Daniel and Independence is short sided. To effectively rank alternatives the primary purpose need to include something to the affect of "...while preserving, or minimal adverse impacts to the unincorporated counties and surrounding communities vision and land use.	Ryan	Taylor	Web
18	Another thought is: leave hwy 40 as is and let all the trucks & traffic that is passing through use it. Then make Heber another cute little downtown that is walkable, open and a desirable place to visit. No gas stations!!	Barbara	Games	Web

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19	<p>The intersection is the ONLY intersection from I-80 to Heber City at 55-65 MPH controlled by a just a traffic light and not an Interchange.</p> <p>Every single intersection North of 32 is an Interchange with in and off ramps.</p> <p>The council has passed resolution with significant increases in housing along 32. Building is underway north of River View community.</p> <p>We are creating an extremely dangerous scenario.</p> <p>I encourage ANYONE to sit on the S 40 side turning on E 32 without being terrified as trucks barrel past on either side at 55-60 MPH. There is ZERO room for driver error.</p> <p>I encourage the planners to consider an adjustment to the 40/32 intersection be included in Phase 1.</p> <p>Specifically, minimally widen the turning lanes. Provide a wider berth from N and S bound traffic separated the turning lane. Again, trucks path a stopped vehicle at 55-69MPH with just several feet of room on either side.</p> <p>It's understood that an interchange is planned in Phase 3 twenty years from now.</p> <p>Please consider this dangerous situation before more people are killed, maimed or injured.</p> <p>Thank you.</p>	Mike	Underhill	Email
20	<p>Time for acting on the by-pass was more than 20 years ago. This needs to be of the highest priority in terms of planning and implementation. Please don't allow UDOT to continue to be the excuse of no action. Get your part done now and let's move on this. And not with a two or four-lane road like Bangerter. This needs to be a highway by-pass to meet both current AND future needs. Git'r done!</p>	Kenneth D	Lovell	Web
21	<p>I recognize that Main Street traffic is a problem. Have you ever thought of adopting a solution that is more management of traffic than simply building another route? For example, what about limiting truck hours from 11:00 pm to 6 am? On the east coast, management of roads is done routinely. Lanes which are inbound in the morning to Washington DC may be closed to incoming traffic in the afternoons and used as outbound lanes. It doesn't always have to be new construction, which will wreak havoc on neighborhoods, and do little to solve the problems on highway 40. But regulating traffic, could provide a much more manageable and safe environment for all motorists. I am hopeful UDOT can consider other options such as this.</p>	Sharon	Matthews	Web
22	<p>The USGS has no comment at this time. Thank you.</p>	Brett	Kopec	Email
23	<p>Heber desperately needs a western bypass, and it should become new US 40. The long term strength and survival of Heber's Main Street and local businesses requires moving through-traffic off Main. Heber needs to be able to control its own Main Street and develop a real, walkable downtown. That can't happen until we have a western bypass. I strongly support the creation of this necessary western bypass as new US 40. Further, Main Street just isn't safe right now for families to cross. It's like Frogger gone mad.</p>	Ryan	Stack	Email
24	<p>I haven't given this idea a very deep analysis, so it's just a concept.</p> <p>What if semi trucks were incentivized to travel Highway 40 between 7pm and 7am only? Instead of \$400,000,000 to build a road through the North Fields, use that money to keep the trucks off of Main Street during the busiest hours. The money still gets spent but we don't lose the North Fields forever! Once that bypass road is built through there, The Heber Valley will never be the same.</p>	Richard	Getz	Web
25	<p>If this is to accommodate the great number of trucks coming south through town on 40 from 80. I don't know the traffic count for how many trucks come to Heber from Salt Lake City vs trucks coming to Heber from the east on 80. But if the numbers are somewhat equal I suggest if trucks are westbound on 80 allow them to travel south on 40 through town. If they are coming from Salt Lake City and west make them use Provo Canyon. This way no new road is built and you've reduced truck traffic by half through town.</p>	Mark	Shea	Web
26	<p>If HWY 89 (road to Provo Canyon) is re-routed in any way, it's crazy. That road is already "out of the way." Making part of it go through the center of town is nuts.</p>	Jeff	Thatcher	Web
27	<p>We need left turn lights at every light along Heber Main Street, and the cross streets.</p>	Amber	Wilkerson	Web
28	<p>I'm in favor of the bypass because it will reduce the noise levels on Main Street in downtown Heber. It doesn't make sense to the vision of Heber to have large trucks destroying our downtown area. I hope UDOT will look into providing another route for traffic to go around the West side of Heber.</p>	Dallin	Quinn	Web
29	<p>This is needed so badly. Traffic, especially in the summer is very congested and dangerous. I do anything I can to avoid driving on Main Street in Heber.</p>	Tammy	Solum	Web
30	<p>My family has lived in Heber for over 20 years. We've seen significant growth. In many ways, this has been positive. Yet driving on Main Street, once lovely and even walkable, is not. A bypass road is the best option. Roundabouts are not understood or driven well by most Utahns and won't be a sufficient substitute. A bypass with exits will still allow Main Street businesses to thrive. We live near Mill Road and see the traffic from the three schools near that road. A bypass road on Mill will add to that congestion and make it less safe for students traveling to and from school on foot or in cars. The best option is to have a bypass west of Main Street, especially since that was the original plan and there is already some available property there.</p>	Rebecca	Birkin	Web
31	<p>Many discussions even debates about the tankers running via our beautiful town. I've had a few solutions that may be to far fetched, but HERE we go:</p> <ol style="list-style-type: none"> <li>1. Would be to toll the tankers to minimize traffic and earn revenue. Toll is a compensation for the risk and pollution the tankers represent to Heber citizens, and not as a tax for a federal road.</li> <li>2. Bypass or reroute down the heart of Heber valley or through well invested neighborhoods will not be the best solution, since that will only increased noise, scenic and air pollution. And provide tremendous risk if it goes via neighborhoods.</li> <li>3. Oil pipeline or train to transport. Pipeline may be cheaper over time, but a train-station together with oil transport would be great for future commute. The sheep-herders could do it so should we.</li> <li>4. My best solution would be to keep the traffic as is, but create two store and restaurants streets parallel to the 40. This will provide more of a city center, more business, and less traffic in the center, except for tankers. Perhaps we can even do a tunnel under for easier commute between west and east Heber.</li> </ol> <p>*Extra: A dream of mine would be to build a gondola from Wasatch golf course to a center station that can provide access to PC, Deer Valley and Brighton / Solitude.</p>	Carl Christoffer	Bolinder Wallin	Web
32	<p>Build a new highway going from HWY 40 through Kamas and on to Duschene and Vernal, then we'd avoid all the traffic on Main Street in Heber.</p>	Amy	Schulthess	Web
33	<p>This is Chance. I actually live in Fruitland but I have been through Heber City when Main Street is congested. I feel that Heber City is growing and is only going to get worse, and I feel that something needs to be done about the congestion on Main Street NOW before the opportunity is gone. I would like to see the freeway on Mayflower (north of Heber City) extended through the southern end near Daniel's Canyon if not further. Although there may not be as much business on Main Street, I feel that a freeway through the Heber Valley would not only help alleviate congestion but also benefit thru-travel to and from the Uinta Basin, especially for vehicles hauling crude oil and fuel.</p>	Chance	Roberts	Web
34	<p>Here are 2 options to alleviate traffic congestion on Heber City Main Street.</p> <p>Require the Heber City Council to hold the developers of Red Ledges to their original agreement to build an access from their development to Highway 40 at about 800 North. The city council has let the developer off the hook during multiple phases of their development. This would offload a great deal of traffic from Main Street's most congested areas.</p> <p>Second, UDOT should consider making 100 E and 100 W one way streets for north/south through traffic. If the mayor wants to create a walkable main street, this serves her goals.</p> <p>These 2 items would minimize the impact to the valley and meet the objectives of the mayor and most of the council.</p>	Brent	Crittenden	Web
35	<p>I am submitting a comment on the EIS and the need for a bypass road in Heber City, Utah. I appreciate the opportunity to give input on the subject. The bypass road has been a topic of discussion in Heber City for as long as I have lived here, 15 years. We have reached a point where Main Street or HWY 40 through Heber is failing. We were listed as one of the fastest growing cities in the United States by the New York Times and that growth is going to continue. The projects planned north of town are going to bring thousands more residents to Heber in the next 10 years and we are already experiencing congestion. I know people who live on first west and first east who have said traffic has picked up substantially as people are seeking alternative routes to Main Street. We need a bypass and the current proposed route makes a lot of sense including the moving of HWY 189. This will be our last chance to do this project as homes continue to pop up near the proposed route and development proceeds. This is our chance to make a beautiful parkway with trails, trees, and open space that makes the route appealing to the neighbors that are closest and will have the most impact. In the last local election there was a candidate who ran on the platform of stopping the bypass road and he only received, I believe, 7% of the primary vote and was not on the final ballot. That to me shows there is overwhelming support for a bypass road in the city, and it would be even more well received as a parkway concept. Guarding open space is something that was approved on the last ballot as the first bond to preserve open space was passed in the general election. It is easy to see that a project of this scope can help address many community concerns traffic and open space as a few of those. Please don't delay any longer and allow this project to progress and come to fruition as it is in the best interest of the community as a whole.</p> <p>Thank you</p>	Scott	Phillips	Web
36	<p>This bypass ABSOLUTELY needs to happen!! I was born and raised here in Heber my whole life. A lot of growth has happened in those 20 years and exponentially more is going to come. Main Street is an ABSOLUTE disaster. I stopped driving Main Street 4 years ago because it has become too congested and much more dangerous. I drive the backroads and will continue to do so for the foreseeable future. You just can't get anywhere in town through Main Street. There are dangerous unprotected left turns, and lots of transient traffic and truckers who have to stop at every light and clog up the road. Many of these people could easily be funneled around town with this bypass road and make Main Street a more viable and walkable downtown. I imagine Main Street would become something like Provo Center Street. If we wait any longer Heber Main Street will just be a road of number cars and virtually impossible to get anywhere. This bypass needs to happen soon!</p>	Hannah	Johnston	Web
37	<p>I live along Mill road at 670 South. I am hearing rumors of Mill road becoming more of a high speed type bypass, and am concerned because of the number of homes that directly connect. There are also nearby schools where many students cross Mill road to get to. I saw the report with the future plan and phases, but it was hard for me to tell the scope. We already have the turn lane from center to 1200 s on mill road. I support the bypass on the west side of the valley (not sure if they have any correlation to each other, but wanted to put my comments on record).</p>	Jan	Judd	Web
38	<p>Thanks for allowing us to comment on this important study. How this road is planned and handled will have impacts on this community forever. As the city and county grows I don't know how traffic can be managed without a second north south road to take traffic off Main Street. I would ask that as part of your planning you consider a trail along the route. This is part of our trails master plan, which shows a 10' asphalt trail, that was adopted by the County Council. Thanks</p>	Doug	Smith	Web
39	<p>You have got to find some other solution rather than going through the North Fields...can we widen the road through main street, can we just plan on longer commute times. I would be happy to take more time going down main street rather than destroying the north fields. Natural beauty should be preserved like a monument in danger. I do not need or want this expansion.</p>	Quinn	Calder	Web

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40	Our family is very supportive of finding ways to decrease traffic on Heber City's Main Street. We love Heber's downtown and would like to spend more time there. However, the volume of semi-truck traffic is a disincentive for us to spend as much time as we'd like on Main Street. The proposed by-pass is a good solution that will encourage fly-by passengers to circumvent Main Street while enticing people like us to spend more time on Main Street. Having a by-pass will actually benefit small businesses and increase commerce on Main Street. We love living in the Heber Valley and believe Main Street congestion is our greatest challenge. A by-pass will help the valley for years to come as more people move to the area.	Ryan	Starks	Web
41	This project is at least 20 years late. Should have been completed before the building avalanche started in the valley. Do not destroy the beautiful north fields of wasatch county. The road should be routed on the east side of Heber City not western side of Heber	Lowell	Larsen	Web
42	My family and I are in full support of this proposal. I live over by the high school and this would solve so many issues with traffic and congestion. It seems very well thought out.	Luke	Fitzgerald	Web
43	Eric Bunker ericbunker@danielutah.org The EIS should be guided by the local landscape and not hinder or displace current residential atmosphere or appearance of existing community and take into consideration the smaller local municipalities' preservation and be centered around moving traffic not doing commerce in the local area and allowing those whom chose to frequent local establishments and buy local merchandise the opportunity to do so. The right to farm should also play a role as Wasatch County values that right and has documentation presently and in consideration of pressures already present on that industry. It will be hard to balance but I think with local leader involvement it can happen. The new corridor should be located in the unpopulated area and should be a strongpoint for minimal displacement or change of the current landscape. The EIS should look at all of these as well as the impact effect on the balance and identity, now present. I cannot express enough my opinion for the vital connection of local input from local and elected leaders moving forward. Thank you, Eric Bunker	Eric	Bunker	Web
44	Dear Heber Valley Corridor EIS Team,  Attached is a comment letter from the Utah Reclamation Mitigation and Conservation Commission on the Heber Valley Corridor EIS. Please contact me if you have any questions. Thank you.	Mark	Holden	Email
45	Please put the Heber bypass road from River Road to the gravel pit. To place it anywhere else would compromise the quality of life of too many of us residents of Heber City. Thank you.	Laurie	Reed	Web
46	Craig,  Attached is a letter signed by the County Council Chairman regarding a future bypass and recommendation that a trail be incorporated with it.  Thanks	Doug	Smith	Email
47	Please do not do this. There is no reason to destroy the land to add on roads that will NOT do anything but cause more traffic and congestion. NOBODY WANTS THIS. NOBODY NEEDS THIS. JUST BECAUSE YOU HAVE MONEY TO BURN DOES NOT MEAN YOU HAVE A GOOD PLAN. STOP THE MADNESS! MORATORIUM ON BUILDING THINGS THAT ARE A DETRIMENT	Andrea Elizabeth	Felice	Website
48	Do NOT take away the rural beauty of the valley by building a bypass through the farm land between Midway and Heber City. The growth of the valley will continue to be to the east (not to the west) and we'll end up with traffic congestion from the east trying to get to the bypass. Build a bypass (the necessity of which is still vague) to the east of Heber City and place the bypass where it is equidistant for local traffic in the valley.	John	B	Website
49	Bring in the bypass, and put a light on Jordanelle parkway and 248	2110	Orange	Website
50	So, to bypass businesses on 40 to alleviate congestion you want to create congestion in neighborhoods, create noise pollution, accidents and put pedestrians and cyclists lives at risk? No!	Christy	Brown	Website
51	The idea of destroying the North and South Fields open spaces by placing a highway so as to reduce traffic through Heber City is too little and too late. Why would a truck headed towards Strawberry/Duschene take the long way vs going through town? The cost to put a road will be exorbitant and the benefit minimal. The only real alternative is to use the existing road system and perhaps expand US 40 to three lanes and better enforce trucks and slower moving vehicles keeping to the right. Another better option would be to make 100 East and 100 West one way streets and slowing the speed limit on Main Street to 25 MPH.  Finally - if your spending hundreds of millions for a bypass why not build an overpass above Main Street and route through traffic onto that. It's significantly less impact to the open space and probably not much difference in cost because it is significantly less distance to build.	John	Scheid	Website
52	We strongly oppose constructing a bypass highway for Route 40 to the west of Heber City. The North Fields are a very fragile ecosystem for wildlife, and the open spaces are diminishing in Heber Valley at an alarming rate. The North Fields are a treasure, and their beauty creates a huge draw for Heber tourism. This beauty provides peace and quality of life for the residents of Heber Valley as well. Once destroyed, people will not flock to the Heber Valley to see more highways and more subdivisions. Highways and over development are killing the golden goose of the Heber Valley. The oil industry is on the wane with the projected transition to renewable energy and electric vehicles. The number of tankers should decrease accordingly. We've also heard rumblings from those who work in the oil industry in the Uinta Basin that a pipeline may even be in the works. Perhaps we should re-evaluate the need given these projections. Please let us try some alternatives before we spend money, time, and destroy priceless resources and environmental habitats. It would be wise to experiment with other alternatives first, before committing huge sums of money and irreversibly destroying land in the North Fields. Here are some options to be considered alone or even in combination together: 1) Reroute trucks and/or through traffic one or two blocks outside Highway 40 in the corresponding one-way direction for the critical traffic light segments, similar to the Jackson Hole program. 2) Thinking outside the box by spending funds earmarked for a bypass to create an extensive bike path system to get Heber Valley residents out of their cars and riding around town on their bikes. That could go a LONG way in alleviating pressure on the central road system. Think Davis, California. Heber is pretty much flat terrain as well. Davis as a town and the UC Davis Campus have a fantastic bike culture. How cool would that be to foster that culture in Heber Valley? It would be yet another draw for tourism! Granted this is viable for the warmer seasons, but summer is when the traffic issues are at their peak as well, so it would be in sync. 3) Reassess traffic studies once the new Red Ledges access road is in full use. Heber is finally holding Red Ledges to their obligation to provide a secondary access route to/from Highway 40 to the north of Heber City. Once this road is completed, a considerable amount of local traffic will be rerouted from the congested traffic light blocks on Main Street. It would be wise to reevaluate traffic once this alternate route is in play before moving forward with bypass plans. If UDOT is determined to build a bypass route, it MUST be constructed as a non-stop, no-entry/exit road with absolutely NO commercial zones forever—with no time limitation. The Legacy Highway was built with this restriction, but only for a limited period, so we will soon see commercial development creeping into sensitive open lands. To turn the North Fields into a secondary commercial zone would be tragic. Finally, what is so terrible about a 5-minute delay passing through town during "rush hour?" Seriously? We do not need to spend millions of dollars and destroy fragile ecosystems and priceless open spaces so people don't have a five minute delay. If traffic gets bad enough, people will become very creative with their schedules to avoid the high traffic time periods. Or people will just plan ahead to accommodate the delay. I surely am not the only person who is willing to endure relatively minor traffic delays on Main Street/40, if it means we can preserve the beauty and nature of what makes Heber Valley so unique and special. What we need to do is reevaluate development and limit or foster smarter growth to minimize traffic and environmental impacts. Clean water and air are a topic for another forum. Thank you for your consideration.	Suellen	Winegar	Website

COMMENT NUMBER	COMMENT	FIRST NAME	LAST NAME	COMMENT ORIGIN
	<p>Lane M. Lythgoe, Architect,</p> <p>resident of Heber Valley for 59 years</p> <p>Author of the PARKWAY design for the north fields. The following is a response to the UDOT questions as they would apply to the PARKWAY design as sponsored by the Heber City Mayors office, many of the Heber City council members, and many, many others.</p> <p>Air quality</p> <p>The PARKWAY design will utilize the turbo roundabouts providing a consistent ongoing traffic flow without lights and vehicular idle. There will be NO stop lights or unsightly overpasses, just simple, naturally occurring traffic movement. NO ramping up or engine braking. (PARKWAY group)</p> <p>Residential and commercial property impacts</p> <p>The PARKWAY design maintains a proper buffer from the western edge of the Heber City limits and keeps noise and fumes far away from the sensitive residential areas to the east.(PARKWAY group)</p> <p>Economic development</p> <p>The PARKWAY design will facilitate a revitalization of the Heber "downtown" corridor and will greatly improve the residential/ pedestrian atmosphere thus spurring on economic growth in the core of the city.(PARKWAY group)</p> <p>Hazardous materials</p> <p>The PARKWAY design will allow hazardous materials from large and small transports to go beyond any proximity of the sensitive residential areas within the Heber City limits.(PARKWAY group)</p> <p>Historic structures</p> <p>The PARKWAY design will provide a unique opportunity to establish a pristine "parkway" bypass that will allow scenic tours via walking, biking, equestrian trails to enjoy the area that will be preserved forever. This will become a legacy parkway that will link lake to lake as defined by the Heber City envision 2050 goals.(PARKWAY group)</p> <p>Land use</p> <p>The PARKWAY design will permanently capture land available for use by the public for not only consistent traffic movement through the valley but will allow for ongoing outdoor use and recreational opportunities.(PARKWAY group)</p> <p>Noise</p> <p>The PARKWAY design maintains a proper buffer from the western edge of the Heber City limits and keeps noise and fumes far away from the sensitive residential areas to the east.(PARKWAY group)</p> <p>Potential construction impacts</p> <p>The PARKWAY design will facilitate a lighter construction impact on the community since it is more removed from the western edge of the City.(PARKWAY group)</p> <p>Social (e.g., emergency services, neighborhood unity and community character)</p> <p>The PARKWAY design allow for a more fluid transition for the newly located EMS building on 1200 south by creating a direct corridor from the 189 roundabout straight north to the Midway or northern roundabout. This design will reduce EMS time to areas located to the north and the west of the City center.(PARKWAY group)</p> <p>Wildlife and threatened and endangered species</p> <p>The PARKWAY design's impact upon the wildlife in the north fields area will have less of a detrimental impact than other UDOT designs do to the fact that the PARKWAY design aligns itself to many existing asphalt and gravel roads already in existence running north and south. The PARKWAY design will broaden the corridor and provide enhanced vegetation and habitat by way of native shrubs, trees and grasses along the PARKWAY trail system. This ribbon of trails and natural habitat could be fed by the Wasatch County sewer management system, allowing its capacity to expand into a 5 mile green belt PARKWAY corridor.(PARKWAY group)</p> <p>Wetlands</p> <p>The PARKWAY design's impact upon the north fields wetland area will have less of a detrimental impact than the UDOT designs do to the fact that the PARKWAY design aligns itself to many existing asphalt and gravel roads already in existence running north and south. This will preserve the north fields "native" areas to the watershed areas already in existence rather than trying to create new roads in pristine wetland areas.(PARKWAY group)</p>			
53	<p>What are some transportation considerations that the EIS will assess?(UDOT questions)</p> <p>Safety</p> <p>The PARKWAY design includes 5 "turbo" roundabouts. General roundabouts are considered to be some of the safest means of natural traffic flow in existence. A turbo roundabout is proven to be even safer than a regular roundabout by using a pull-in lane to get out of traffic as you move around the roundabout to your exit.(PARKWAY group)</p> <p>Bicycle and pedestrian access</p> <p>The PARKWAY design will provide for expanded opportunities for pedestrian, bicycle and equestrian traffic going north and south linking both lakes for incredible recreational opportunity.(PARKWAY group)</p> <p>Business and residential access</p> <p>The PARKWAY design will allow safe and uninterrupted access to areas including Heber and Midway City, the south field ball diamonds, the Wasatch County equestrian complex, the Heber Valley railroad complex, the proposed new high school, the provo river access and many, many other commercial and residential areas. The roundabouts will provide simple, easy and safe access to these facilities whether you are pulling a horse trailer going to the rodeo or a van full of children attending a baseball game. The direct north and south access and roundabout off ramps will create natural flowing access to the heart of the Heber Valley recreational amenities. (PARKWAY group)</p> <p>Complex utility relocations</p> <p>The PARKWAY design, which incorporates the simplicity of the natural turbo roundabouts, will require NO power to function. There will be little infrastructure except power to light at night. The system is natural and environmental and can operate during any climate condition. The PARKWAY will NOT uproot any existing municipality infrastructure, no water, sewer, power lines.(PARKWAY group)</p> <p>Economic development plans</p> <p>The PARKWAY design will facilitate a revitalization of the Heber "downtown" corridor and will greatly improve the residential/ pedestrian atmosphere of the City, thus spurring on economic growth in the core of the downtown. This shift will see an historic renaissance of Heber City downtown and will bring much needed pedestrian safe shopping, eating and recreation to the City center.(PARKWAY group)</p> <p>Regional mobility</p> <p>The PARKWAY design will allow passing through motorists and freight movement to bypass the sensitive downtown core and allow them to get on with their commute. It will create economic efficiency by allowing those who don't want to stop an easy, safe and pleasant passage through our valley.(PARKWAY group)</p> <p>Regional growth</p> <p>The PARKWAY design will create a safe and easy passage through the valley allowing future regional growth to take place where it is currently planned in the Heber City Envision 2050 overview. (PARKWAY group)</p> <p>School walking routes</p> <p>The PARKWAY design will create a safe and direct passageway through our valley helping to minimize pedestrian/vehicular conflict within the sensitive residential neighborhoods.(PARKWAY group)</p> <p>Transit</p> <p>The PARKWAY design will provide opportunities for direct transit routes to cross the valley and also out of the valley routes, thus improving the opportunities for alternate transit.(PARKWAY group)</p> <p>Travel delay and congestion</p> <p>The PARKWAY design will ABSOLUTELY reduce travel delays and congestion and will provide for a safe and smooth passage from one end of the valley to the other.(PARKWAY group)</p> <p>Freight movement</p> <p>The PARKWAY design's greatest benefit will be to reroute large freight haulers (large interstate haulers, local deliveries, construction equipment) around the City limits and to their destination. The present "mainstreet conflict" between small residential vehicles, pedestrians, and the large haulers is problematic at best and is destined for a large-scale disaster if not addressed quickly. Free flowing freight movement is critical to our economy but must be managed in a way that puts only a small burden upon the local population at large and still allows the critical service of long freight haulers. A simple, safe and easy PARKWAY to allow for these trucks to get from point A to point B in the valley is absolutely critical to our future wellbeing and safety. (PARKWAY group)</p> <p>author: the Heber Valley PARKWAY bypass: Lane M. Lythgoe</p>	Lane	Lythgoe	Website

COMMENT NUMBER	COMMENT	FIRST NAME	LAST NAME	COMMENT ORIGIN
54	<p>Dear UDOT,</p> <p>As a resident and business owner located at 370 south main street in Heber City, I have a very unique perspective on the condition of our main street. I have worked and lived in this location since 2001. This perspective has given me a unique insight into the traffic conditions and what we are up against in terms of vehicles, travel patterns, alternative routes and the pedestrian/ vehicular conflicts in this area. I have written to the former governor, the UDOT region 3 director and many others over the past 19 years. We are beyond a failure rate with our main-street and it is only a matter of time until we have some significant loss of life. I appreciate your efforts in moving this process forward. I appreciate your openness to comments and input and I humbly approach you to see if I can add some insight into how and where I feel this new bypass needs to be located. A tight redirection as proposed by UDOT to the western edge of the city will create more problems than it will solve and we will, within ten years be right back to the starting block with a lot of money spent and no option to make it better. Our design is a bold move, I agree, but we have collaborated the design with many of the citizens of this valley including our Heber City Mayors office, City counsel people and others and we feel that this design will give our valley the best chance of managing the huge amount of traffic influx that will be headed our way in the near future. The Heber Valley has gradually become the recreational mecca for the Wasatch front including many surrounding Counties. We have significant local events that draw massive amounts of people to our small valley and we have a critical need to manage the freight haulers, recreational large vehicles, the tourists and the local residents. Not a small task by any means but I feel confident that UDOT will roll up their sleeves, give us the credentials needed to help us manage our internal affairs in a way that will help us build a better and safer community. We know better than any outside experts what we need to govern our issues. If we "short sell" our approach by being conservative and not addressing the larger and bigger picture, the future will remain problematic and unsafe to those who visit our valley. I implore your unbiased review and adoption of this design so that 30 years from now we will look back and say that this was THE DECISION that positively impacted our children's future.</p> <p>Sincerely, and most humbly, Lane M. Lythgoe Local resident and business owner</p>	Lane	Lythgoe	Email
55	<p>Please take into consideration the impact on the existing community including safety, ease of use and quality of life. The previous routes, proposed by Heber City and UDOT including adding a round-about and rerouting Highway 189, was poorly planned and thought out by engineers that have no knowledge or experience of the historical Heber Valley. The routes used outdated maps of an old Heber City that doesn't exist anymore. The proposed routes would end up with more stop lights out side of the bypass routes that what the route would be bypassing.</p> <p>Please update the route proposals, using existing road areas that have the least amount of impact to get the most use of taxpayer funds.</p> <p>Thank you</p>	Brady	Flygare	Website
56	<p>Please don't bring traffic down 500 N. Create a roadie through the field NORTH of Heber north through all of those peoples cute homes and neighborhood. My daughter and husband are building their first dream home on 400 N. and hoping it would encourage this cute old neighborhood to rise. Don't kill it with a major road/traffic right through this quiet neighborhood. Go north!! There is so much land without bringing trucks/traffic in this neighborhood. Think of the kids/dogs.</p>	Andrea	Allen	Website
57	<p>Please design the bypass with future expand-ability into a freeway (right of way land), even if that's not part of the initial plan.</p>	Robert	Sanders	Website
58	<p>This valley and all the residents who reside here, whether they have lived here for generations or moved here recently, are here for a specific reason. Ask yourself, why do I live in the Heber Valley? What makes this valley so special? Clean air, big open fields, safety, quiet. Heber valley is a unique place. Please recognize what this road would do to our beautiful valley. The extreme impact it would have to the quality of life here. Not for the better. This road does not stay true to the integrity of this valley. Please take into consideration the reason all of us are here. The nature that can be found here. The peace. Please rethink this road and the negative impact it will have on all of our lives. It will change Heber and our way of life forever. Search within your heart and conscience to truly realize what we all want Heber to continue to be. Growth is inevitable but growth in a way that respects the land and all its residence.</p> <p>Thank you.</p>	Mckenzie	Graham	Website
59	<p>While the Scope of the EIS documents are fairly user friendly, I can't help but feel much of the material is regurgitated since before the study began. Now that it's underway, what components of each bypass route have been deemed unfeasible and what proposals most unpopular? What assures the public of an unbiased input selection and when will answers to those questions posed be answered and posted? Does the corridor preservation and land acquisition underway for years, favor one bypass route over another?</p>	Jody	Conner	Website
60	<p>I have lived in Heber for 23 years. Gone are the days when you could ride your bike downtown. Gone are the days where you could chat with a friend on the sidewalk. Gone are the days when you felt safe driving on Main Street. The noise and congestion and air pollution is unbearable. The sheer volume of tanker trucks is insane and not safe. Businesses suffer as there is very little parking for customers. If there was a bypass all these issues could be resolved. We could have parking and beautiful planter strips in the middle of the road. People would want to come to main strip and shop in our stores. Kids could be safe riding their bikes to the movie theater etc. I urge you to safe our town by saving our Main Street. Tourists would actually stop.</p>	Sheila	Johnston	Website
61	<p>Well before the development along Hwy 40, in Heber, Midway and area's round about. UDOT had many opportunities to put a road system in that made sense and addressed the extensive development and accompany traffic that was forecast to take place in the future. UDOT turned a blinds eye to the heavy commercial traffic in the form of large tanker trucks and semi's that have been choking Heber's Main St. since Hwy 40 was built. With time it has only gotten worse. Now land is scarce and UDOT has few options for diverting traffic around Heber. The bureaucrat's have their eye on the only open space left in the valley...the North &amp; South fields. This space is highly coveted by the citizens of Heber and the tourists who visit the area. It is a vital wildlife habitat. This space has not been protected by the citizens of this community all these years so that UDOT could wait...and wait...and wait to take action, and then come along, at the last minute, and snatch it up to put a big, ugly, noisy, smelly highway through it.</p> <p>Leave the North &amp; South Fields alone!!</p> <p>Just because it's the only open space left in Heber doesn't mean it's the only solution to solving the traffic problem.</p> <p>Come on people...THINK! The easy solutions are gone. USOT has waited to long. It's time to expand your thinking and be creative. For goodness sakes, do your research. There are other options! If the UDOT team that's working this project can't find any other solutions then replace them with more creative, out of the box thinkers. But leave the North &amp; South Fields alone. Remove this open space from the equation and you will find a better solution.</p>	Charlotte	Reedy	Website
62	<p>As an owner of property in the north fields, I wish to voice my continued opposition to the proposed east bypass road cutting through the north fields as contemplated in the latest technical report. While I recognize that development and expansion of Heber is inevitable, I believe that</p>	Dennis	Van Leeuwen	Website
63	<p>As an owner of property in the North Fields, I wish to voice my absolute opposition to the proposed east bypass road currently contemplated that would cut through the North Fields. I recognize that the expansion and future development of Heber is inevitable, which makes it even more imperative to leave this beautiful open green space as is to maintain the beauty and character of the valley. For generations, the North Fields has not only provided a way of life for ranchers, it's also become one of the signature elements of the valley and for that matter, one of the most iconic areas of Utah. The environmental impact statement makes it very clear that growth and development of the Heber Valley will forever change the look and character of the valley. It goes without saying that these changes will also have a significant impact on residence and long time property owners of the valley. In the face of those changes, certain features, characteristics and landscapes must not be touched. To do so, even in the name of progress, would be a tragic irreparable mistake. Again, I am absolutely opposed to any proposal that would encroach upon this green space. If development must go forward, which it will, put the bypass road on the east side of the valley where the bulk of the development and expansion is taking place.</p>	Dennis	Van Leeuwen	Website
64	<p>I am an owner of land in the north fields. I understand that progress and growth is inevitable but putting a bypass road through the both fields would be a horrible decision. The Heber valley is experiencing much growth but ruining the green pasture lands with roads and development is not the answer. People love the heber valley because of the space and green and pastures. Let the developers provide roads and access to their areas and pay for the problems. The east side is where the growth is, that is where the bypass should be too. Don't pick the north fields just because there isn't as much development it is NOT where a new road should go.</p>	Jill	Van Leeuwen	Website
65	<p>Primary Purpose Amended Statement: 2.1.1 Primary Purpose</p> <p>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 through 2050 while allowing Heber City to meet their vision for the historic town center and to MAINTAIN THE ENVIRONMENTAL QUALITY AND THE NATURAL SCENIC BEAUTY OF THE AREA.</p> <p>Amend Secondary Objectives 2.1.2 Secondary Objectives</p> <p>The project will also evaluate the following secondary objectives:</p> <ul style="list-style-type: none"> <li>· MAINTAIN PLANNED AND PROTECTED OPEN SPACE AND PARKS, AND PRESERVE VIEWSHEDS.</li> </ul> <p>Add Screening Criteria ' CONDUCT VIEWSHED ANALYSES FROM AND TOWARD ANY ROADWAY PROPOSAL ' IDENTIFY LANDS UNDER CURRENT OR PENDING CONSERVATION EASEMENT PROTECTIONS AND ELIMINATE THEM FROM CONSIDERATION FOR ANY NEW ROAD ' CONSIDER THE ENVISION HEBER PLAN'S OPEN SPACE PROTECTIONS FOR THE NORTH FIELDS ' DOCUMENT WETLANDS ACCORDING TO THE CLEAN WATER ACT DEFINITIONS; DO NOT RELY SOLEY UPON THE ARMY CORPS OF ENGINEER MAPPING ' DOCUMENT CONTIGUOUS AQUIFER AND SHALLOW GROUNDWATER AND EVALUATE ANY POSSIBLE SOURCES OF CONTAMINATION OR DETERIORATION RELATED TO THE PROJECT AFFECTING THE VALLEY'S CLASS 1 AQUIFER. ' EVALUATE THE AESTHETICS OF ANY DESIGN PROPOSAL</p>	Ann	Zimmerman	Website
66	<p>I would ask that the proposed bypass route NOT be put down 1200 South. I also ask that Highway 189 stays where it is at and is not re-aligned down 1200 South. The road, 1200 South, is too close to residential homes and parks for it be a highway or road with high speeds.</p>	Brianne Field	Zimmerman	Website

COMMENT NUMBER	COMMENT	FIRST NAME	LAST NAME	COMMENT ORIGIN
	Additional comments to my earlier comments.			
67	There seems to be a double standard in the goals being followed by Heber City regarding traffic: It has now added additional turn lights to several traffic lights on Main Street which further slows traffic. It intends to add three new traffic lights between the traffic light at 600 North and Main Street and the traffic light at US 40 and River Road due to the significant annexation it intends to approve. Conclusion: Heber City needs to thoroughly think through the traffic issues related to (1) the projects it is approving and (2) the installation of new traffic lights and/or the modification of existing traffic lights that do not further exacerbate traffic problems.	Laren	Gertsch	Email
68	Preserving the North Fields is very important to EVERYONE in Wasatch County. A highway cutting through the hearth of the North Fields is detrimental to the mandate of the Wasatch Open Lands Board, and the Wasatch County Council, that was given by the citizens who voted for the \$10 Million Open Space Bond in 2018. The North Fields was referenced as the most important area to preserve during this bond election. The bypass road needs to be as close to the current western and northern boundaries of Heber City to show good faith, with the local citizens and officials, in their ongoing efforts to preserve the historical agricultural lands of the North Fields.	Tracy	Taylor	Website
69	We don't want or need this. Period.	Richard	Getz	Website
70	What is the process for the Level 2 Screening of each Bypass alternative in terms of continued engagement of the Stakeholders Advisory Members BEFORE any potential solution is no longer reviewed or rejected?	Philip	Jordan	Website
71	Dear Ms. Kisen,  Thank you for the opportunity to review and provide scoping comments and comments on the draft Purpose and Need for the Heber Valley Corridor project. If you have any questions regarding our comments please do not hesitate to reach out to me directly. We look forward to continuing to work with you on this project.	Matt	Hubner	Email
72	We live on Highway 40 between River Road and Heber City and our farm fronts extensively on Highway 40. Therefore, we have particular interest in all the plans concerning Highway 40 and this planned bypass road. In planning this bypass, concerns cannot be just about the desires of Heber City, but of all those who live in this valley. Heber City must be prepared to accommodate its own traffic within its borders, including an east bypass road. It should not be allowed to place the burden of its traffic by creating a bypass road through the North Fields in Wasatch County, which would seriously and irreparably damage both the scenic and agricultural nature of this area. Mike Johnston of Heber City has stated in a City Council meeting that he is pushing with UDOT for a bypass road coming from the north, presumably through the North Fields, rather than the plans that have historically been proposed by UDOT that hug the perimeter of Heber City. We strenuously oppose Mike Johnston's proposal and the destructive nature it will have on the North Fields. His comments about working with UDOT to change its historic plans for a bypass seems to be private and made before any open meeting or public hearing on this subject. All private proposals by Mr. Johnston and by any other Heber City officials with UDOT preceding, after, or outside this public comment period should be made public. Sincerely yours, Dan and Trudy Simmons 3333 North Highway 40	Dan	Simmons	Website
73	Attached please find public comment objecting to the proposed Hwy 40 overpass, on behalf of the Blue Sky Ranch HOA / Subdivision.  Best, Doug Shumway	Doug	Shumway	Email
74	I grew up in the Heber Valley, the Son of a dairy farmer. My earliest memories of this quiet, peaceful valley that was my childhood home are etched forever in my brain. The beautiful sunrises and sunsets over the surrounding mountains, the sheep and cows grazing peacefully in green fields, the call of the sand cranes in the north fields where we summered our new calves, the incredible beauty of rock creek and spring creek running through green pastures. A lot has changed since the 40 years that have passed when I left the valley. I know progress is inevitable, but we collectively, still have a chance to preserve those memories for others to enjoy because those idyllic scenes still exist in the North Fields today. I am adamantly opposed to the bypass running through the North Fields because you will ruin forever what we hold so dear as inhabitants of Heber Valley. I will not stand silent to see what has existed in this valley for millennia destroyed by the clamoring of a few to destroy those peaceful fields in the name of progress and commerce. If UDOT has a soul at all, they will not rest until an alternative to the North Field bypass is found. You cannot let the last parcel of undeveloped land in Heber Valley become a crescendo of traffic and noise that will destroy the natural habitat of numerous species of wildlife and upset the natural flow of groundwater that provides the nourishment so vital to keep those fields green. You must not sleep until you have found a solution. Please, for the sake of all that is dear to those who call this valley home, don't let this tragic course of action proceed.	John	Crook	Website
75	There are multiple considerations regarding the "bypass" road and other transportation needs within Heber Valley. Western bypass-this road was considered over 20 years ago and was proposed as an arterial highway not a re-route of a US highway. Many of us have been aware of this potential future arterial road but never planned on a 4 to 6 lane US Highway. Now Heber and Wasatch county are trying to "pass the buck" to UDOT for there failure to complete this much earlier. Re-routing an US Highway through our back and front yards would destroy 100's of residents quality of life with noise, pollution, and great risk to safety and destruction of property values. Keeping the highway on main street does nothing to hurt the current situation. 20 years ago the Valley was a different place and a bypass would of helped traffic avoid main street. If you look at the potential routes of a western bypass it essential bypasses to small of an area and will create huge congestion coming in to Heber at 850 North. Currently the majority of development is happening north and north East of Main Street. This greatly impacts the traffic on main street. In your assessment you refer to the preservation of "historic main street" this consists of approximate 4 blocks of main street at the most but you ignore the citizens request to preserve open space. Other than a couple blocks main street resembles other highway 89 areas such as state street in the Salt Lake Valley it is filled with car dealerships, fast food, and convenience stores. To spend 100's of millions of dollars on a western bypass cannot be justified to by pass 4 blocks of historic main street. Envision Heber very much also showed preservation of open space was equal to or even greater than main street concerns. Open Space Preservation is of great importance to the resident of this valley. Heber is currently losing massive amounts of our agricultural and open space heritage to development. Running a US highway through the little open space left is against the will of a good majority of citizens. Environmental Concerns-the western fields of the valley including South and North Fields are home to many species including nesting and migratory areas for Sand Hill Cranes, Geese, and many species of raptors. This does not include the foxes, deer, toads, and other wildlife that live in these areas. Destroying 100's of acres of habitat for a road that will not solve the problem it is intended can not be justified. Heber traffic-Heber traffic is primarily due to the huge growth on the East side. A western bypass will not solve this. Heber City needs to improve alternative traffic flows. 100 East and 100 West are under utilized. I drive these daily and there is no traffic on them. Also light placement and timing is not good on Mainstreet. If this was improved and as you hope to complete an additional lane to be added this would improve traffic. To summarize any well thought out cost/benefit analysis would not support a western bypass. The social, environmental, safety and financial costs far out way the benefits of saving a few blocks of a mixed up main street and reducing traffic from one end of town to another by a few minutes. I am trusting you will use your best judgement and not build the western by pass. There are other better options: Eastern bypass, improve traffic flow on main, and better utilize existing roads are just a few.	Justin	Crail	Website
76	Build a US 40 bypass around the west side of town. See attached sketch. By the way, your comment form that has the button for adding a comment doesn't work.	Kelly	Harris	Email
77	As I said in the pre-EIS public comment period I do NOT support the bypass road. However, today, I am worried that the new construction will drive all of the snakes and mice from the fields into my neighborhood and house. I have already seen 6 snakes in my neighborhood this week...that is too many and we haven't even begun construction.	Heather	Siefert	Website
78	Please consider the following recommendations for the bypass alignment. With support of Wasatch county or other cities within the county we would support such an alignment as we have shown in the attached file. The city of Heber Has already voiced that they do not wish for any changes to the current status of open green fields while maintaining control of their Main Street but we think that smart planned growth would best suit the County as a whole.	Doyle	Johnson	Website
79	Utah Audubon Council Scoping Comments on the Proposed Heber Valley Corridor EIS  Utah Audubon Council (UAC) submits the following comments for the scoping process for the Heber Valley Corridor Draft Environmental Impact Statement. UAC represents the four Audubon chapters in Utah and the thousands of Audubon member statewide on public policy matters. The DEIS should address these and other issues related to the all of the project alternatives: Assuring maximum preservation of farm land/open space, protection of wetlands, and wildlife. Avoiding or mitigating impacts to water quality. Impacts of induced new traffic and growth, and the socio-economic impacts that go with both. Impacts of increased traffic on air quality, and impact of increased noise on neighborhoods. Impacts on visual resources. Impacts upon wildlife from increased traffic noise, pollution, and animal strikes by autos and trucks. Impacts on habitats and migratory routes for sandhill cranes, Canada geese, bobolinks, other avian species. Impacts to fish and other species in the Provo River. Impacts to recreation. In addition to the No Action alternative and the no by-pass alternative, UDOT should consider an exit intersection from US 40 south of SR 30 (N. River Road), perhaps at 3000 N.  Thank you for the opportunity to comment. Please keep us informed as the environmental impact analysis for this proposal goes forward.  Steve Erickson, Policy Advocate Utah Audubon Council c/o 444 Northmont Way, Salt Lake City, UT 84103	Steve	Erickson	Website
80	No Bypass/Highway please!	C	Wilson	Website
81	Midway City wants to ensure that alternatives to the bypass are considered and access to SR 113 from the bypass is not allowed.	Luke	Robinson	Website

COMMENT NUMBER	COMMENT	FIRST NAME	LAST NAME	COMMENT ORIGIN
82	Please see my recommendations in the attached outline	Doyle	Johnson	Email
83	As a stakeholder in the potential bypass alignment area we would like you to consider the impact a four lane road will have on our property. We have put together a summary of what we would like you to consider in the attached plan recommendations. We own over 60 acres on Midway lane and 1000 west across from Heber city's southfield park.	Missy	Maughan	Website
84	Please don't ruin our open space with a highway that won't really help with Main Street traffic problems.	David	Hallock	Website
85	The bypass needs to meet future needs while minimizing impact to current residents. On the South end, the bypass should follow current highway foot prints to minimize impact on current residents. On the north side, the bypass should continue further north as most of the growth will occur on the northern portion of the city and there is less impact to the residents.	Brent	Bluth	Website
86	We are developing several parcels of ground adjacent to the proposed corridor in Heber City. They are parcels 20-9705,20-7240, 20-9706, and 20-9703. There will be close to 45 new homes adjacent to the proposed corridor. We are concerned with the potential noise impact to the new homeowners located adjoining the proposed corridor, which can be exacerbated with higher automobile, truck and commercial speeds routed to the corridor. We are also concerned that the potential corridor will bring the point of auto and truck pollution discharge to residential neighborhoods versus its current discharge point in the commercial corridor where it is currently. We would like to see the proposed mitigation measures, and specific targets to reduce noise and vehicle pollution along the proposed corridor. We are also concerned with light pollution spill-over from the proposed corridor to ours and other residential neighborhoods. How will the lighting plan for the corridor mitigate the light pollution potentially affecting homes and residents?	Wanda	Taylor	Website
87	The road would be better run through the far end of the fields and coming down River road. People do not want this thing close to their homes, it will bring down our property values. I do not want it at all but if you doing it, keep it where there is no homes To Whom it May Concern,  I am writing in opposition of the UDOT and Heber City bypass/corridor proposal to move Highway 189 to a new 1300 South in Heber through a massive round about.  I attended the public open house on February 20 at Heber Valley Elementary and found the information very confusing and misleading. When asking questions to UDOT members each one had a different answer to same questions. I also spoke with the whom I later found out to be the city manager, after being directed to him by a UDOT official. He never introduced himself and when I asked questions he said he was "new" around here and didn't know the answers to my questions without looking at a map. I also noticed at the meeting when the moving of 189 was first introduced to the public, the city and UDOT changed the narrative of this being a "bypass" to a "parkway." I'm sure this is to make it sound more appealing to the citizens of Wasatch County. However let's call it what it is, a HIGHWAY right next to 31 existing homes! I know the Mayor and City manager have a hope of turning Main street into a charming area tourist destination, like Midway and Park City. The only problem is that is not what Heber is, Main street was built on a highway plain and simple. This was evident at the open house where there were plenty of beautiful pictures presented while the bypass was shown with dotted and green lines.  I am a mother of 4 young children and live near the new proposed "bypass" route. I am concerned about many aspects of this project the first being the safety of the children. My children walk to school up our street to the corner of Industrial and 1250 South. This intersection would be less than 25 yards away from a road that will be 55 mph with large diesels and oil tankers speeding by. Oakwood homes subdivision is also located across from this intersection. They build a community park on this corner where many children ride the bikes to and families congregate during the warm spring and summer months. I am not sure how Udot plans to secure this section of the highway from the young children, since there were no mock-ups of what the "bypass" would look like when finished. The noise from this proposed route would also be great as many young families live in these homes. As soon as the diesels would be gaining speed to 55 mph they would essentially be slowing right back down to enter into the massive roundabout proposed to link 1300 south to the portion heading North. Another concern would be the large amounts of trash that come with rerouting the highway. I have driven down 189 and seen the trash that never seems to dwindle. What will be done to protect children, reduce the noise and excessive trash that comes along with a reroute of highway 189.  The second area of concern is the amount of money that this project will cost. When asked at the open house about a budget UDOT said they couldn't give one yet. However, I would guess its budget would easily be 2x the amount with the movement of an already established and recently, less than 10 yrs, widening and repaving of US 189.UDOT is also proposing building the largest roundabout to move traffic off 1300 S to a new road that parallels Southfield RD. During the summer this will be full of trucks pulling boats and RV's, motorhomes, and diesels, along with cars. In the winter those previously stated along with snow plows will navigate the complexity of the round about. This area accumulates many feet of snow and sometimes 10-24 inches at a time. How will the snow plows be able to keep the ice and snow cleared in this area? When a normal intersection would be able to meet the same needs without the show of being the biggest ever built in the West. Other concerns are what are the plans for retaining the railroad tracks and access to the Wasatch County Events Center. Southfield park is also within yards of the new "bypass" this park holds all the recreational activities for Wasatch county including fall and spring soccer, softball, baseball, and T-ball. Not to mention it crosses the main road that connects Midway to Heber. I would hate to see huge overpasses go up and block the beauty of the mountains which is a main reason most citizens moved to this valley.  The next area of concern that certainly goes along with the cost is moving highway 189. If this is done it gives the airport the opportunity to gain more acreage without much of a hassle. The expanding of the airport has been voted down by the citizens of Heber and they have let local government officials know that they do not want this. However, it seems the city does and by moving an entire highway this can be done! The city manager Matt Bowers stated in an interview that he fully supports enhancing the airport.  The area where 1300 South would be built goes through a sewer district and is home to many different wildlife. In the spring and the fall we get many flocks of geese migrating north or south. We also enjoy the white sand crane during this time. The birds spend a lot of time feeding and resting in these fields. How sad it would be for them to find another place to enjoy because of a loud and dirty bypass running through the middle of the fields. There are also many deer that fed in these fields throughout the year and I've heard a moose on occasion but never witnessed this.  I know there are no easy solutions to the traffic issues that face the valley, however, I would like to know why other options besides just a bypass have not been explored. I would think that improving the timing of many of the lights on main street as well as adding green arrow turn lights at some of the busier intersections like 600 S and 100 N heading to Midway. Some have suggested updating 100 E and 100 W to one way streets to pull some of the local traffic off of main street. By doing these simple things traffic can become better now instead of in the 10+ years it could take to build the bypass. If the city doesn't have the funds to make some of these simple changes where will the money come to build a peaceful downtown center.  Please consider moving the route back to 189 and out of the backyards of families that have chosen to call this valley home!	Brook	Flygare	Website
88	Particular attention should be paid to the impacts of heavy commercial use of the corridor. Accelerated wear of the road by heavy vehicles, air pollution, noise pollution will all affect the population. The long-standing structure of free use of the roads by any users should be re-evaluated, and heavy profit-making users of the road should pay in proportion to their use and impact.	Edward	Funnell	Website
89	UDOT has neglected Wasatch County when it comes to the safety of travel on their roadways. Their are so many areas in the county that need to be addressed and improved before any new project is started. Hwy 189 needs to be completed to four lanes around Deer Creek to include a concrete or metal divider. US40 needs much more work than just a rumble strip. Center dividers, barriers must be put into place to prevent any more head on crashes. US40 needs to be widen south of 189. Multiple intersection greatly need attention, left had turn lights that actually turn green, and more traffic lights need to be added on 189 and US40/Main Street.  The plan to skirt the city and come up short just past the bowling alley is an absolute waste of money. With no over passes at key intersections like 113/Midway Lane this road will only be another traffic nightmare an not a true bypass. I believe the time has come and gone, just like the property needed to put into operation a safe and well thought out bypass route.  US40 is the Highway, it always has been. Why make a route that won't solve the traffic problems of a fast growing valley. Main Street will never be the tourist magnet some have hoped for, nor will it return to its quieter home town days, which is unfortunate. The reality is even with the possibility of a bypass, the amount of growth expected in the years to come will continue to place demands on Main Street.  US40 from the Summit County line to at least Danier should be widen to 6 lanes. In the Heart of Heber City the addition of two lanes would allow, two travel lanes in each direction, with a right turning lane/travel lane. This would prevent traffic from backing up in the right lane as it does now. A left hand turn lane at every other block would allow for traffic to make a left hand turn without backing up thru traffic. A 12 high center curb would control cross traffic mid street. There is room for 6 lanes of vehicle traffic, left hand turn lanes and parallel parking. There will need to be some changes to curbs and removal of some of the extended planters but this would work to move traffic through town.	Nick	Lopez	Website



COMMENT NUMBER	COMMENT	FIRST NAME	LAST NAME	COMMENT ORIGIN
90	<p>This is a devastating project for the valley. You will be taking our last remaining open space and putting a highway thru it. Noise and congestion into rural areas is not the answer please do not consider this and build an alternate route on 100 west. Amenities like gas and food are already in Heber. Rerouting will just take more traffic and spread it across our beautiful valley. Noise and air pollution will be spread out. and biking to midway will be inaccessible and dangerous. This corridor is so unique we must preserve it over some highway project.</p> <p>Please consider children riding bikes, people walking along the bike trails and in the north and south fields. When I ride my road bike I can see amazing wildlife that would not be there otherwise.</p> <p>Never less you will not listen to our comments since you have not for the past 5 years. Thus making this situation the best possible out come, here our my requirements if you so recklessly decide to plow this project thru.</p> <ul style="list-style-type: none"> <li>- stop building homes in the valley. When I moved here 15 years ago Main Street was manageable. Don't blame this on truck traffic. It is all the homes you are permitting to be built here.</li> <li>-Making bike pedestrian tunnels to connect midway and Charleston roads is crucial.</li> <li>-Only use the best noise control pavement/asphalt.</li> <li>-Preserve the entire north and south fields.</li> <li>-Make the trucks and oil and gas pay for our amazing parks and schools.</li> <li>-speed limit of no more than 45 mph.</li> <li>-build the highest sound walls with lots of old growth established trees along the corridor</li> <li>-no amenities until you reach Walmart or river road(no gas stations, restaurants, businesses) keep zoning to agriculture and keep it that way. Never change the zoning unless it is for open space.</li> <li>-station a highway patrol unit along this corridor to maintain the speed limit and sound from Jake brakes.</li> <li>-do not partake in the airport realignment. Maintain 189.</li> <li>- keep it only at 2 lanes!</li> <li>-</li> </ul>	Kate	Mapp	Website
91	<p>We strongly oppose constructing a bypass highway for Route 40 to the west of Heber City. The North Fields are a very fragile ecosystem for wildlife, and the open spaces are diminishing in Heber Valley at an alarming rate. The North Fields are a treasure, and their beauty creates a huge draw for Heber tourism. This beauty provides peace and quality of life for the residents of Heber Valley as well. Once destroyed, people will not flock to the Heber Valley to see more highways and more subdivisions. Highways and over development are killing the golden goose of the Heber Valley.</p> <p>The oil industry is on the wane with the projected transition to renewable energy and electric vehicles. The number of tankers should decrease accordingly. We've also heard rumblings from those who work in the oil industry in the Uinta Basin that a pipeline may even be in the works. Perhaps we should re-evaluate the need given these projections.</p> <p>Please let us try some alternatives before we spend money, time, and destroy priceless resources and environmental habitats. It would be wise to experiment with other alternatives first, before committing huge sums of money and irreversibly destroying land in the North Fields. Here are some options to be considered alone or even in combination together:</p> <ol style="list-style-type: none"> <li>1) Reroute trucks and/or through traffic one or two blocks outside Highway 40 in the corresponding one-way direction for the critical traffic light segments, similar to the Jackson Hole program.</li> <li>2) Thinking outside the box by spending funds earmarked for a bypass to create an extensive bike path system to get Heber Valley residents out of their cars and riding around town on their bikes. That could go a LONG way in alleviating pressure on the central road system. Think Davis, California. Heber is pretty much flat terrain as well. Davis as a town and the UC Davis Campus have a fantastic bike culture. How cool would that be to foster that culture in Heber Valley? It would be yet another draw for tourism! Granted this is viable for the warmer seasons, but summer is when the traffic issues ae at their peak as well, so it would be in sync.</li> <li>3) Reassess traffic studies once the new Red Ledges access road is in full use. Heber is finally holding Red Ledges to their obligation to provide a secondary access route to/from Highway 40 to the north of Heber City. Once this road is completed, a considerable amount of local traffic will be rerouted from the congested traffic light blocks on Main Street. It would be wise to reevaluate traffic once this alternate route is in play before moving forward with bypass plans.</li> </ol> <p>If UDOT is determined to build a bypass route, it MUST be constructed as a non-stop, no-entry/exit road with absolutely NO commercial zones forever—with no time limitation. The Legacy Highway was built with this restriction, but only for a limited period, so we will soon see commercial development creeping into sensitive open lands. To turn the North Fields into a secondary commercial zone would be tragic.</p> <p>Finally, what is so terrible about a 5-minute delay passing through town during "rush hour?" Seriously? We do not need to spend millions of dollars and destroy fragile ecosystems and priceless open spaces so people don't have a five minute delay. If traffic gets bad enough, people will become very creative with their schedules to avoid the high traffic time periods. Or people will just plan ahead to accommodate the delay. I surely am not the only person who is willing to endure relatively minor traffic delays on Main Street/40, if it means we can preserve the beauty and nature of what makes Heber Valley so unique and special. What we need to do is reevaluate development and limit or foster smarter growth to minimize traffic and environmental impacts. Clean water and air are a topic for another forum.</p> <p>Thank you for your consideration.</p>	Janel	Palmer	Email
92	<p>The HVC EIS Scoping Summary (pg. 236) states the southbound travel time goes from 4 min. 30 sec. currently to ~7 min 20 sec. during peak travel times in 2050 with the no-build alternative, (4:10 to 5:30 northbound.) There is about a 3 mph slowdown (11-25mph reduced to 8-22mph.) These increases over the next few decades are not that significant and well below what drivers from most other urban areas are accustomed to.</p> <p>Crash rates are well below those of Logan and Moab. For the huge costs in dollars, wildlife habitat, quiet open space, water quality (runoff from roads is polluted), quality of life (turning into large city), it's no big deal to slow down with the traffic flow. New roads will just further spur on new growth and only alleviate congestion temporarily.</p> <p>Avoiding traffic can be a real incentive to alternatives to driving, like biking/walking. Are we willing to sacrifice the open space and wetlands for a few minutes faster drive through town?</p>	Paula	Dean	Website



Utah Reclamation Mitigation & Conservation Commission  
230 South 500 East Suite 230 Salt Lake City, UT 84102-2045  
Phone: (801) 524-3146 – Fax: (801) 524-3148

COMMISSIONERS

Brad T. Barber, Chair  
Robert L. Morgan  
Gene Shawcroft

June 2, 2020

Utah Department of Transportation  
Heber Valley Corridor EIS  
c/o HDR, Inc.  
2825 W Cottonwood Parkway #200  
Salt Lake City, UT 84121

Subject: Heber Valley Corridor EIS Comments

Dear Heber Valley Corridor EIS Team:

The Utah Reclamation Mitigation and Conservation Commission (Mitigation Commission) appreciates the opportunity to be a participating agency in the preparation of the Heber Valley Corridor Environmental Impact Statement (EIS). The comments below are offered as follow up to comments that Mitigation Commission staff offered during the agency scoping meeting held on April 29, 2021 and a comment letter submitted by the Mitigation Commission in September 2020. As a reminder, the Mitigation Commission and the U.S. Bureau of Reclamation manage over 1,500 acres of land in Wasatch County adjacent to the Provo River between Jordanelle and Deer Creek reservoirs. This property is known as the Provo River Restoration Project (PRRP). The land was acquired, and the Provo River restored through this corridor, as partial mitigation for fish and wildlife impacts from the Central Utah Project (CUP).

The Purpose and Need statements for the Heber Valley Corridor EIS should be comprehensive and include all forms of transportation and planning for future connectivity. The current purpose statement for the EIS does not include multi use trail systems as a primary purpose. While “active transportation” is identified as a secondary objective, the Purpose and Need Technical Report states that it will not be considered in the evaluation of alternatives. Trail systems or “active transportation” should be incorporated into the primary purpose for the project to ensure a comprehensive evaluation of all forms of transportation and to provide consideration for future needs in the Heber Valley.

Heber City recently completed a planning process that resulted in a general plan known as Heber City Envision 2050, which found that two-thirds of survey respondents expressed strong support for a “lake to lake” trail that would connect Jordanelle and Deer Creek reservoirs (page 54 of Heber City Envision 2050 report). The Wasatch County Trails Regional Master Plan also emphasizes connectivity of communities by trails as a high priority.

Our agency participated in the planning process with UDOT for the West Davis Corridor for over a decade. Trails were incorporated into the West Davis Project as an integral component of the transportation solution on that project, and we advocate for including multi use trails as a primary purpose of the Heber Valley EIS.

We again call your attention to the importance of protecting and preserving the property in and around the PRRP corridor. Information shared at the April 2021 agency scoping meeting indicated that the planned corridor would avoid any direct impacts to the PRRP lands. We are appreciative of that recognition. We ask that you also consider any potential indirect impacts to the PRRP in the EIS. Of particular concern are indirect impacts to wildlife and water quality. Impacts to wildlife from motorized transportation can extend beyond 0.5 miles from roads. Storm water and associated runoff from the future highway may pose water quality concerns to the Provo River and surrounding watershed.

As identified in the PRRP Final Environmental Impact Statement (FEIS), the PRRP purposes are habitat restoration, biodiversity, and fish and wildlife conservation. The PRRP FEIS goes on to state “the public areas along the Provo River between the two reservoirs will be managed under baseline conditions as a natural resource area, with primary recreational uses consisting of angling and other low-impact pursuits.” While some may view the PRRP as a suitable location for a multi-use trail, such a trail is not an authorized use of the PRRP. Construction of a multi-use trail through the PRRP would conflict with the purposes of the PRRP.

Given the constraints related to the PRRP lands, the Heber Valley Corridor Project may represent the best option for achieving the vision of a “lake to lake” trail. As such, all of the alternatives considered should include provisions for a future multi-use trail associated with the proposed highway alignments.

I appreciate the opportunity to provide comments on the purpose and need for this NEPA process. Please contact me at the letterhead address if you have any questions.

Sincerely,

Mark A. Holden  
Executive Director

ec: Commissioners Brad Barber, Robert Morgan, Gene Shawcroft  
Reed Murray, Central Utah Project Completion Act Office  
Kent Kofford, U.S. Bureau of Reclamation, Provo Area Office  
Tom Bruton, Central Utah Water Conservancy District  
Heber City Council  
Doug Smith, Wasatch County Planner  
Jason Vernon, Utah Division of Wildlife Resources  
Jordan Nielson, Trout Unlimited

COUNTY MANAGER  
Michael K. Davis



COUNTY COUNCIL  
Danny Goode  
Marilyn Crittenden  
Steve Farrell  
Kendall Crittenden  
Mark Nelson  
Jeff Wade  
Spencer Park

June 7, 2021

Utah Department of Transportation  
658 N. 1500 West  
Orem, Utah 84057  
Attn: Craig Hancock

To Whom It May Concern,

I am writing regarding the open comment period that ends June 14<sup>th</sup> for the Heber Valley Corridor study. Thank you for the opportunity to comment. We appreciate UDOT going through the public process to determine how to address the traffic issues in the Heber Valley. We are hopeful that an acceptable option will be identified through this EIS process.

If the study does determine that a bypass route is the preferred option we support and recommend a non-motorized trail along the bypass route. We have discussed this as a council and, while there are differing opinions regarding a bypass route, we are all in agreement that if a bypass route is the preferred alternative that it does include a non-motorized trail. The Wasatch County Trails Master plan, adopted by the County Council, shows a 10' wide asphalt trail along the alignment of the bypass route. Please take this into consideration as you continue to plan and implement the outcomes of the study.

We continue to see increasing use of our trail systems in Wasatch County and would like to provide a diverse trail system with connections to various locations so that people have options to use non-motorized travel and not just motorized vehicles.

I appreciate your time and would be happy to discuss further with you or the entire council if needed.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Nelson".

Mark Nelson  
Wasatch County Council Chair

ASSESSOR  
Todd Griffin

ATTORNEY  
Scott Sweat

CLERK/AUDITOR  
Joey Granger

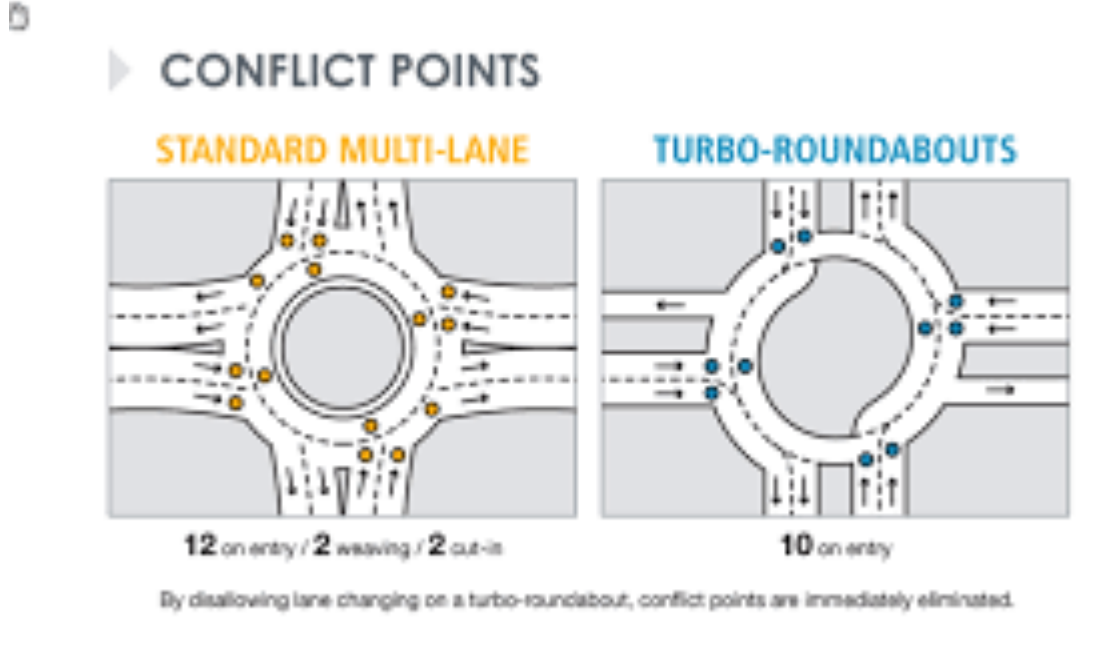
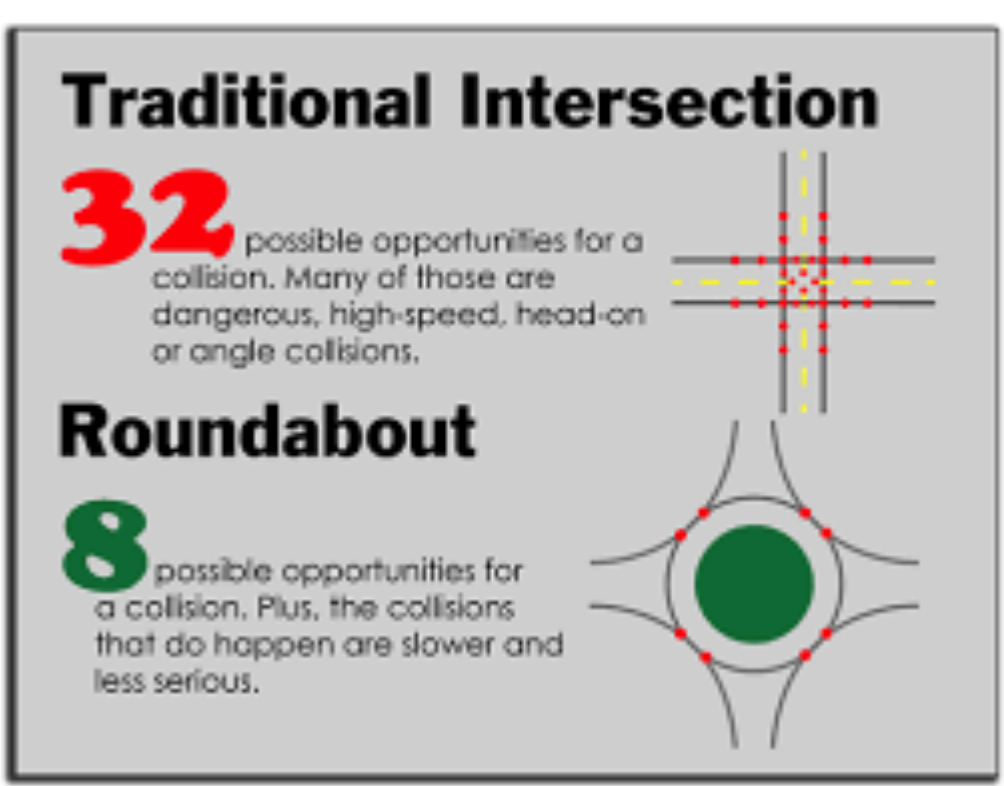
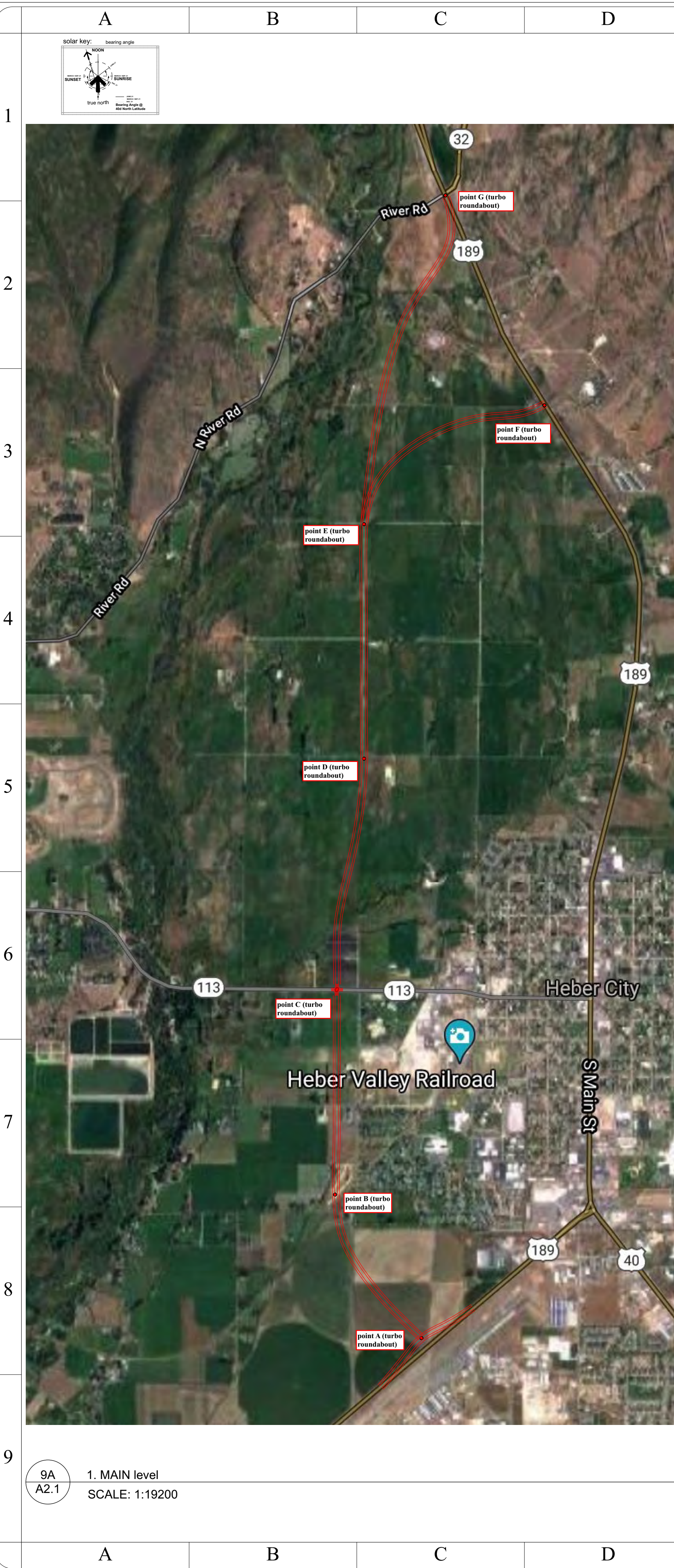
RECORDER  
Marcy Murray

SHERIFF  
Jared Rigby

SURVEYOR  
James Kaiserman

TREASURER  
Diane Burgener

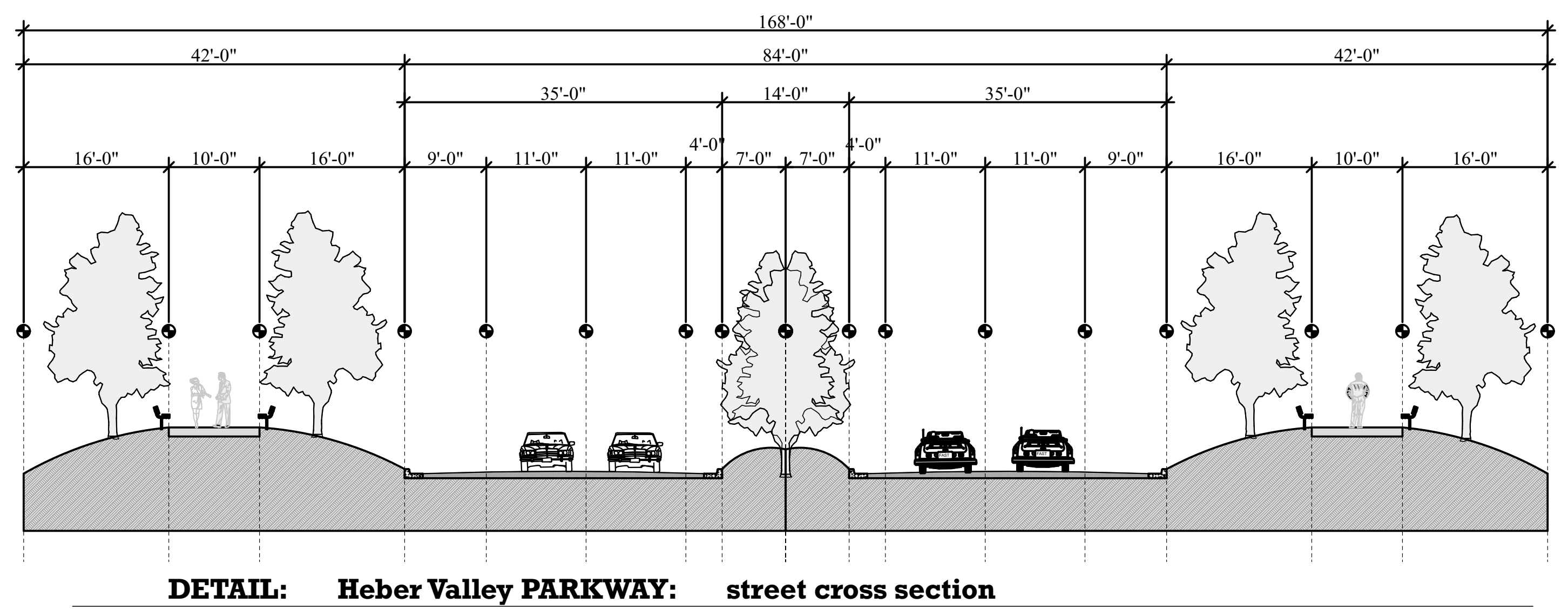
JUSTICE COURT JUDGE  
Brook Sessions



**#53**

### HEBER VALLEY PARKWAY: design narrative

point A - 189 & 850 W. (Turbo roundabout) heading north and west for 3,649' to,  
 point B - 1200 S. & Southfield rd. (modified Turbo roundabout) accommodating HVR train crossing then heading north for 4,984' to,  
 point C - 113 / Midway Lane & Southfield rd. (Turbo roundabout) then heading north for 5,413' to,  
 point D - 1200 N. & Southfield road (modified Turbo roundabout) then heading north for 5,519' to,  
 point E - 2400 N. & Southfield road (modified Turbo roundabout) then (option #1) turning east for 4,745 to,  
 point F - 3000 North & Hwy 40 (College way) into the college and a (Turbo roundabout) back onto Hwy 40 or back at point E and traveling 7685' to,  
 point G - Midway River road & Hwy 40 back/ Kamas interchange



original date: September 24, 2020  
 update on: June 10, 2021

**Heber valley PARKWAY design**  
 A discussion narrative based upon UDOT's criteria: June 10, 2021

This document was prepared by a group of individuals in support of the Heber Valley Parkway design for a safer Heber Valley. We invite all those who read this and agree to forward this document to as many individuals as you can and then forward your agreement of this PARKWAY design to UDOT by June 10, 2021.

The following is a link to the UDOT EIS study:  
<https://hebervalleyeas.udot.utah.gov/>

Please your comments to:  
[hebervalley@udot.gov](mailto:hebervalley@udot.gov)

Write to:  
 Heber Valley Corridor EIS  
 2825 E. Cottonwood Parkway #200  
 Cottonwood Heights, UT 84121

Phone:  
 801-210-0468

"Make no little plans; they have no magic to stir men's blood and probably themselves will not be realized. Make big plans; aim high; hope at the top; know that a noble, logical design once recorded will never die, but long after you are gone you will leave a legacy (grandchildren) are going to do things that would stagger us. Let our motto be never give up and our dream be never realize."  
 Daniel Burnham (American Architect/Planner; 1868-1912)

The following is a review of questions asked by UDOT pertaining to the Heber Valley corridor study. The responses are from the group promoting the PARKWAY design based upon these same UDOT questions:  
<https://hebervalleyeas.udot.utah.gov/>

**UDOT Environmental Impact Statement**  
 Frequently asked questions: (taken from the UDOT website)

What are some environmental considerations that the EIS will assess?

- Air quality**
  - The PARKWAY design will utilize the turbo roundabouts providing a consistent ongoing traffic flow without lights and vehicle idles. There will be NO stop lights or unsightly overpasses, just simple, naturally occurring traffic movement. NO ramping up or engine braking.
  - Residential and commercial property impacts
    - The PARKWAY design maintains a proper buffer from the western edge of the Heber City limits and keeps noise and fumes far away from the sensitive residential areas to the east.
  - Economic development
    - The PARKWAY design will facilitate a revitalization of the Heber "downtown" corridor and will greatly improve the residential/ pedestrian atmosphere thus spurring economic growth in the core of the city.
  - Hazardous materials
    - The PARKWAY design will allow hazardous materials from large and small transports to get beyond any vicinity of the sensitive residential areas within the Heber City limits.
  - Historic structures
    - The PARKWAY design will provide a unique opportunity to establish a pristine "parkway" bypass that will allow scenic tours via walking, biking, equestrian trails to enjoy the area that will be preserved forever. This will become a legacy parkway that will link Lake to Lake as defined by the Heber City envision 2050 goals.
  - Land use
    - The PARKWAY design will permanently capture land available for use by the public for not only consistent traffic movement through the valley but will allow for ongoing outdoor use and recreational opportunities.
  - Noise
    - The PARKWAY design maintains a proper buffer from the western edge of the Heber City limits and keeps noise and fumes far away from the sensitive residential areas to the east.
  - Potential construction impacts
    - The PARKWAY design will facilitate a lighter construction impact on the community since it more removed from the western edge of the City.
    - Social (e.g., emergency services, neighborhood utility and community character)
      - The PARKWAY design allow for a more fluid transition for the newly located EMS building on 1200 South by creating a direct corridor from the 189 roundabout straight north to the Midway or northern roundabout. This design will reduce EMS time to areas located to the north and the west of the City center.
  - Wildlife and threatened and endangered species
    - The PARKWAY design impact upon the north fields wetland area will have less of a detrimental impact than other UDOT designs do to the fact that the PARKWAY design aligns itself to many existing asphalt and gravel roads already in existence running north and south. The Parkway design will broaden the corridor and provide enhanced vegetation and habitat by way of native shrubs, trees and grasses along the PARKWAY trail system. This ribbon of trails and natural habitat could be fed by the Wasatch County sewer management system, allowing its capacity to expand into a 5 mile green belt PARKWAY corridor.
  - Wetlands
    - The PARKWAY design's impact upon the north fields wetland area will have less of a detrimental impact than the UDOT designs do to the fact that the PARKWAY design aligns itself to many existing asphalt and gravel roads already in existence running north and south. This will preserve the north fields "native" areas to the watershed areas already in existence rather than trying to create new roads in pristine wetland areas.

What are some transportation considerations that the EIS will assess?

  - Safety**
    - The PARKWAY design includes 5 "turbo" roundabouts. General roundabouts are considered to be some of the safest means of natural traffic flow in existence. A turbo roundabout is proven to be even safer than a regular roundabout by using a split in lane to get out of traffic as you move around the roundabout to your exit.
  - Bicycle and pedestrian access**
    - The PARKWAY design will provide for expanded opportunities for pedestrian, bicycle and equestrian traffic going north and south linking both lakes for accessible recreational opportunity.
  - Business and residential access**
    - The PARKWAY design will allow safe and uninterrupted access to areas including Heber and Midway in the south field built diamonds, the Wasatch County equestrian complex, the Heber Valley railroad complex, the proposed new high school, the power river access and many many other commercial and residential areas. The roundabouts will provide simple, easy and safe access to these facilities whether you are pulling a horse trailer going to the rodeo or a van full of children attending a baseball game. The direct north and south access and roundabout off ramps will create natural flowing access to the heart of the Heber Valley recreational amenities.
  - Complex utility relocations**
    - The PARKWAY design, which incorporates the simplicity of the natural turbo roundabouts, will require NO power to function. There will be little infrastructure except power to light at night. The system is natural and environmental and on operate during any climate condition. The PARKWAY will NOT upset any existing municipality infrastructure, no water, sewer, power lines.
  - Economic development/ jobs**
    - The PARKWAY design will facilitate a revitalization of the Heber "downtown" corridor and will greatly improve the residential/ pedestrian atmosphere of the City, thus spurring economic growth in the core of the downtown. This shift will see an historic renaissance of Heber City downtown and will bring much needed pedestrian safe shopping, eating and recreation to the City center.
  - Regional mobility**
    - The PARKWAY design will allow passing through motorists and freight movement to bypass the sensitive downtown core and allow them to get on with their commute. It will create economic efficiency by allowing those who don't want to stop an easy, safe and pleasant passage through our valley.
  - Regional growth**
    - The PARKWAY design will create a safe and easy passage through the valley allowing future regional growth to take place where it is currently planned in the Heber City Envision 2050 overview.
  - School mobility/ access**
    - The PARKWAY design will create a safe and direct passage through our valley helping to minimize pedestrian/vehicular conflict within the sensitive residential neighborhoods.
  - Transit**
    - The PARKWAY design will provide opportunities for direct transit routes to cross the valley and also all of the valley routes, thus improving the opportunities for alternate transit.
  - Travel delay and congestion**
    - The PARKWAY design will ABSOLUTELY reduce travel delays and congestion and will provide for a safe and smooth passage from one end of the valley to the other.
  - Freight movement**
    - The PARKWAY design's greatest benefit will be to resolve large freight haulers (large interstate haulers, local deliveries, construction equipment) around the City limits and to their destination. The present "transient conflict" between small residential vehicles, pedestrians, and the large haulers is problematic at best and is destined for a large scale disaster if not addressed quickly. Free flowing freight movement is critical to our economy but must be managed in a way that puts only a small burden upon the local population at large and still allows the critical service of long freight haulers. A simple, safe and easy PARKWAY to allow these trucks to get from point A to point B in the valley is absolutely critical to our future wellbeing and safety.

author: Lane M. Lythgoe

**INFORMATION CLAUSE:**  
 If any information is incorrect or in omission it shall be brought to the attention of the architect prior to the bid opening for clarification which shall be issued by addendum. Omissions shall be considered complete by the Contractor. No additional compensation shall be awarded to the contractor for inaccurate or omitted information resulting in changes necessary to facilitate the proper construction of this project.  
 0" = 1" = 1" Bar is 1" on original plans, if not 1" on this sheet adjust scale accordingly.

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**Lythgoe Design Group, inc.**  
 Architecture - Planning - Design Build

Heber valley "PARKWAY"  
 #Site Full Address

PROJECT DESCRIPTION: #Project Description  
 (LDG) - PROJECT #: LDG DATE:

Revisions:  
 # Date: Description:

PARKWAY concept  
 A2.1

## **Heber valley PARKWAY design**

A discussion narrative based upon UDOTs criteria:

June 10, 2021

This document was prepared by a group of individuals in support of the Heber Valley PARKWAY design for a safer Heber Valley life. We invite all of those who read this and agree to forward this document to as many individuals as you can and then forward your agreement of this PARKWAY design to UDOT by June 13th, 2021.

The following is a link to the UDOT EIS study.

<https://hebervalleyeis.udot.utah.gov/>

Email your comments to:

[hebervalleyeis@utah.gov](mailto:hebervalleyeis@utah.gov)

Write to:

Heber Valley Corridor EIS

% HDR

2825 E. Cottonwood Parkway #200

Cottonwood Heights, Ut 84121

Phone:

801-210-0498

*"Make no little plans; they have no magic to stir men's blood and probably themselves will not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical **diagram** once recorded will never die, but long after we are gone be a living thing, asserting itself with ever-growing insistency. Remember that our sons (daughters) and our grandsons (granddaughters) are going to do things that would stagger us. Let your watchword be order and your beacon beauty."*

Daniel Burnham (American Architect/ planner; 1846-1912)

*The following is a review of questions asked by UDOT pertaining to the Heber Valley corridor study. The responses are from the group promoting the PARKWAY design based upon these same UDOT questions.*

<https://hebervalleyeis.udot.utah.gov/>

## UDOT Environmental impact statement

Frequently asked questions: *(taken from the UDOT website)*

What are some environmental considerations that the EIS will assess? (UDOT questions)

- Air quality
  - The PARKWAY design will utilize the turbo roundabouts providing a consistent ongoing traffic flow without lights and vehicular idle. There will be NO stop lights or unsightly overpasses, just simple, naturally occurring traffic movement. NO ramping up or engine braking. (PARKWAY group)
- Residential and commercial property impacts
  - The PARKWAY design maintains a proper buffer from the western edge of the Heber City limits and keeps noise and fumes far away from the sensitive residential areas to the east.(PARKWAY group)
- Economic development
  - The PARKWAY design will facilitate a revitalization of the Heber “downtown” corridor and will greatly improve the residential/ pedestrian atmosphere thus spurring on economic growth in the core of the city.(PARKWAY group)
- Hazardous materials
  - The PARKWAY design will allow hazardous materials from large and small transports to go beyond any proximity of the sensitive residential areas within the Heber City limits.(PARKWAY group)
- Historic structures
  - The PARKWAY design will provide a unique opportunity to establish a pristine “parkway” bypass that will allow scenic tours via walking, biking, equestrian trails to enjoy the area that will be preserved forever. This will become a legacy parkway that will link lake to lake as defined by the Heber City envision 2050 goals.(PARKWAY group)
- Land use
  - The PARKWAY design will permanently capture land available for use by the public for not only consistent traffic movement through the valley but will allow for ongoing outdoor use and recreational opportunities.(PARKWAY group)
- Noise
  - The PARKWAY design maintains a proper buffer from the western edge of the Heber City limits and keeps noise and fumes far away from the sensitive residential areas to the east.(PARKWAY group)

- Potential construction impacts
  - The PARKWAY design will facilitate a lighter construction impact on the community since it is more removed from the western edge of the City.(PARKWAY group)
- Social (e.g., emergency services, neighborhood unity and community character)
  - The PARKWAY design allow for a more fluid transition for the newly located EMS building on 1200 south by creating a direct corridor from the 189 roundabout straight north to the Midway or northern roundabout. This design will reduce EMS time to areas located to the north and the west of the City center.(PARKWAY group)
- Wildlife and threatened and endangered species
  - The PARKWAY design's impact upon the wildlife in the north fields area will have less of a detrimental impact than other UDOT designs do to the fact that the PARKWAY design aligns itself to many existing asphalt and gravel roads already in existence running north and south. The PARKWAY design will broaden the corridor and provide enhanced vegetation and habitat by way of native shrubs, trees and grasses along the PARKWAY trail system. This ribbon of trails and natural habitat could be fed by the Wasatch County sewer management system, allowing its capacity to expand into a 5 mile green belt PARKWAY corridor.(PARKWAY group)
- Wetlands
  - The PARKWAY design's impact upon the north fields wetland area will have less of a detrimental impact than the UDOT designs do to the fact that the PARKWAY design aligns itself to many existing asphalt and gravel roads already in existence running north and south. This will preserve the north fields "native" areas to the watershed areas already in existence rather than trying to create new roads in pristine wetland areas.(PARKWAY group)

What are some transportation considerations that the EIS will assess?(UDOT questions)

- Safety
  - The PARKWAY design includes 5 "turbo" roundabouts. General roundabouts are considered to be some of the safest means of natural traffic flow in existence. A turbo roundabout is proven to be even safer than a regular roundabout by using a pull-in lane to get out of traffic as you move around the roundabout to your exit.(PARKWAY group)
- Bicycle and pedestrian access



- The PARKWAY design will provide for expanded opportunities for pedestrian, bicycle and equestrian traffic going north and south linking both lakes for incredible recreational opportunity.(PARKWAY group)
- Business and residential access
  - The PARKWAY design will allow safe and uninterrupted access to areas including Heber and Midway City, the south field ball diamonds, the Wasatch County equestrian complex, the Heber Valley railroad complex, the proposed new high school, the provo river access and many, many other commercial and residential areas. The roundabouts will provide simple, easy and safe access to these facilities whether you are pulling a horse trailer going to the rodeo or a van full of children attending a baseball game. The direct north and south access and roundabout off ramps will create natural flowing access to the heart of the Heber Valley recreational amenities. (PARKWAY group)
- Complex utility relocations
  - The PARKWAY design, which incorporates the simplicity of the natural turbo roundabouts, will require NO power to function. There will be little infrastructure except power to light at night. The system is natural and environmental and can operate during any climate condition. The PARKWAY will NOT uproot any existing municipality infrastructure, no water, sewer, power lines.(PARKWAY group)
- Economic development plans
  - The PARKWAY design will facilitate a revitalization of the Heber “downtown” corridor and will greatly improve the residential/ pedestrian atmosphere of the City, thus spurring on economic growth in the core of the downtown. This shift will see an historic renaissance of Heber City downtown and will bring much needed pedestrian safe shopping, eating and recreation to the City center.(PARKWAY group)
- Regional mobility
  - The PARKWAY design will allow passing through motorists and freight movement to bypass the sensitive downtown core and allow them to get on with their commute. It will create economic efficiency by allowing those who don't want to stop an easy, safe and pleasant passage through our valley.(PARKWAY group)
- Regional growth
  - The PARKWAY design will create a safe and easy passage through the valley allowing future regional growth to take place where it is currently planned in the Heber City Envision 2050 overview. (PARKWAY group)
- School walking routes

- The PARKWAY design will create a safe and direct passageway through our valley helping to minimize pedestrian/vehicular conflict within the sensitive residential neighborhoods.(PARKWAY group)
- Transit
  - The PARKWAY design will provide opportunities for direct transit routes to cross the valley and also out of the valley routes, thus improving the opportunities for alternate transit.(PARKWAY group)
- Travel delay and congestion
  - The PARKWAY design will ABSOLUTELY reduce travel delays and congestion and will provide for a safe and smooth passage from one end of the valley to the other.(PARKWAY group)
- Freight movement
  - The PARKWAY designs greatest benefit will be to reroute large freight haulers (large interstate haulers, local deliveries, construction equipment) around the City limits and to their destination. The present “mainstreet conflict” between small residential vehicles, pedestrians, and the large haulers is problematic at best and is destined for a large-scale disaster if not addressed quickly. Free flowing freight movement is critical to our economy but must be managed in a way that puts only a small burden upon the local population at large and still allows the critical service of long freight haulers. A simple, safe and easy PARKWAY to allow for these trucks to get from point A to point B in the valley is absolutely critical to our future wellbeing and safety. (PARKWAY group)

author: the Heber Valley PARKWAY bypass: Lane M. Lythgoe



**#71**

**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 8**

1595 Wynkoop Street  
Denver, CO 80202-1129  
Phone 800-227-8917  
[www.epa.gov/region08](http://www.epa.gov/region08)

**June 14, 2020**

Ref: 8ORA-N

Naomi Kisen  
Environmental Program Manager  
Utah Department of Transportation  
4501 South 2700 West, Box 148450  
Salt Lake City, Utah 84114-8450

Dear Ms. Kisen:

The U.S. Environmental Protection Agency Region 8 is responding to the May 11, 2021, Notice of Intent published by FHWA on behalf of UDOT to prepare the Heber Valley Corridor Environmental Impact Statement (EIS). We offer the enclosed scoping comments consistent with our authority under Section 102(2)(C) of the National Environmental Policy Act.

The project purpose is identified 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. The enclosure provides our comments on the following topics: (1) air quality; (2) aquatic resources including water quality and wetlands; and (3) purpose and need.

We appreciate the opportunity to participate as a cooperating agency in the Heber Valley Corridor EIS NEPA process. We hope our comments will assist UDOT in identifying, evaluating and developing mitigation for potential environmental impacts. If you have any questions, please contact me at (303) 312-6500 or [hubner.matt@epa.gov](mailto:hubner.matt@epa.gov).

Sincerely,

Matt Hubner  
Lead NEPA Reviewer  
Office of the Regional Administrator

## **Enclosure to EPA's Heber Valley Corridor EIS Scoping Letter**

### **1. Air Quality**

We recommend that the Draft EIS include a description of current air quality conditions and trends and estimates of future conditions under the possible alternatives. The following air quality comments address: (a) existing air quality; (b) recommendations for assessing environmental consequences; and (c) mitigation of air quality impacts.

#### **a) Existing Air Quality**

We recommend the Draft EIS describe baseline air quality conditions for criteria pollutant and Air Quality Related Values (AQRVs) by including the following in the document:

- A summary of background air quality by disclosing current design values based on the most current and representative air quality monitors compared to the respective National Ambient Air Quality Standards (NAAQS). We recommend working with the Utah Air Quality Division (UDAQ) to determine appropriate design values. EPA is also available to assist.
- A summary of existing trends in AQRVs within the region of the project including at any Class I areas or Class II areas with sensitive resources of value.
- Estimates of current vehicle emissions based on traffic data and EPA's latest version of MOVES (currently MOVES3). Available at: <https://www.epa.gov/moves/latest-version-motor-vehicle-emission-simulator-moves>.

#### **b) Environmental Consequences**

To disclose impacts from the project we recommend estimates be presented of the related construction and post-construction emissions for each alternative, and evaluate the impacts resulting from those emissions for each alternative. The pollutants of interest include the criteria pollutants (CO, PM<sub>10</sub>, PM<sub>2.5</sub>, NO<sub>2</sub>, SO<sub>2</sub>), hazardous air pollutants (HAPs), and greenhouse gases (GHG). We recommend the following items be included in the document:

- A description of the equipment and sources associated with project construction for each alternative. Based on the inventoried sources and the schedule for construction we recommend emissions be calculated for each alternative using EPA's MOVES modeling system for mobile sources and appropriate emission factors for any stationary sources that may be needed for project construction (e.g., asphalt or concrete batch plants).
- An inventory of mobile source emissions from traffic after project construction has completed based on vehicle type and vehicle miles traveled and EPA's MOVES modeling system for each alternative and year of interest.
- Based on the emission information, we recommend an analysis of impacts that appropriately discloses impacts. Based on the level of the emissions and receptors of interest methods could include quantitative air quality assessment or qualitative analysis.
- An analysis of cumulative impacts to criteria pollutants, HAPs, and GHG.

#### **c) Hazardous Air Pollutants**

Recent studies demonstrate a variety of health-related effects near high traffic areas. HAPs are known or suspected of causing cancer and other serious health and environmental effects. In a rulemaking published on March 29, 2001, the EPA identified 21 Mobile Source Air Toxics (MSATs), a subset of HAPs associated primarily with diesel exhaust and organic gases.

The level of MSAT analysis is most appropriately determined on a case-by-case basis, recognizing that each project has a unique scope and characteristics. We recommend the document consider an emissions inventory of MSATs (as stated above) for the No Action and Action Alternatives. For purposes of comparison, it will be useful to determine how post-project conditions will compare to each other as well as to baseline conditions, and whether there are human health concerns with those emissions and concentrations (if a quantitative analysis is conducted). In addition, we recommend the MSATs analysis in the document include:

- A description of the proximity of the highway to homes, schools, and businesses;
- An analysis of potential impacts to these areas from exposure to MSATs;
- A summary of available, relevant MSAT monitoring data and MSAT studies; and
- An analysis of baseline and post-project diesel truck traffic and MSAT emissions.

#### **d) Mitigation of Impacts**

We recommend the Draft EIS consider methods that could be employed to mitigate any negative air quality impacts of the project, including air quality impacts from construction related activities. Further, we recommend the proposed mitigation measures include details on how, when, and where the mitigation will be implemented, and how effective the measures are expected to be. In addition, we recommend that design features of the alternatives selected for analysis include a focus to minimize population exposure to emissions from heavy freight diesel truck traffic that is passing through the Heber Valley. There may also be opportunities for UDOT to consider operational mitigation by considering designs that incorporate vegetation as a barrier to reduce pollutants. For more information please see <https://www.epa.gov/air-research/recommendations-constructing-roadside-vegetation-barriers-improve-near-road-air-quality>.

#### **e) Air Quality Monitoring**

We recommend that the Draft EIS include a discussion on whether any construction-related activities could create air quality impacts to residents, or occupied structures. If construction near residences or occupied structures will occur and air quality impacts of concern appear possible, real-time air quality monitoring during construction activities may be appropriate. Factors to consider include:

- the proximity of construction activity to homes, schools, businesses, and sensitive populations;
- the amount of soil disturbance and the soil type; and
- the duration and magnitude of emissions from construction equipment.

Although we expect Best Management Practices (BMPs) will be utilized during construction, potential localized impacts from PM<sub>2.5</sub> and PM<sub>10</sub> emissions have occurred with some construction projects. Local air monitoring could demonstrate the effectiveness of the mitigation measures in minimizing adverse effects and allow for BMP modifications if air quality problems are detected.

## **2. Water Resources**

We recommend the Draft EIS further delineate existing aquatic resources in the project area beyond what is currently provided in scoping materials, including wetlands and waters of the U.S., such as the northwest wetland complex and Provo River Restoration area. New construction and road alignment changes have the potential to impact the hydrology, water quality, and wildlife habitat of the creek and other water resources. We appreciate that early scoping has already started the process of identifying sensitive areas in the project areas and further defining them will help with selection of alternatives and identifying and mitigating impacts.

To describe effects to aquatic resources in the project area, we recommend that the Draft EIS specifically include the following analyses or descriptions:

- Clear maps, indicating wetlands and other aquatic resources, such as rivers, creeks and springs, private wells and other groundwater interfaces.
- The baseline description of aquatic resources that discuss the abundance, distribution, function, and condition of aquatic resources and wetlands within the project area. This would include identifying any impaired waterbodies or waterbodies with a TMDL within the project area that could be impacted by project activities.
- An analysis of impacts to all waters in the project area (e.g. both directly impacted or hydrologically impacted but spatially removed from the actual construction footprint). It is important to include the impacts to waters from changes in hydrology, changes in water quality, other impacts to aquatic organisms and wildlife; and the aggregate impacts to waters from future development scenarios, should future growth be expected. These impacts may result from reductions in vegetative cover; increased impervious surface, runoff and sedimentation; changes in hydrology of the area; and potentially result in changes to floodplain, wetland and riparian areas, changes in habitat area and connectivity, introduction of invasive species and changes in land use.
- An impact analysis that includes disclosure of potentially adverse impacts to aquatic resources from reasonably foreseeable development associated with the roadway improvements. Also, it is valuable to include analysis of any additional development impacts to the degree the project may enable or induce development beyond that which is already accounted for in land use, economic, and transportation plans.
- If wetlands may be significantly impacted, such as the northwest wetland complex, the Provo River Restoration riparian complex, or other locations within the project area, we recommend including a wetland delineation and descriptions that include a wetland functional analysis in the Draft EIS. We are pleased that UDOT has engaged with the US Army Corps of Engineers as a cooperating agency. Due to the potential for impacts to wetlands and the possible need for an individual permit for the project, we highly

recommend that the project concurrently address the necessary permit requirements under Clean Water Act (CWA) Section 404 during the NEPA process, should that be necessary.

- Clearly identify or cite BMPs for water quality protection and possible mitigation measures for impacts to aquatic resources.

### **3. Purpose and Need**

Because the purpose and need are defined as the primary screening criteria for alternatives development, it is important that the purpose and need be clearly identified to ensure that alternatives advanced to the Draft EIS are adequate to meet the project needs but do not inadvertently screen out feasible alternatives, especially if there is potential for a CWA Section 404 individual permit, which will require selection of the least environmentally damaging practicable alternative, or LEDPA. From our review of the public input gathered during the early scoping comment period and the included 2003 Heber City General Plan, it is apparent that rerouting of truck traffic is a significant component of the project, though project materials indicate truck traffic as a small percentage of total traffic observed. Considering that US 40 to Heber City is a main artery for truck traffic in and out of the Uinta Basin to Salt Lake City, we recommend UDOT determine whether rerouting of truck traffic should be included as a primary project purpose to better develop a reasonable range of project alternatives.

Further, as level 2 screening is applied, we recommend that if the “Right-of-way” criteria be utilized, it should be noted in the Draft EIS that the 2003 Heber City General Plan indicated that at the time 40% of the right-of-way for a bypass west of town had been acquired. If more land has since been acquired, that should be identified in the Draft EIS as well. This is valuable information because, under the proposed level 2 screening criteria, if the number of remaining land acquisitions is minimal and results in a lower cost (which is another proposed level 2 screening criteria), this could artificially narrow the range of practicable alternatives.

Practicability criteria, under the CWA Section 404 (b)(1) Guidelines (Guidelines) means available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purpose. For example, many projects have secondary project screening criteria, which represent desirable outcomes, but these criteria typically are narrower in scope than the overall project purpose (i.e. cost effectiveness). Incorporating criteria that are not part of the overall project purpose limits the alternatives analysis and is not consistent with the Guidelines.

The intent of the cost criteria, as stated in the preamble to the Guidelines is to consider those alternatives which are reasonable in terms of the overall scope and cost of the proposed project. To determine what a reasonable cost range would be for a project, the project should consider what the industry norm, or typical cost estimate, would be for that type of project in that area. If the cost of an alternative falls within the standard industry norm for constructing the alternative at that site, then the project may still be practicable. Project costs, including construction costs, land acquisition, housing relocation, mitigation, etc., can be included in a cost analysis.

Cost, however, should not be presented as a direct comparison between alternatives. The cost analysis is not an economic evaluation where an increase over the lowest cost alternative

establishes a cost threshold for determining practicability. Only if the cost of an alternative makes a project infeasible should the alternative be considered not practicable. In other words, if an alternative can be constructed considering the scope and cost of the project and still be economically viable, the alternative may still be practicable under the Guidelines. As such, we recommend that cost-effectiveness and rights-of-way be consolidated and used to determine practicability of an alternative, but not as alternatives screening criteria. As noted above, incorporating these screening criteria could artificially narrow the range of alternatives.



## RESOLUTION OF THE BLUE SKY RANCH HOMEOWNERS ASSOCIATION

We, the members of the Blue Sky Ranch Homeowners Association hereby resolve:

The Blue Sky Ranch subdivision is located on the West side of North Highway 40 at approximately 3333 N., and will be severely impacted by annexation of the North Village Overlay Zone by Heber City.

The Blue Sky Ranch HOA within the Blue Sky Ranch subdivision opposes all high-density developments in the area called the North Fields Overlay Zone of Heber City as it is currently defined in Heber City's draft NVOZ code. Likewise, the HOA opposes high density development of what is now termed the North Village Resort, on the Southwest corner of River Road and Highway 40, and the "Heiner Property" to its North.

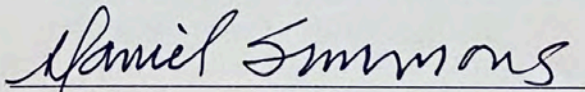
We strongly oppose any impedance or contamination of Rock Creek or First Rock streams, which we rely upon for irrigation and stock watering, by any development, by its construction, by its storm water, by warming of stream water, or by any other means.

We request that plans for any construction on lands containing Rock Creek or First Rock streams receive input and approval from the Blue Sky Ranch HOA. Similarly, we request the same input and approval for developments that are East across Highway 40 from the Blue Sky Ranch Subdivision, that overlook the subdivision, that affect traffic to the Blue Sky Ranch subdivision, that cause sound from Highway 40, or that influence access to the Blue Sky Ranch Subdivision.

Finally, we oppose any widening of U.S. Highway 40 that impacts access to the Blue Sky Ranch Subdivision or its Eastern boundary.

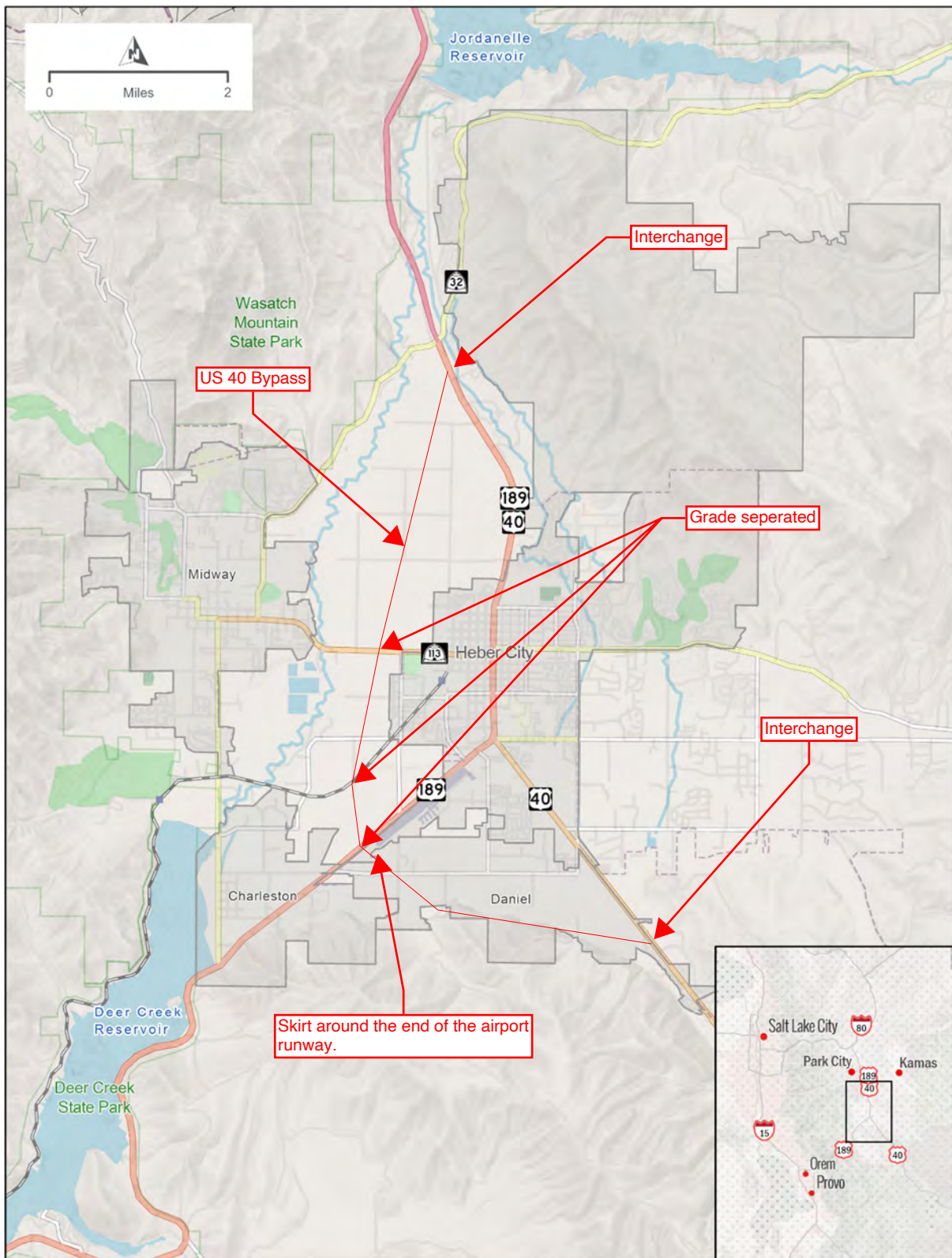
Adopted, and Approved this 16th day of December, 2020 by Unanimous Consent of all Members

**Blue Sky Ranch Homeowners Association**



Daniel Simmons, President

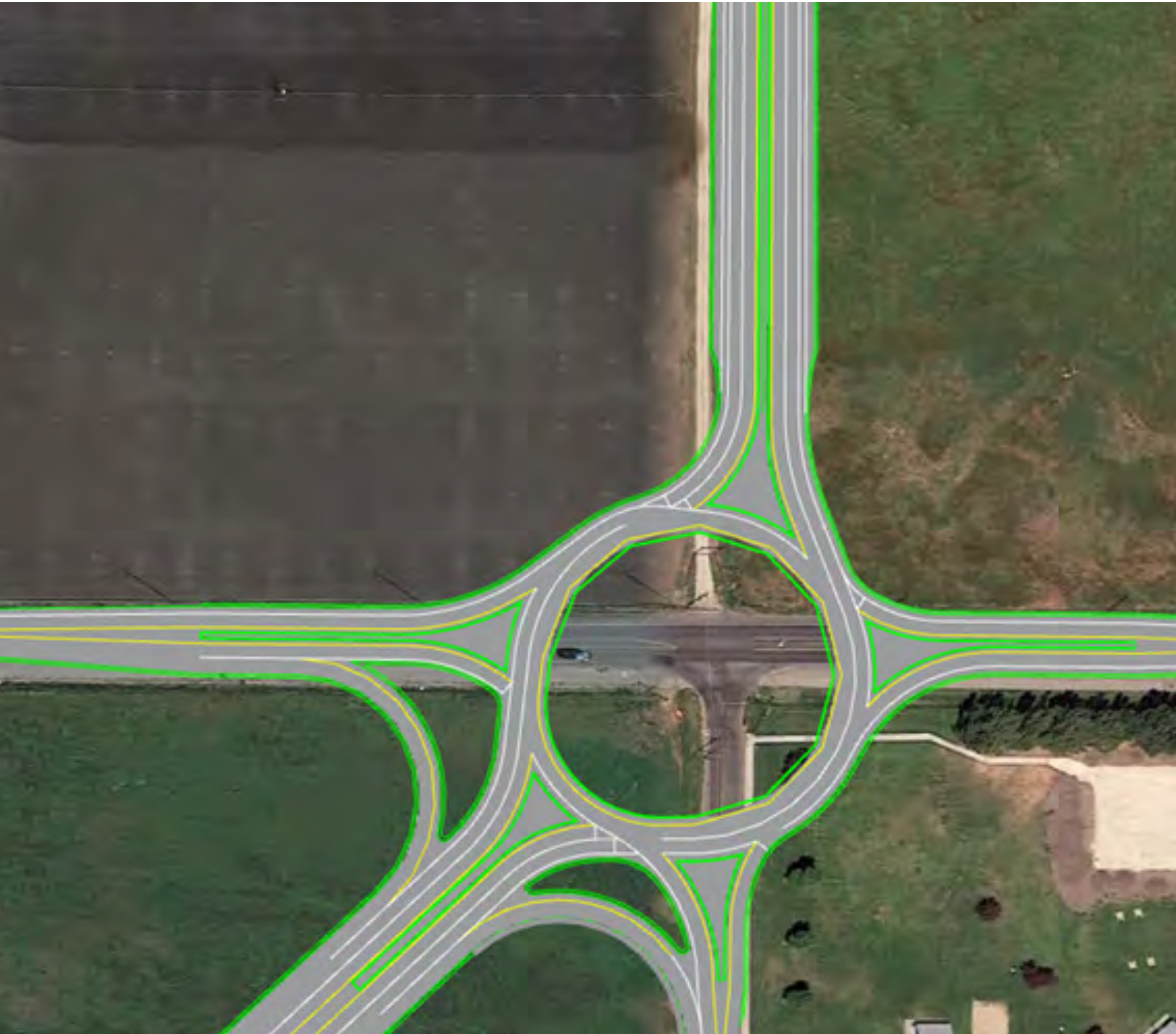
Figure 1. Needs Assessment Evaluation Area



# Spring Creek Park

## Environmental Recommendations

June 14, 2021



## Spring Creek Park Proposes the following to UDOT and Local Municipalities

Spring Creek Park proposes that approximately 7 acres of bypass right-of-way and 20 acres of deed-restricted agricultural land be exchanged for the Proposed Recommendations below.

### Spring Creek Park Recommendations

#### Proposed Recommendations:

1. Improve safety and increase capacity of roadways in the area.
2. Minimize environmental impacts to the North Fields.
3. Preserve 70 acres of agricultural land.
4. Save taxpayers 1.8 million in right-of-way costs.
5. Improvements for the zoning municipality:
  - a. Create a gateway.
  - b. Provide needed development at central location.
  - c. Address Heber Valley's affordable housing needs.
  - d. Preserve open space.
  - e. Addresses future development needs.
  - f. Provide for responsible growth planning.
  - g. Produce an estimated five-year tax revenue from Spring Creek Park of \$532,076.02

#### Notes to Recommendations:

##### 1. Improve safety and increase capacity of roadways in the area.

Intersections are potentially dangerous conflict points for both vehicles and pedestrians. Fatalities in crashes occurring at intersections account for slightly more than 20 percent of all motor vehicle traffic fatalities in the United States every year. On an average each year about:

- 2,982 fatalities, about 31 percent, occur in crashes at intersections controlled by traffic signals;
- 3,643 fatalities, about 38 percent, occur at intersections controlled by stop signs; and
- 2,593 fatalities, or about 27 percent, occur at intersections with no traffic control devices.

"Analysis of Fatal Motor Vehicle Traffic Crashes and Fatalities at Intersections, 1997 to 2004" Executive Summary. Because intersections create conflict points, eliminating an intersection can save lives and replacing an existing intersection with a roundabout will reduce fatal and serious injury crashes significantly.

UDOT states that roundabouts reduce fatal and serious injury crashes by up to 88% (Exhibit B). We can eliminate an intersection by combining the intersection of the bypass with the existing Southfield & SR-113 intersection with a roundabout. Instead of an intersection at Southfield Road & SR-113 and another Intersection to the west of Southfield Road created by the new bypass & SR-113, there would be one roundabout intersection at Southfield Road, eliminating hazardous conflict points (Exhibit A).

In addition to improving safety, roundabouts can also increase capacity through intersections. Roundabouts generally reduce delays and improve traffic flow. Roundabouts promote a continuous flow of traffic which allows the intersection to handle more traffic in the same amount of time. We recommend that a capacity analysis be conducted comparing the intersections of the new bypass and SR-113 and South Fields Road and SR-113 with a roundabout. We are confident if the roundabout is designed correctly, it will handle more capacity than two signalized intersections both now and into the future.

One of the major challenges with building roundabouts is the cost associated with purchasing the additional right-of-way required for a roundabout. Fortunately, three quarters of the land required to build the roundabout is owned by the County, Heber City, and Spring Creek Park. Spring Creek Park is willing to contribute the needed right-of-way as outlined in Exhibit A.

In addition to cost savings associated with right-of-way, there may be additional funds available to construct a roundabout. UDOT Central Traffic and Safety is always supportive of reducing fatal and serious injury crashes through the implementation of safety improvements, including roundabouts. Under the right circumstances, this location may be a good candidate for these UDOT Central Traffic and Safety funds.

## **2. Minimize environmental impacts to the North Fields**

Rocky Mountain Power is currently constructing a new power line down Southfield Road and along the west edge of the proposed annexation of Spring Creek Park. This new power line will bisect the North Fields with new large overhead powerline. Centering the bypass along the centerline of the power easement minimizes the road and power line impacts to the North Fields by combining both alignments (Exhibit C, Typical Section) Separating the road from the powerline divides or “scars” the North Fields in two locations instead of one and almost doubles the combined environmental footprint of both projects. Aligning the bike path on the east side of the bypass allows access points from Spring Creek to the proposed bike path along the bypass.

Overlapping both the road and powerline infrastructure as much as possible while crossing the North Fields not only minimizes the visual and aesthetic impacts to the North Fields but will also minimize the cultural, biological and wetland impacts in this environmental sensitive area. Rocky Mountain Power has already completed an environmental assessment on the impacts of their powerline alignment. To minimize environmental impacts from both projects, we need to consider impacting the same terrain Rocky Mountain Power impacted as opposed to impacting virgin terrain within the North Fields.

The powerline already crosses parcels 09-0592, 20-9116, 08-0023, 07-9819, 20-6945, 20-9394, and 20-

6951 owned by either Heber City or Wasatch County. See Exhibit E. In addition, over ½ mile of the powerline alignment crosses Spring Creek Park. With a majority of powerline easement on property owned by the City, County, and Spring Creek Park, centering the bypass on powerline will not only minimize environmental impacts to the North Fields but also minimize impacts to private property owners in the North Fields.

## **3. Preserve 70 acres of agricultural land**

Spring Creek Park proposes preserving Area 6 by deed restricting it to a perpetual agricultural easement less the bypass right-of-way. See Exhibit A. This will act as a transition from the development along SR-113 and the new high school to the agricultural landscape of the North Fields.

In addition, if Wasatch County is willing to deed restrict an agricultural easement on parcels 08-4298, 09-0592, 20-9116, 08-0023 and 07-9819 less any land needed for bypass right-of-way and Heber City is willing to deed restrict an agricultural easement on parcels 20-6945, 20-9394 and 20-6951 we could preserve over 70 acres of agricultural land. See Exhibit E. 20 acres from Spring Creek Development and over 50 acres from Wasatch County and Heber City. Doing this shows a teamed approach between the City County and a private landowner in preserving our natural resources. In addition, it would help preserve the feel and nature of agricultural lands in the North Fields in perpetuity.

## **4. Save taxpayers 1.8 million in right-of-way costs**

If the approximately 7 acres of Spring Creek Park bypass right-of-way is not exchanged for the Proposed Recommendations including the zoning in Exhibit A, UDOT will be required to purchase any part of the bypass alignment that crosses Spring Creek Park. Because the bypass will have limited access any part of the Spring Creek Park parcels that end up on the east or north side of the bypass alignment will need to be purchased by UDOT because there will be no way to access the property after the road is built. It is estimated this could be between 15 and 22 acres depending on the location of the final alignment.

If the bypass alignment follows the powerline alignment and the bypass right-of-way is exchanged for the Proposed Recommendations including the zoning in Exhibit A, significant right-of-way costs savings

are realized, environmental impacts are minimized and between 20 and 70 acres of the North Fields are preserved for future generations to appreciate and enjoy.

#### **5a. Create a gateway**

Combining the intersections of South Fields Road, SR-113, and the bypass into a roundabout creates an opportunity for Spring Creek Park to work with UDOT to develop a gateway theme into this area. Park City just completed a double roundabout gateway at the Jeremy Ranch Interchange that created a beautiful gateway into Jeremy Ranch and Park City. See Exhibit D for possible landscaping that could be incorporated in the roundabout to create a wonderful gateway into this area.

#### **5b. Provide needed development at a central location**

After the bypass is built, this location will become central to all Heber Valley. SR-113 provides quick access to Midway, the west side of the valley, and Heber Main Street. The bypass will provide quick access to the north and south ends of the valley. Providing commercial zoning in the area will support economic growth. Providing affordable housing in a central location with quick access to SR-113 and the bypass will allow commuters efficient access throughout the valley and while minimizing congestion on local streets.

#### **5c. Helps address Heber Valley's affordable housing needs**

An increasing number of low-income workers working in the valley adds to the demand for affordable housing. According to the Heber City housing study, Heber City's Hispanic population has grown from 528 individuals to 2,278 individuals over the past fifteen years, an increase of 154%. Fifty-three percent of Hispanics live in households with incomes below the poverty level, and 78% of Hispanics are renters. However, the area's natural beauty and proximity to Salt Lake County, Utah County, and recreational amenities such as ski resorts means that demand for high-priced housing in the area is high, and this demand reduces the land available to zone for more affordable housing. The proposed annexation and zoning could provide the space needed to zone for and develop affordable housing.

#### **5d. Preserve open space**

In addition to the open space designated in Area 6, approximately 40 acres of the proposed annexation land has been sold to Wasatch County School District for a future high school. It is important to note that about 65% of this area could be considered open space. The high school and Spring Creek Park combined consist of approximately 118 acres of currently undeveloped land. It is estimated that approximately 63 acres or 53% of this land could be considered open space if Spring Creek Park is developed with the proposed zoning.

#### **5e. Addresses future development needs**

The bypass and future high school will generate housing and commercial needs in this area. Spring Creek Park address these needs now during the planning process as opposed to later when the bypass and school are built.

#### **5f. Responsible growth planning**

Annexing Spring Creek Park at this time is managing growth in a responsible manner. It allows time to plan for growth that will come to this area because of the bypass and the high school as opposed to waiting until the bypass and school are built and then trying to accommodate the growth that this infrastructure will surely generate.

#### **5g. Produce an estimated five-year tax revenue from Spring Creek Park of \$532,076.02**

See the Spring Creek Park, Heber City annexation proposal, Section 8 for a more complete discussion on tax revenue generated by Spring Creek Park.

A portion of this income would be generated by vacation rentals. This location is ideal for these types of facilities because of the central location and quick access to all parts of Heber Valley created by the new bypass and SR-113. One of the keys to successful vacation rentals is units that accommodate large family and business groups. The units planned for this location would be high end and would accommodate large and small groups. If the proposed zoning in Exhibit A is approved, the area would need to accommodate both large and small groups vacation rentals.

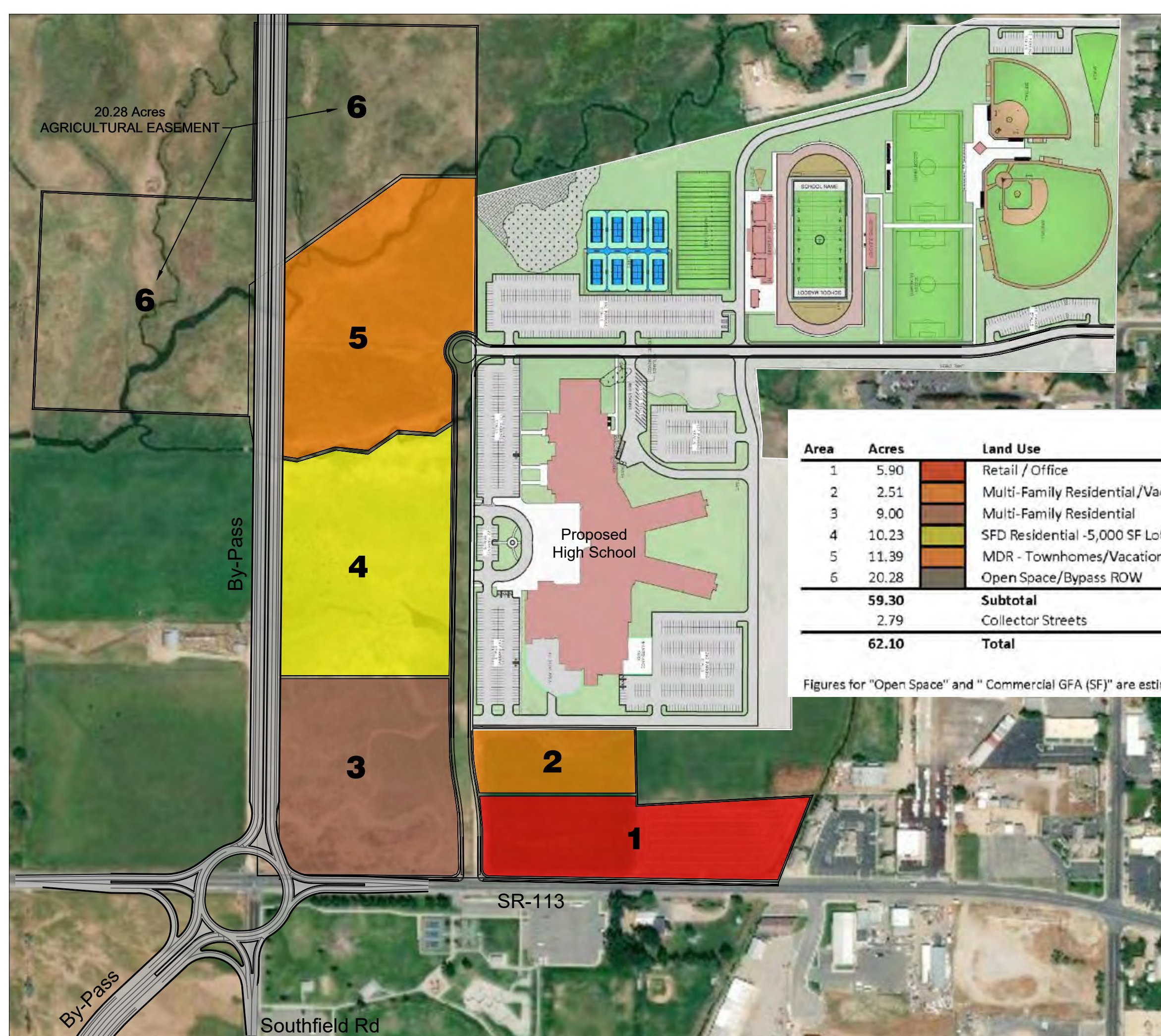
# Exhibit A

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## Spring Creek Park Concept Plan



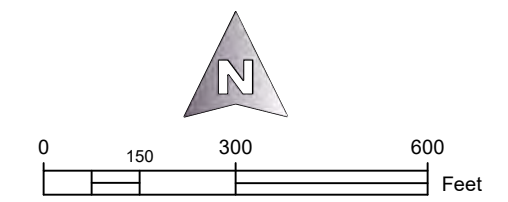
# Spring Creek Park Concept Plan



20.28 Acres  
AGRICULTURAL EASEMENT

Area	Acres	Land Use	Open Space	Commercial GFA (SF)	Residential (DU/AC)	Residential Units
1	5.90	Retail / Office		66,600		
2	2.51	Multi-Family Residential/Vacation Rentals	0.38		19.16	48
3	9.00	Multi-Family Residential	3.15		20.00	180
4	10.23	SFD Residential -5,000 SF Lot Min	1.44		6.06	62
5	11.39	MDR - Townhomes/Vacation Rentals	1.71		3.69	42
6	20.28	Open Space/Bypass ROW	20.28			
<b>59.30</b>			<b>26.95</b>	<b>66,600</b>		<b>332</b>
	2.79	Collector Streets				
<b>62.10</b>			<b>26.95</b>	<b>66,600</b>		<b>332</b>

Figures for "Open Space" and " Commercial GFA (SF)" are estimates based upon industry typicals.





# Exhibit B

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## UDOT Roundabout Statistics



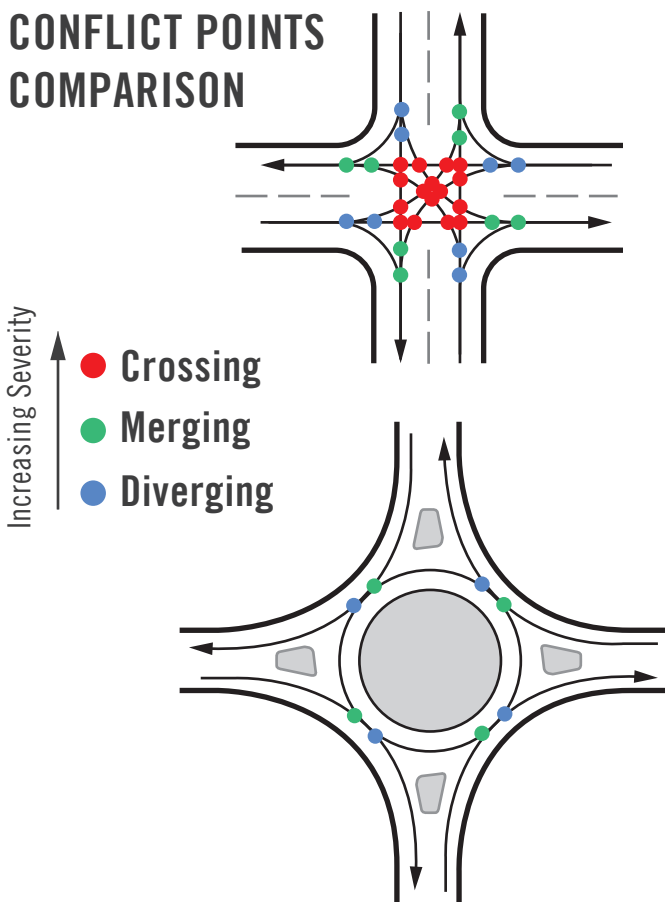
ROUNDBABOUTS REDUCE FATAL AND SERIOUS INJURY CRASHES BY UP TO **88%**

**↓** PEDESTRIANS ARE LESS LIKELY TO BE SERIOUSLY INJURED AT ROUNDBABOUTS DUE TO SLOWER TRAVEL SPEEDS

**25 TO 65** ROUNDBABOUTS CAN BE SAFELY DESIGNED FOR ALL HIGHWAY SPEEDS



## CONFLICT POINTS COMPARISON



## WHY IS IT IMPORTANT?

Intersections are consistently the most dangerous locations on a roadway, accounting for 23% of all fatal crashes. A traditional 4-leg intersection has 32 conflict points where a crossing, turning, or merging maneuver may result in a collision. Traditional intersections do little to reduce speeds, increasing the likelihood of severe crashes.

## WHAT DOES IT DO?

Roundabouts reduce the number of conflict points at a typical intersection from 32 to just 8. The 8 remaining are merge or diverge type conflicts that very rarely result in severe crashes. In addition, roundabouts require users to slow down, reducing the severity of crashes that may occur.

## HOW EFFECTIVE IS IT?

Roundabouts reduce fatal and serious injury crashes at intersections by up to 88%. They can be designed for urban and rural areas with approach speeds ranging from 25-65 mph. Other benefits include low maintenance cost, efficient traffic flow, and traffic calming.



## PROJECT: ENOCH SR-130 & MIDVALLEY ROAD

2021

Severe Crashes - Before: 3 | Forecast After: 1  
Total Crashes - Before: 7 | Forecast After: 3  
Benefit/Cost: 13.0



## PROJECT: BRYCE CANYON SR-63 & SR-12

2021

Severe Crashes - Before: 0 | Forecast After: 0  
Total Crashes - Before: 6 | Forecast After: 3  
Benefit/Cost: 1.73



## PROJECT: HOOPER SR-97 & 5500 WEST

2024

Severe Crashes - Before: 1 | Forecast After: 0  
Total Crashes - Before: 8 | Forecast After: 4  
Benefit/Cost: 10.3



## PROJECT: LA VERKIN SR-9 & SR-17

2024

Severe Crashes - Before: 1 | Forecast After: 0  
Total Crashes - Before: 15 | Forecast After: 7  
Benefit/Cost: 6.8

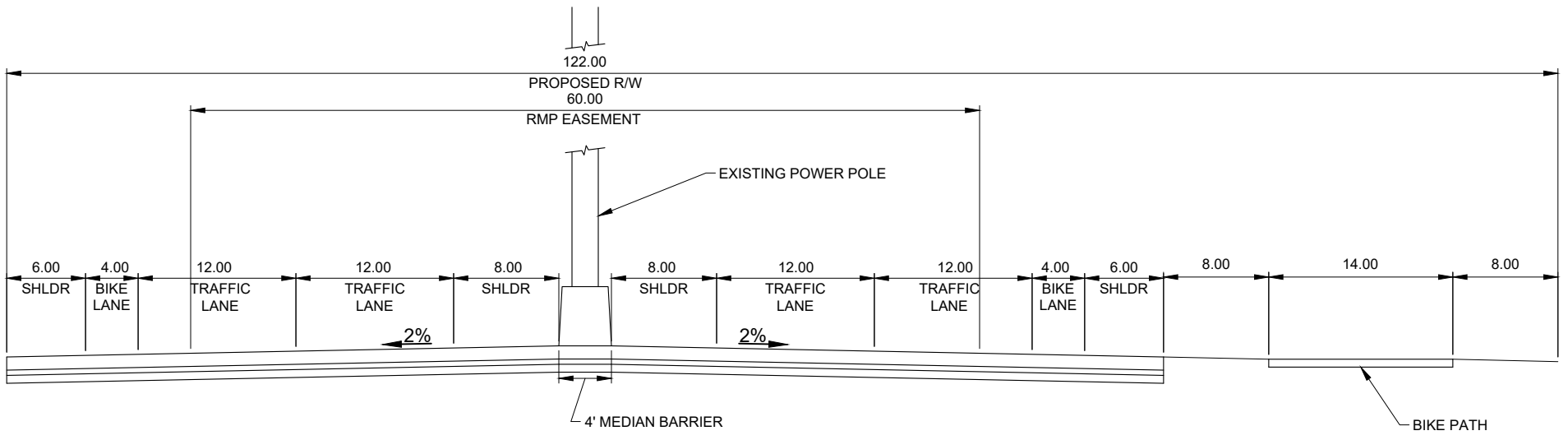
Protected Under 23 USC 409

# Exhibit C

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Typical Section





**TYPICAL SECTION 1**

# Exhibit D

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Roundabout Landscape Photos















# Exhibit E

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## Powerline Easement and Parcel Map



# Powerline Easement and Parcel Map



County of Utah, Bureau of Land Management, Utah AGRC, Esri, HERE, Garmin, INCREMENT P, Intermap, NGA, USGS

- Apx. Powerline Easement
- Parcels owned by Wasatch County
- Parcels owned by Heber City
- Parcels owned by Spring Creek Development