

APPENDIX F

Stakeholder Working Group Meeting

Presentation
Meeting Summary



Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT

Stakeholder Working Group Meeting
October 28, 2021

Project Team Members



- Craig Hancock | UDOT Project Manager
- Geoff Dupaix | UDOT Region 3 Communications Manager
- Naomi Kisen | UDOT Environmental Program Manager
- Vince Izzo | HVC Team Project Manager
- Andrea Clayton | HVC Team Environmental Lead
- Charles Allen | HVC Team Traffic Lead
- Justin Smart | HVC Team Public Involvement Lead
- Brianna Binnebose | HVC Team Public Involvement



Stakeholder Working Group Members



- Tony Kohler | Planning Director
- Wasatch County | Dustin Grabau | Asst. Manager
- Daniel | Ryan Taylor | Town Engineer
- Wasatch County Open Lands Board | Justin Keys | Member
- Emergency Services | David Booth | Heber Police Chief
- School District | Paul Sweat | Superintendent
- RPO | Shawn Seagar | MAG
- Trucking | Terry Smith | Utah Trucking Assoc.
- Non-motorized Transportation | Don Taylor | MAG Trail Planner
- Agricultural | Addison Hicken | Farming
- Resident | Brady Flygare | South (1300 S)
- Resident | Thom Wright | East
- Resident | Wendy Casey | West
- Resident | Philip Jordan | North (Muirfield HOA)
- Landowner | Laren Gertsch | North
- Developer | Dave Nelson | Millstream
- Business | Dallin Koechner | Heber Valley Chamber
- Business | Tom Stone | CAMS
- Wasatch County Housing Authority | Jeff Bradshaw | Exec. Director



Meeting Agenda

- ✓ Purpose and Need Update
- ✓ Alternative Screening Process
- ✓ Conceptual Alternatives Overview
- ✓ Overview of Comments
- ✓ Constituent Feedback
- ✓ Discussion

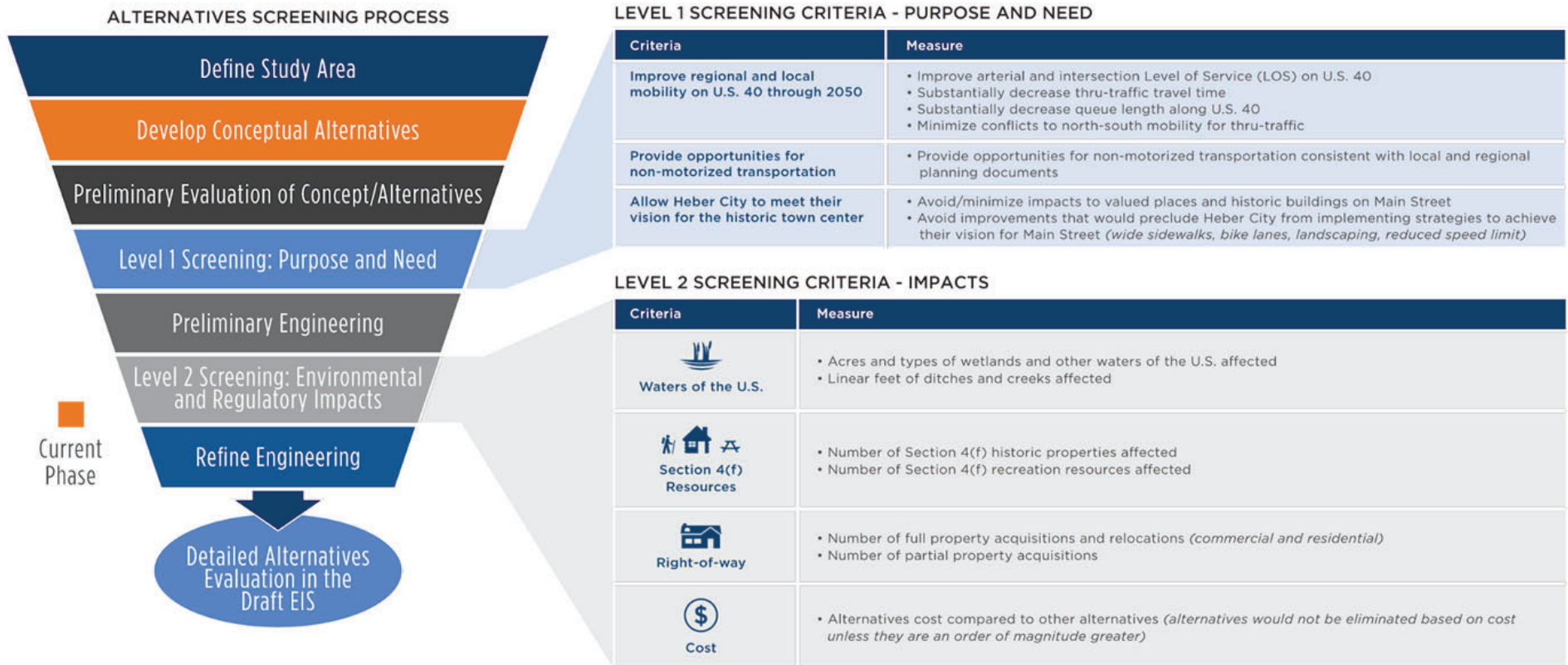
Project Purpose

- ✓ The purpose of the Heber Valley Corridor Project is to improve regional and local mobility on U.S. 40 from S.R. 32 to U.S. 189 and provide opportunities for non-motorized transportation while allowing Heber City to meet their vision for the historic town center.

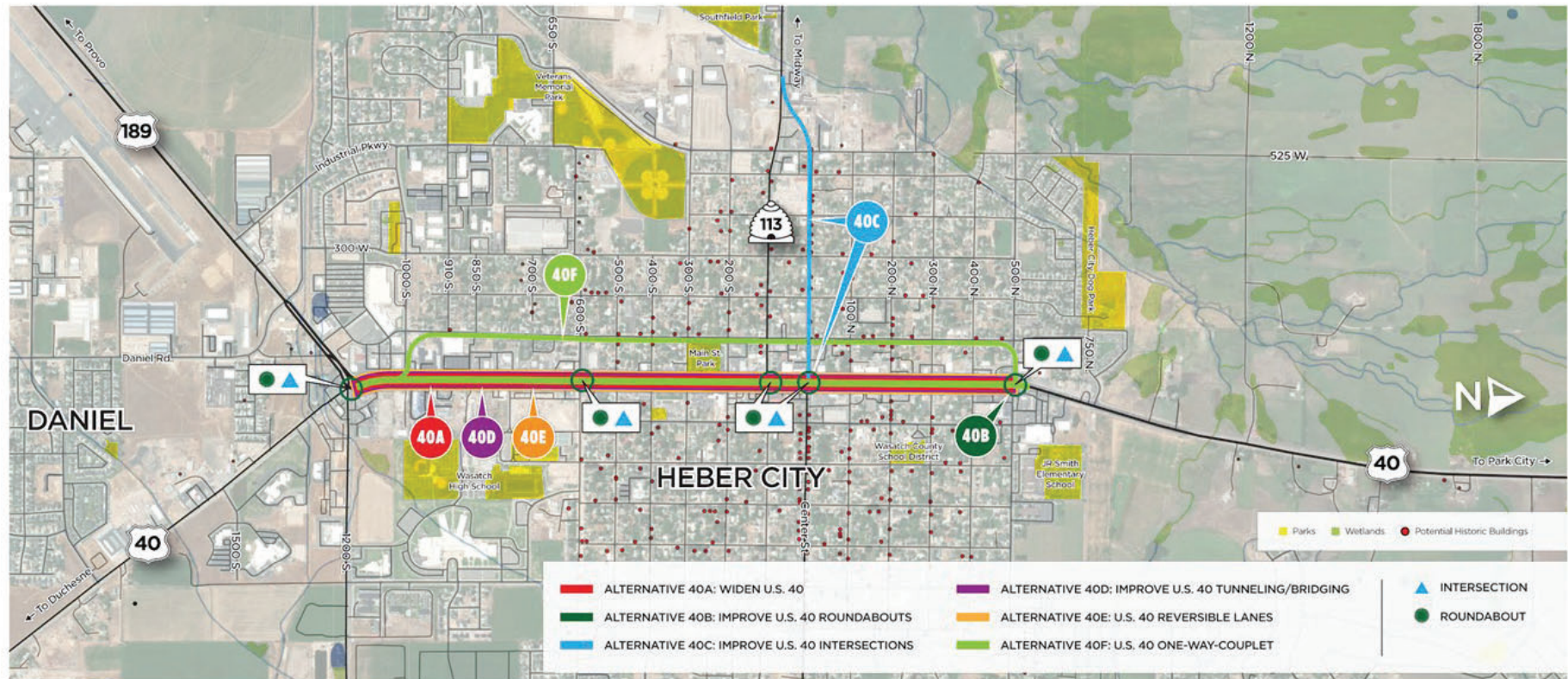
Alternative Concepts Development

- ✓ Concepts informed by previous studies, public comments and data analysis
- ✓ Conceptual only at this phase
- ✓ Concepts developed for:
 - Improvements on U.S. 40 (Main Street)
 - West bypass
 - East bypass
 - Transit
- ✓ UDOT will conduct a multi-level screening process of the alternative concepts to eliminate concepts from further detailed analysis in the EIS

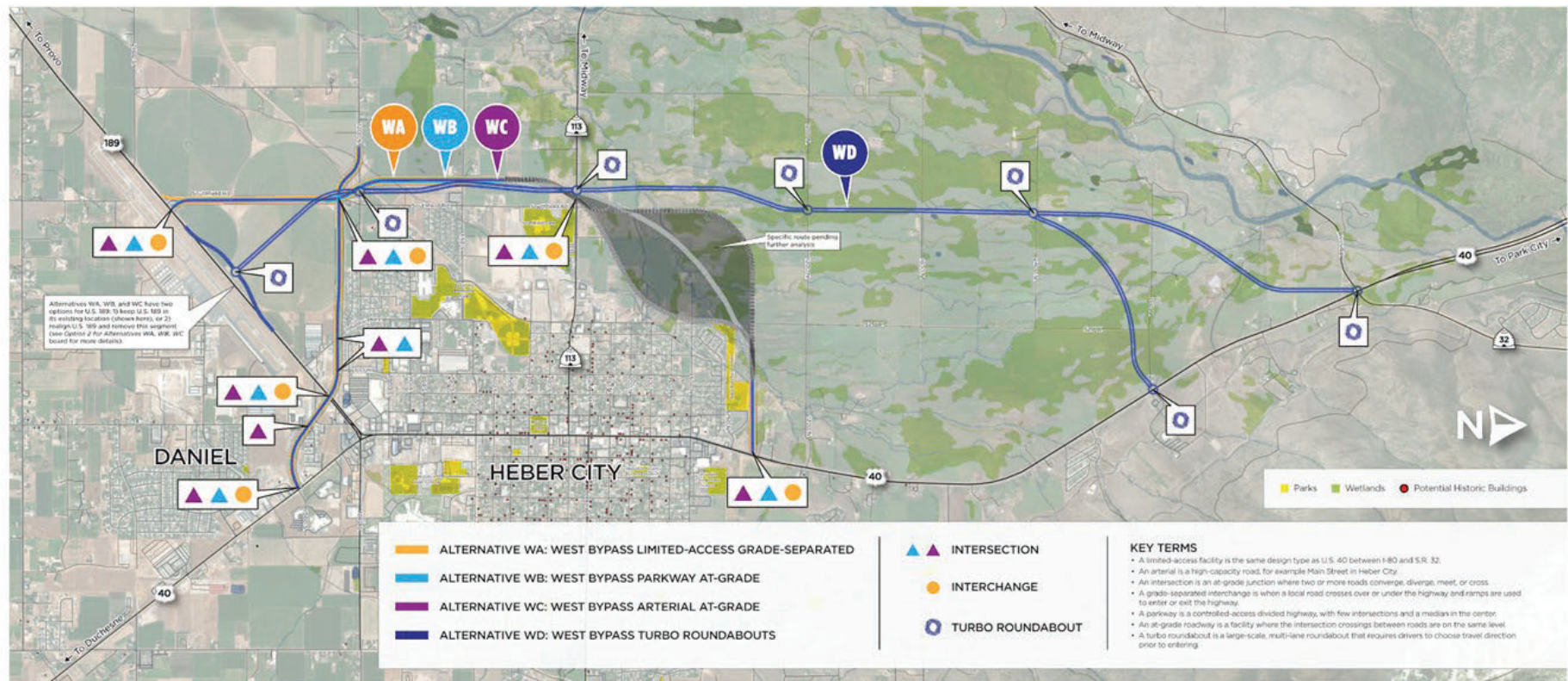
Alternatives Screening Process



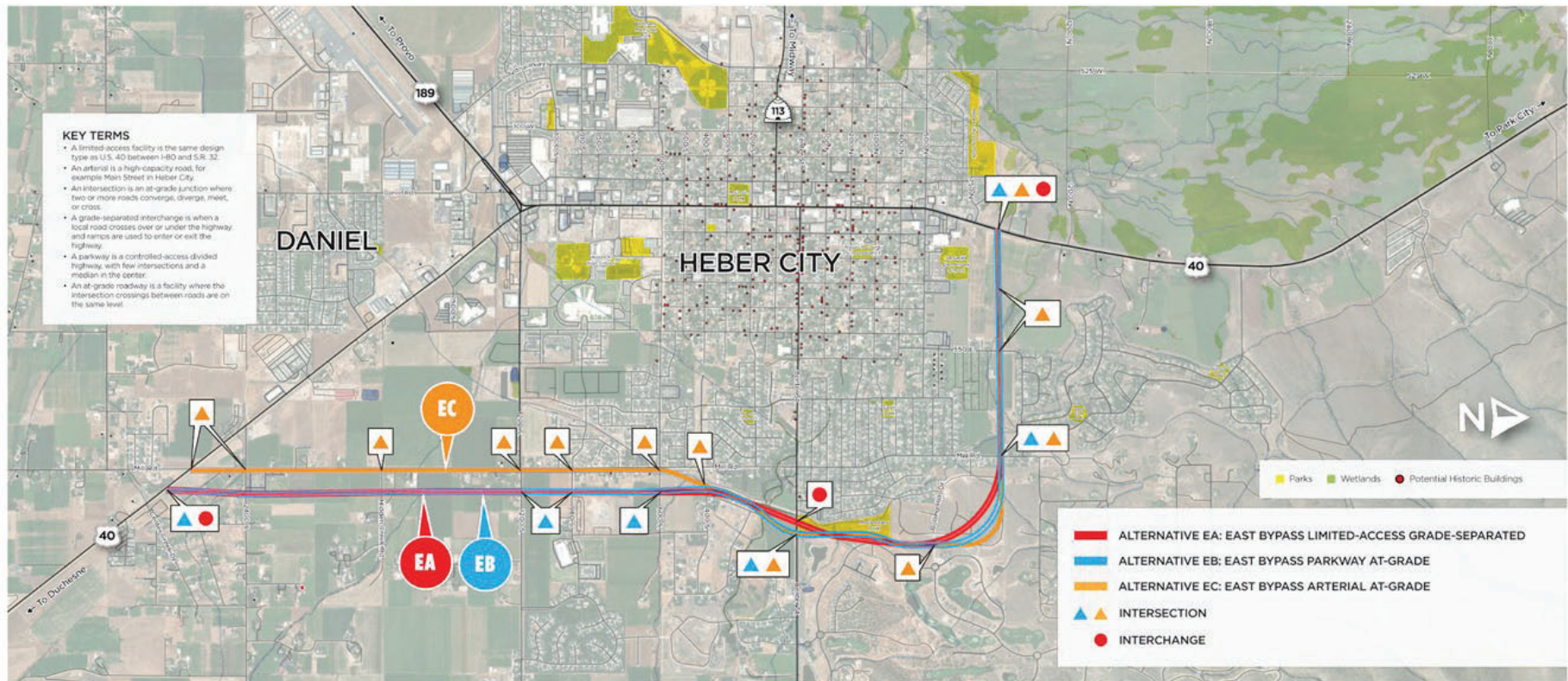
U.S. 40 Alternative Concepts



West Alternative Concepts



East Alternative Concepts



Transit Alternative

Wasatch County Transit Study Executive Summary 2020

BACKGROUND

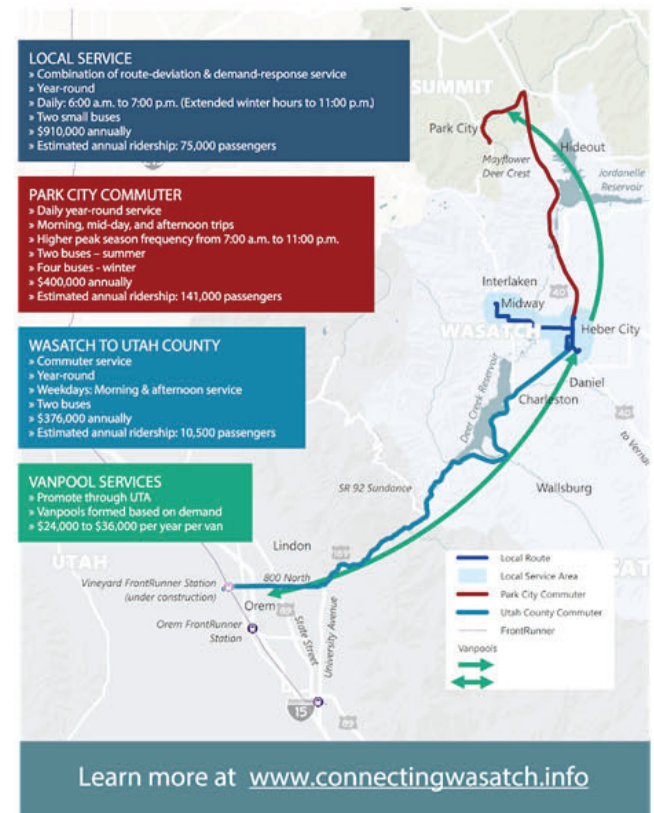
Funded by Heber City, Midway City, Park City, Wasatch County, UDOT and UTA

Managed by Mountainland Association of Governments (MAG)

Consultant team: LSC Transportation Consultants with Fehr & Peers



Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT



Public Comment Period



October 5 – November 4, 2021

Provide comments through:



HeberValleyEIS.udot.utah.gov



HeberValleyEIS@utah.gov



Heber Valley Corridor EIS c/o HDR
2825 E. Cottonwood Parkway, Suite 200
Cottonwood Heights, UT 84121



801-210-0498



Comment Summary to Date

- ✓ Something needs to be done about congestion.
- ✓ Congestion on Main Street is preferable to impacting so many so homes and neighborhoods.
- ✓ A bypass should be placed where it would impact the fewest people.
- ✓ West side is much less developed (fewer homes and schools).
- ✓ The north fields and south fields should be preserved. Please don't impact the fields.
- ✓ A bypass should connect to U.S. 40 farther to the north (River Road) for a long-term solution. Development will continue to the north.
- ✓ An east bypass has never been part of the plan; a west bypass has been planned.
- ✓ East bypass impacts quality of life in existing residential neighborhoods.
- ✓ East bypass concerns re: safety of students of three schools in Mill Road area.

A grayscale landscape photograph showing a wide valley in the foreground, a small town in the middle ground, and a range of mountains with snow-capped peaks in the background under a cloudy sky. The word "Discussion" is overlaid in the center in a dark blue font.

Discussion

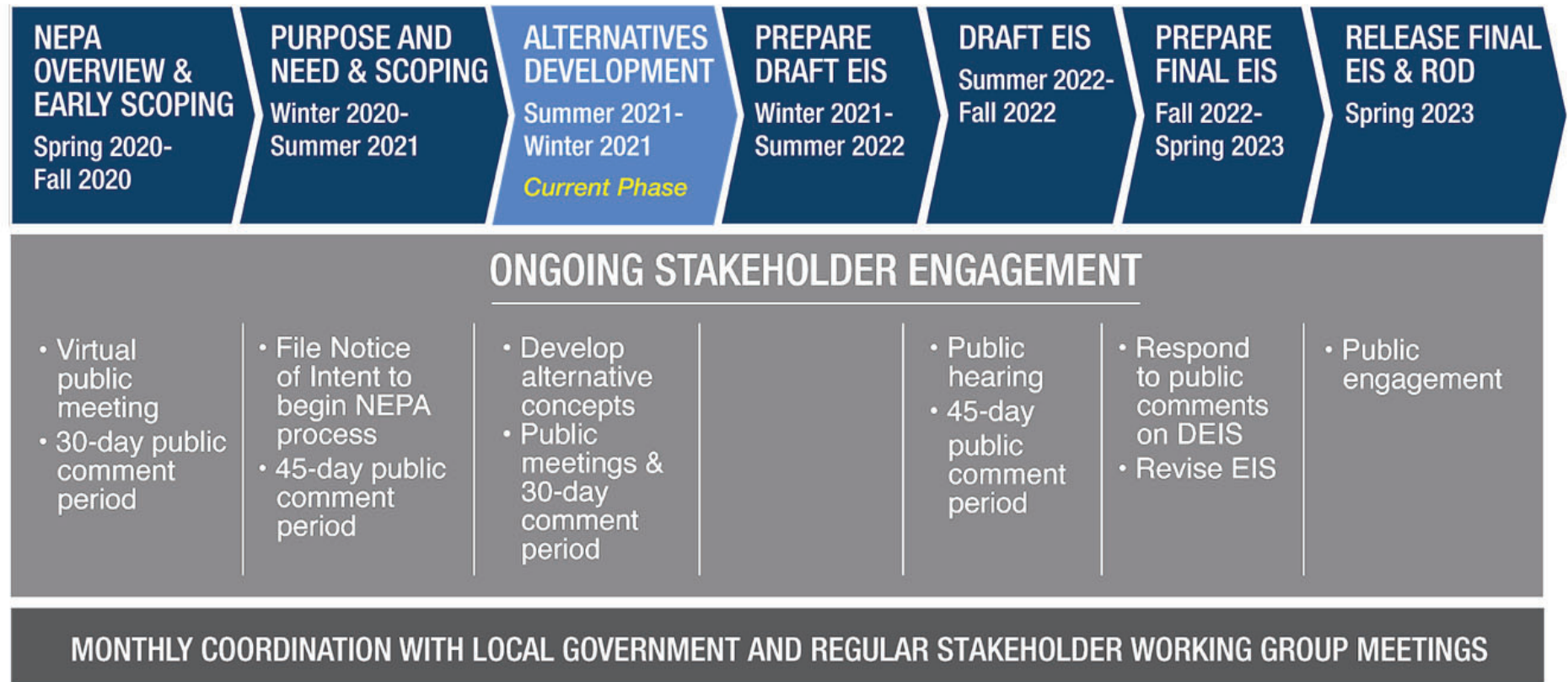
Next Steps – Project Team

- ✓ Review comments
- ✓ Revise alternative concepts (if needed)
- ✓ Alternative screening
- ✓ Publish screening results (early 2022)

Next Steps – SWG

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

Project Timeline and Process





Heber Valley Corridor

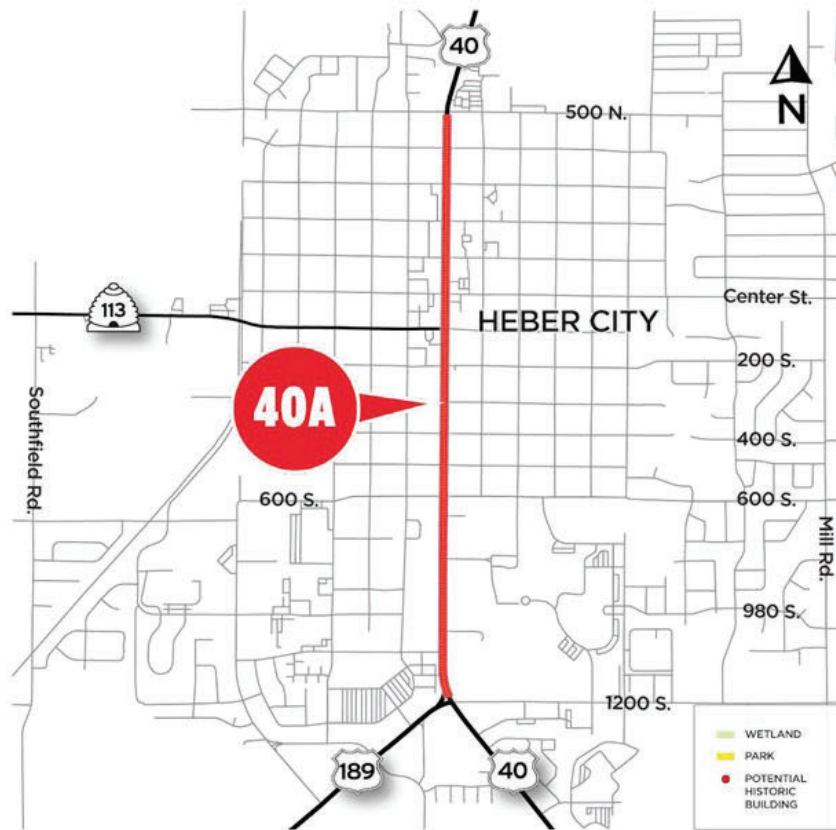


ENVIRONMENTAL IMPACT STATEMENT

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

Alternative 40A

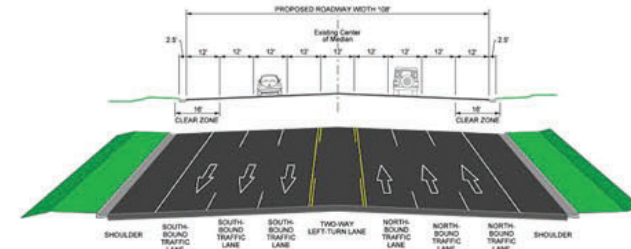
Widen U.S. 40



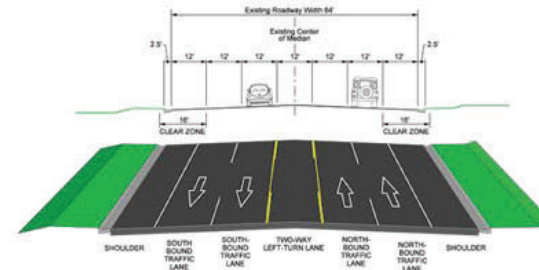
Concept proposes widening U.S. 40 from five lanes to seven lanes, from 500 North to U.S. 189.

SPEED
LIMIT
35

PROPOSED WIDENING OF U.S. 40 (SEVEN LANES)*



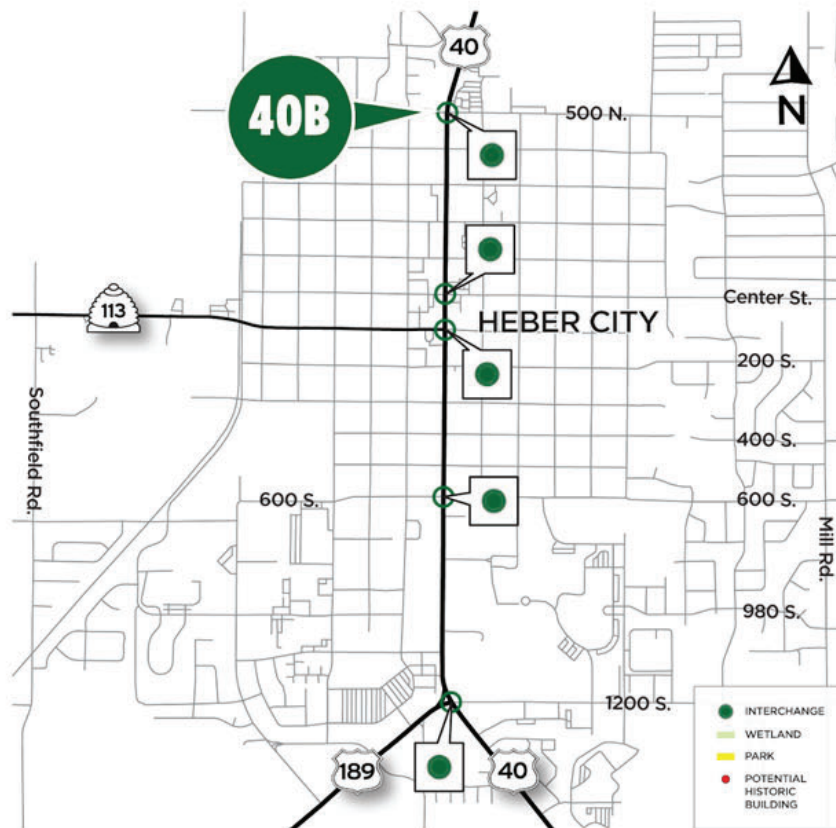
EXISTING U.S. 40 (FIVE LANES)*



*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

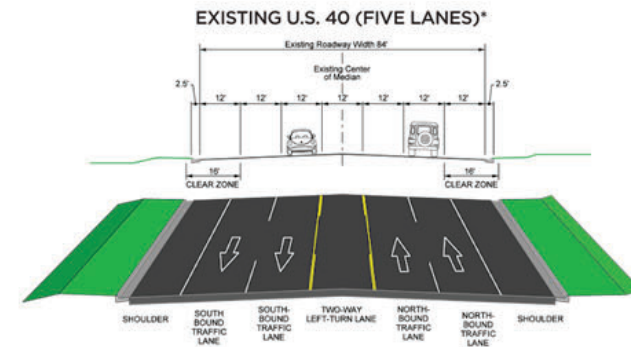
Alternative 40B

Improve U.S. 40 - Roundabouts



Concept proposes replacing the existing signalized intersections with roundabouts at 500 North, Center Street, 100 South, 600 South, and 1200 South, with no additional lanes added to U.S. 40.

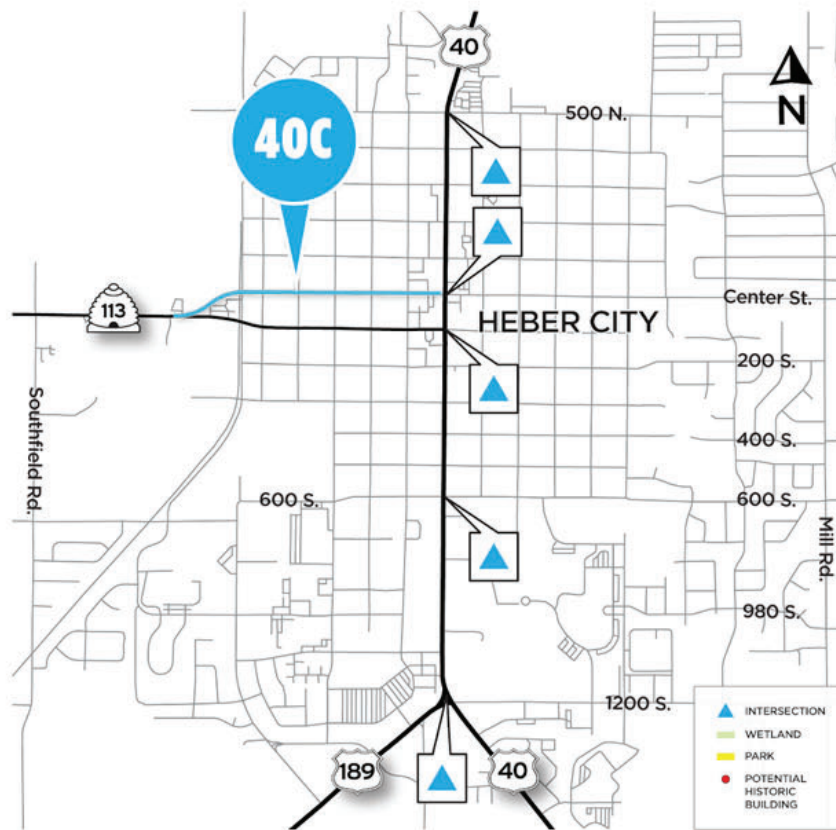
SPEED
LIMIT
35



*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

Alternative 40C

Improve U.S. 40 - Intersection Improvements



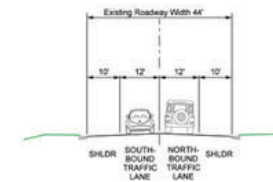
Concept proposes realigning S.R. 113 to line up with Center Street (to align major east-west movements), adding turn lanes to signalized intersections, with no additional lanes added to U.S. 40.

SPEED
LIMIT
35

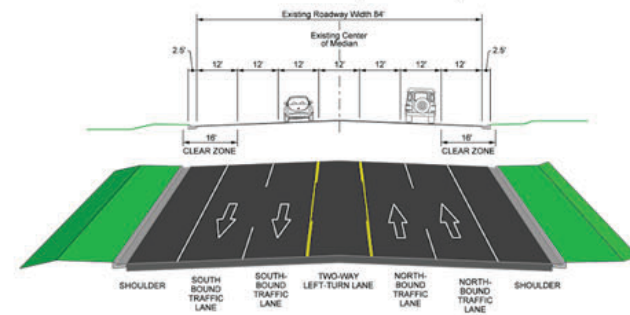
PROPOSED TYPICAL SECTION
FOR REALIGNED S.R. 113*



EXISTING S.R. 113*



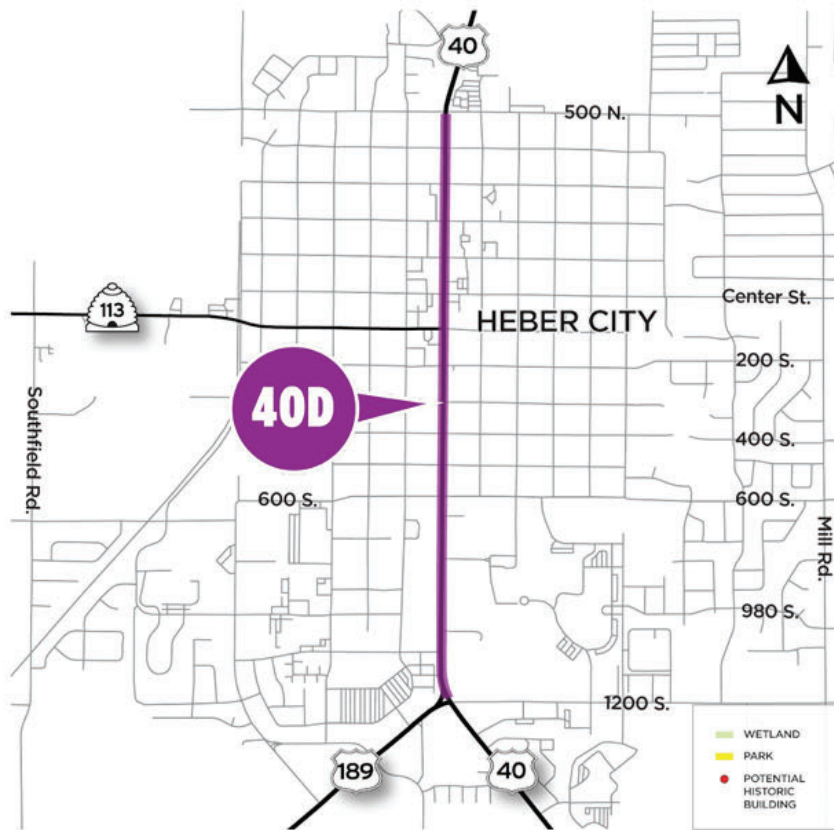
EXISTING U.S. 40 (FIVE LANES)*



*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

Alternative 40D

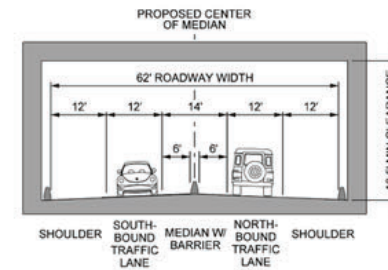
Improve U.S. 40 – Tunneling/Bridging



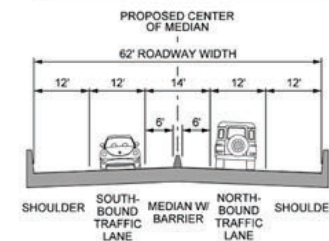
Concept proposes constructing a bridge over or a tunnel under U.S. 40 from 500 North to 1200 South.

SPEED
LIMIT
50

PROPOSED U.S. 40 TUNNEL*



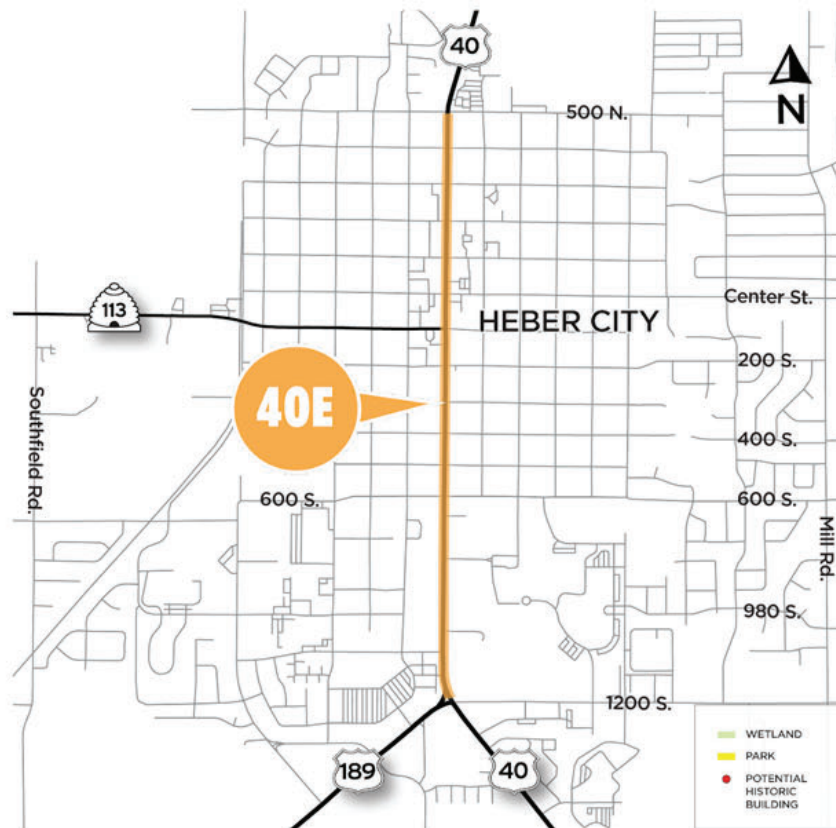
PROPOSED U.S. 40 BRIDGE*



*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

Alternative 40E

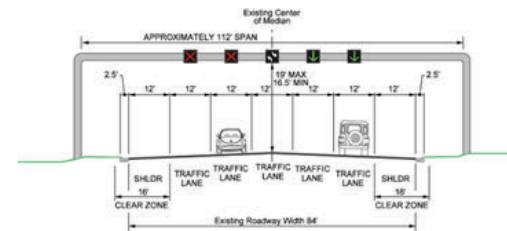
Improve U.S. 40 – Reversible Lanes



Concept proposes converting the center turn lane to a reversible lane from 500 North to U.S. 189, with no additional lanes added to U.S. 40. The center lane would be used for northbound traffic in the AM and southbound traffic in the PM. This concept is similar to 5400 South in Taylorsville, UT.

**SPEED
LIMIT
35**

PROPOSED REVERSIBLE LANES*



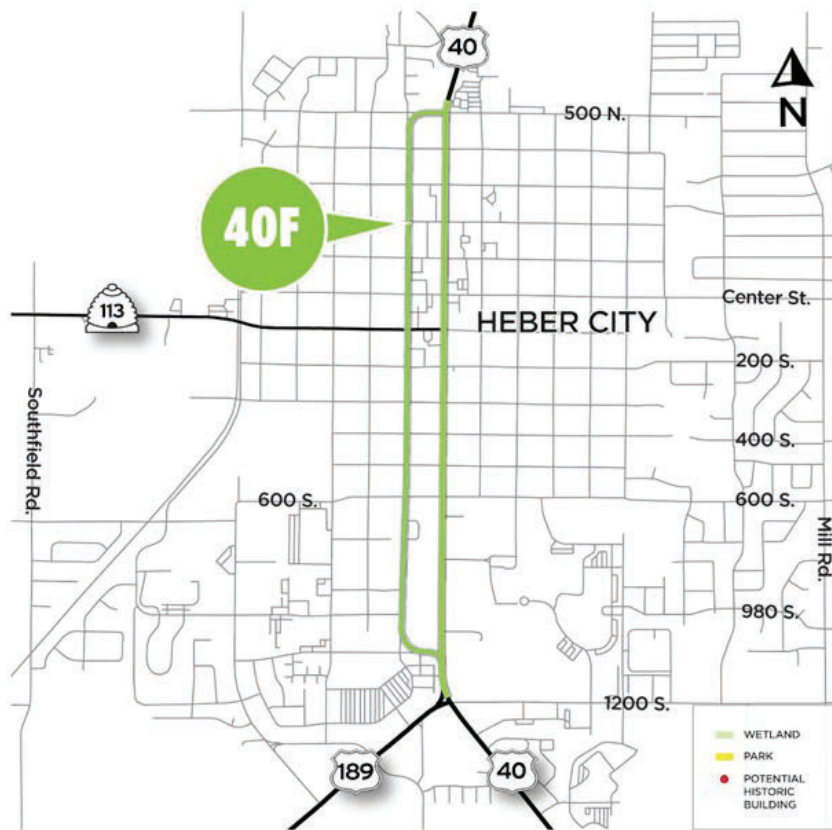
U.S. 40 REVERSIBLE LANES SIGNAGE



*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

Alternative 40F

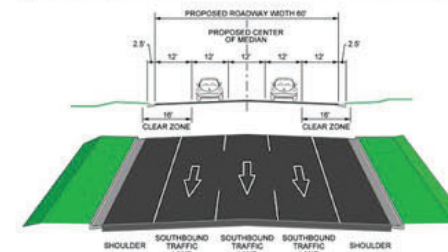
One-Way-Couplet



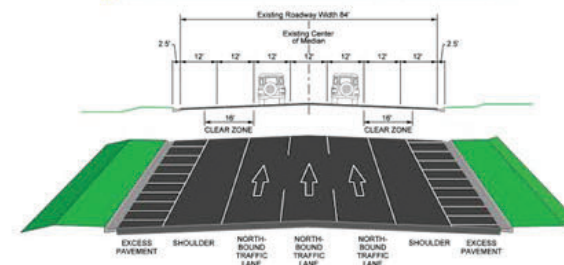
Concept proposes splitting U.S. 40 into two roads between 500 North and 1000 South. Main Street would be for northbound travel and 100 West would be for southbound travel.

SPEED
LIMIT
35

PROPOSED ONE-WAY-COUPLET (100 WEST)*



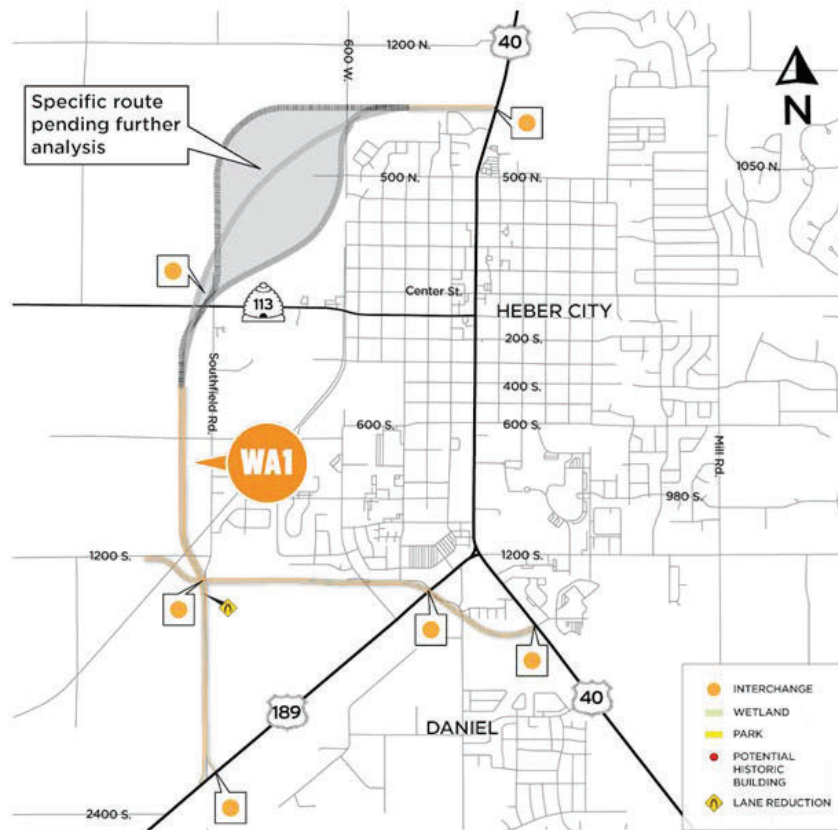
PROPOSED ONE-WAY-COUPLET (U.S. 40)*



*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

Alternative WA1

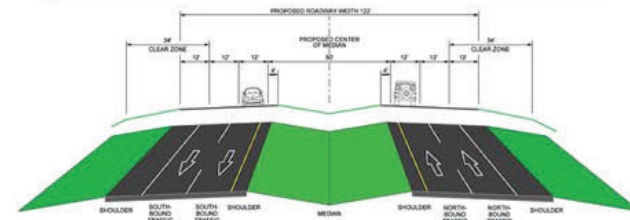
West Bypass Limited-Access Grade-Separated



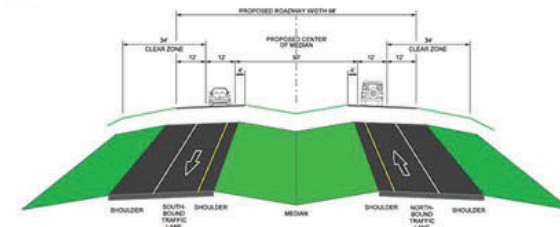
Concept proposes a highway-type facility with six interchanges at major connections: U.S. 40 (2), U.S. 189 (2), S.R. 113, and 1300 South. A limited access facility is the same design type as U.S. 40 between I-80 and S.R. 32.

SPEED
LIMIT
65

PROPOSED WEST BYPASS LIMITED-ACCESS, GRADE-SEPARATED (FOUR LANE SECTION, TWO LANES IN EACH DIRECTION)*
Concept would likely require a four lane section between S.R. 113 and 1300 South.



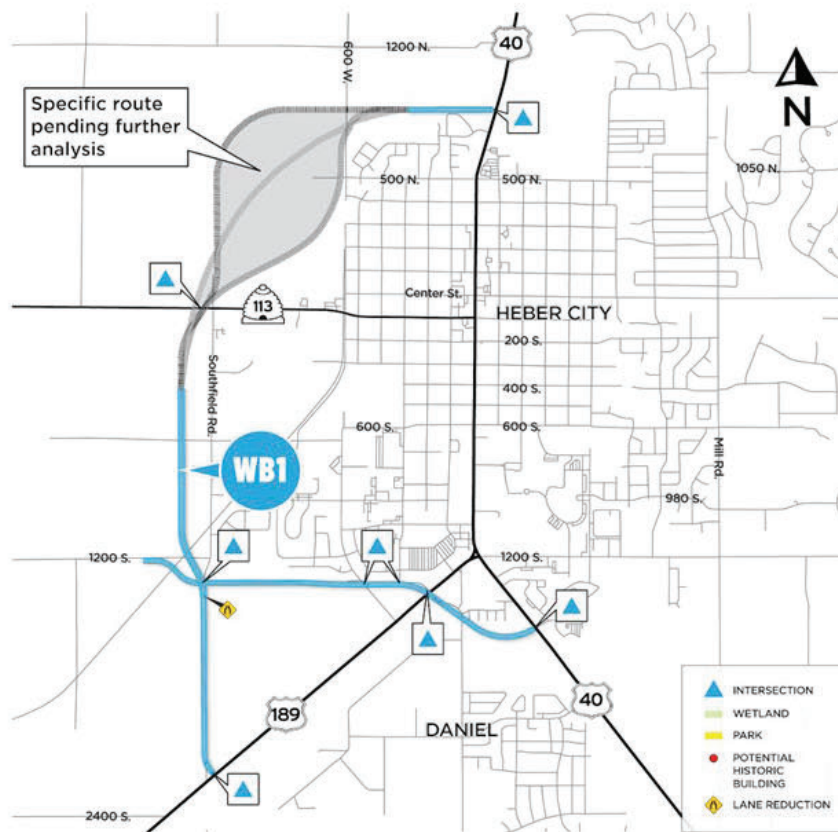
PROPOSED WEST BYPASS LIMITED-ACCESS, GRADE-SEPARATED (TWO LANE SECTION, ONE LANE IN EACH DIRECTION)*
Concept would likely require two lane sections north of S.R. 113, south of 1300 South, and along 1300 South.



*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

Alternative WB1

West Bypass Parkway At-Grade

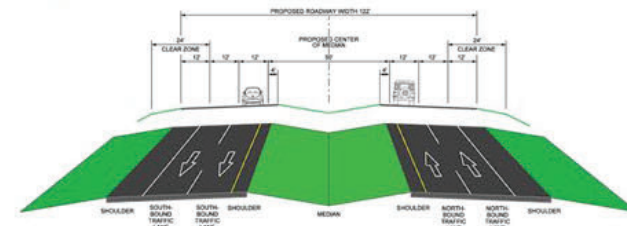


Concept proposes a parkway-type facility with eight intersections: U.S. 40 (2), U.S. 189 (2), S.R. 113, 1300 South, Industrial Parkway, and 300 West.

**SPEED
LIMIT
55**

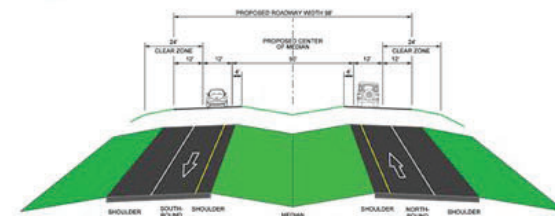
PROPOSED WEST BYPASS PARKWAY AT-GRADE (FOUR LANE SECTION, TWO LANES IN EACH DIRECTION)*

Concept would likely require a four lane section between S.R. 113 and 1300 South.



PROPOSED WEST BYPASS PARKWAY AT-GRADE (TWO LANE SECTION, ONE LANE IN EACH DIRECTION)*

Concept would likely require two lane sections north of S.R. 113, south of 1300 South, and along 1300 South.



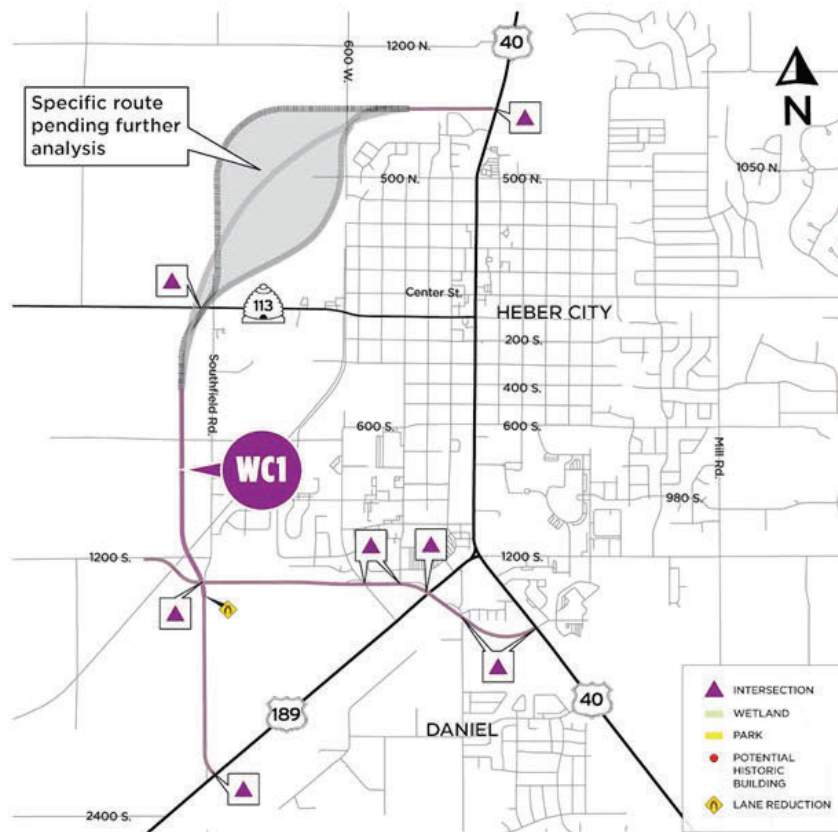
*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

Alternative WC1

West Bypass Arterial At-Grade

Heber Valley Corridor

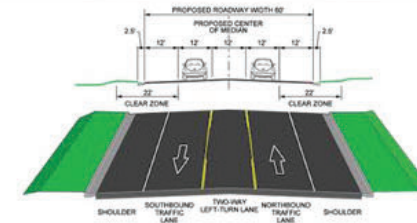
ENVIRONMENTAL IMPACT STATEMENT



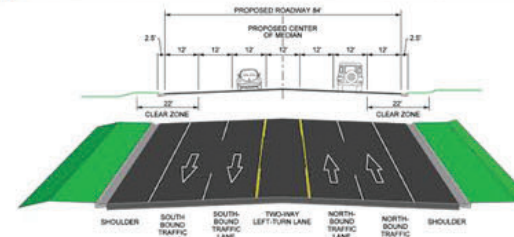
Concept proposes an arterial-type facility with intersections at all cross streets, nine total: U.S. 40 (2), U.S. 189 (2), 1300 South, S.R. 113, Industrial Parkway, 300 West, and S. Daniels Road.

SPEED
LIMIT
45

**PROPOSED WEST BYPASS ARTERIAL AT-GRADE
(THREE LANE SECTION, ONE LANE IN EACH DIRECTION)***
Concept would likely require three lane sections north of S.R. 113, south of 1300 South, and along 1300 South.



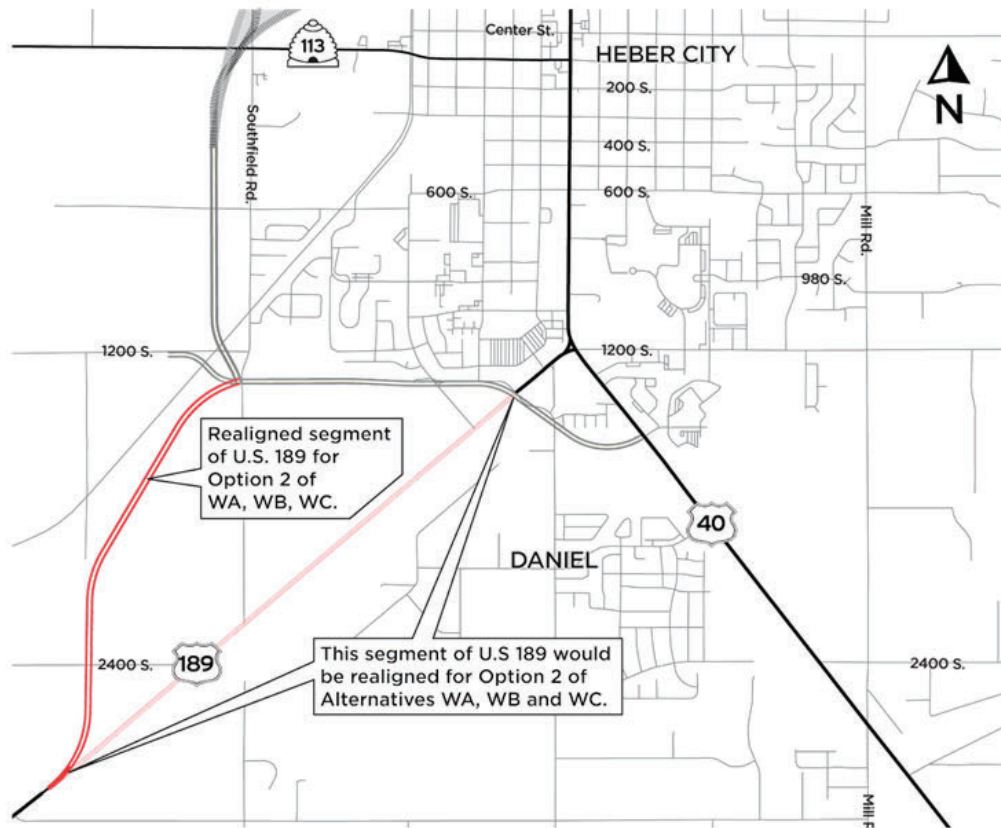
**PROPOSED WEST BYPASS ARTERIAL AT-GRADE
(FIVE LANE SECTION, TWO LANES IN EACH DIRECTION)***
Concept would likely require a five lane section between S.R. 113 and 1300 South.



*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

Option Two for Alternatives WA, WB & WC

Realign a Portion of U.S. 189

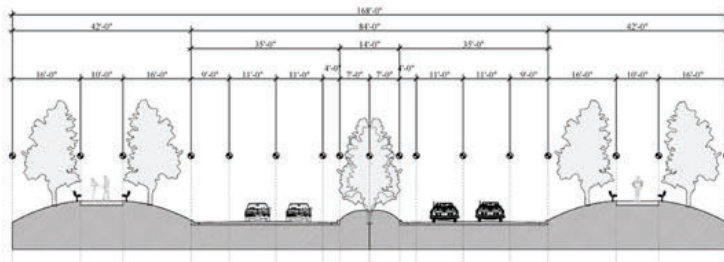
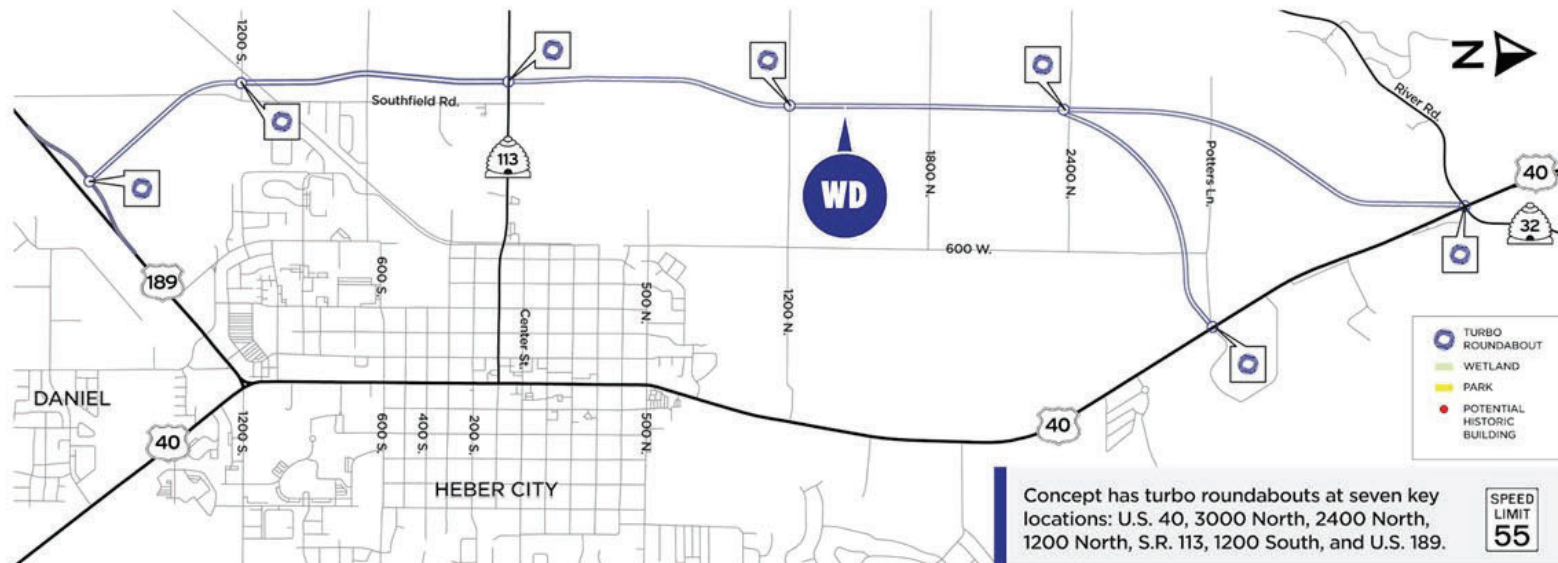


Alternatives WA, WB, and WC have two options for U.S. 189:

1. Keep U.S. 189 in its existing location (see boards for Alternatives WA1, WB1 or WC1) or
2. Realign U.S. 189 and remove the segment between the bypass connections (shown here).

Alternative WD

West Bypass Parkway Turbo Roundabouts

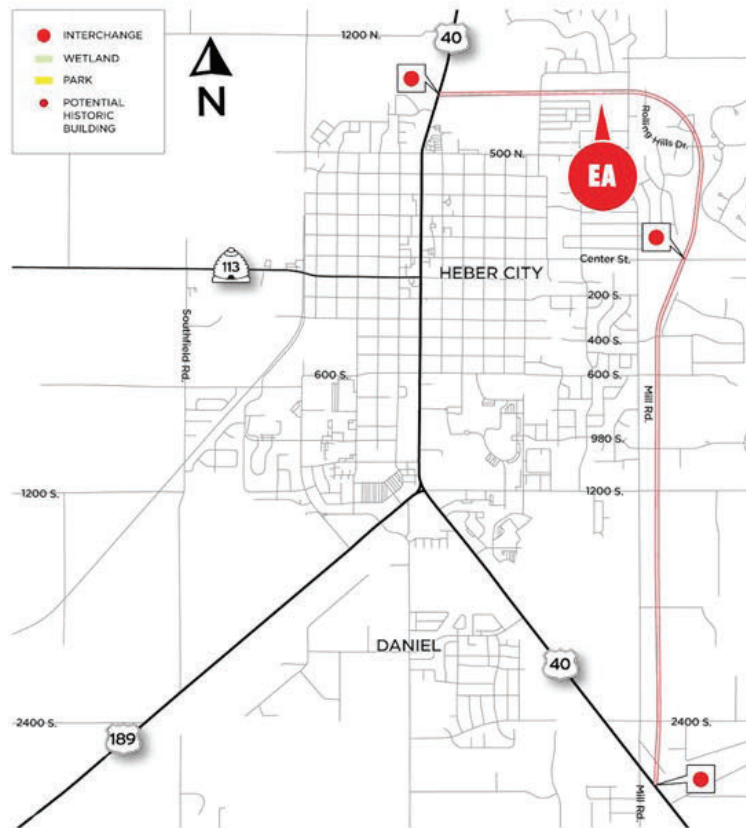


Cross section does not meet UDOT standards. This alternative was provided by a member of the public to evaluate. Any type of aesthetic or design treatments would only be considered later in the process.



Alternative EA

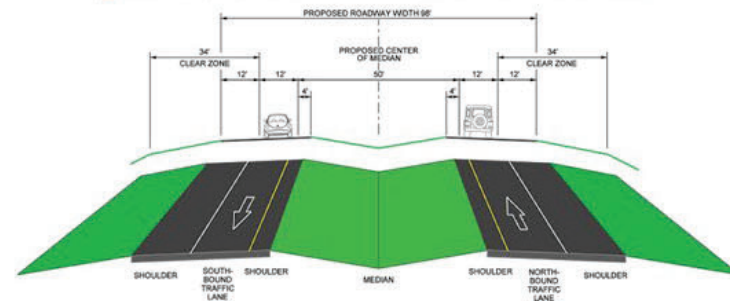
East Bypass Limited-Access Grade-Separated



Concept proposes a highway-type facility offset from 1200 East (Mill Road) with three interchanges: Center Street and the north and south connections to U.S. 40.

SPEED
LIMIT
65

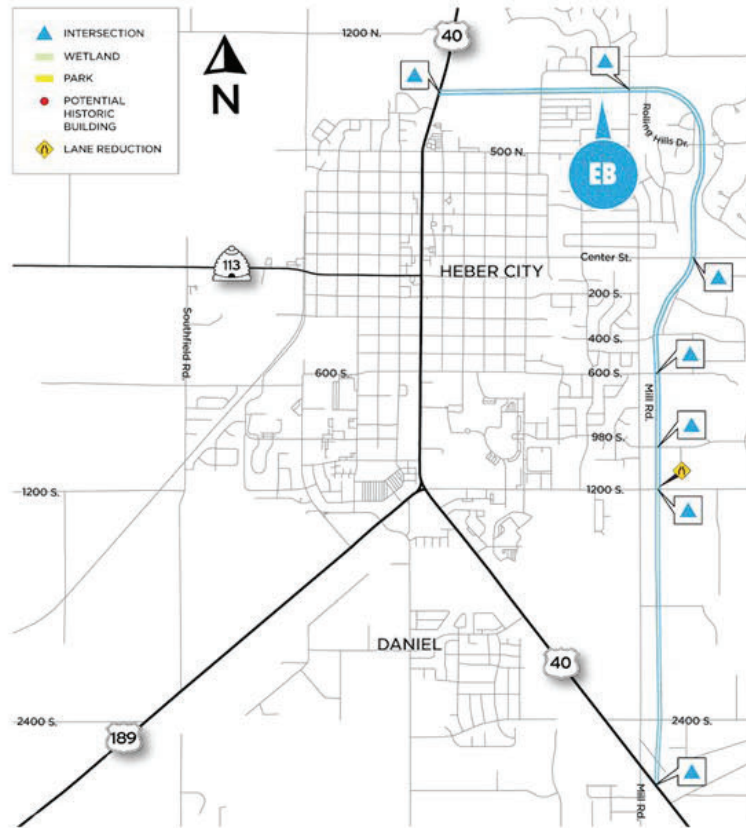
PROPOSED EAST BYPASS LIMITED-ACCESS, GRADE SEPARATED
(TWO LANE SECTION, ONE LANE IN EACH DIRECTION)*



*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

Alternative EB

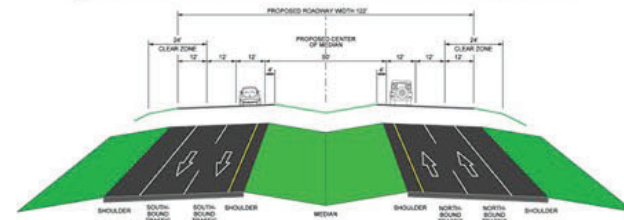
East Bypass Parkway At-Grade



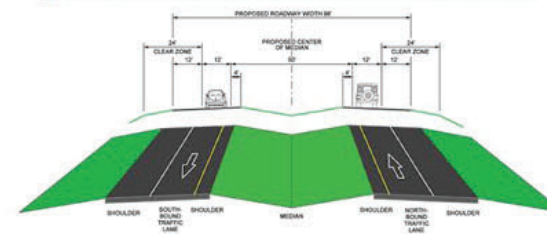
Concept proposes a parkway-type facility offset from 1200 South (Mill Road) with seven intersections at key locations.

**SPEED
LIMIT
55**

**PROPOSED EAST BYPASS PARKWAY AT-GRADE
(FOUR LANE SECTION, TWO LANES IN EACH DIRECTION)***
Concept would likely require a four lane section north of 1200 South.



**PROPOSED EAST BYPASS PARKWAY AT-GRADE
(TWO LANE SECTION, ONE LANE IN EACH DIRECTION)***
Concept would likely require a two lane section south of 1200 South.

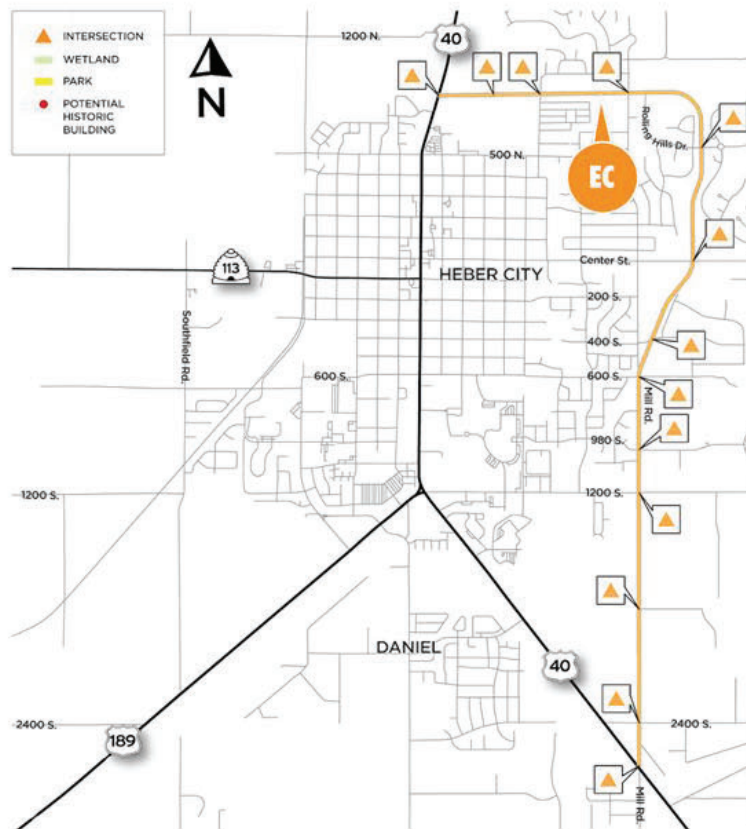


*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

Alternative EC

East Bypass Arterial At-Grade

Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT

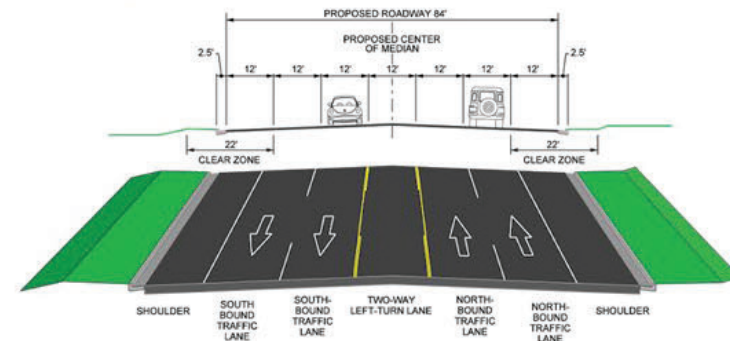


Concept proposes an arterial-type facility on 1200 East (Mill Road) with intersections at all cross streets, 12 total.

SPEED
LIMIT
45

PROPOSED EAST BYPASS ARTERIAL AT-GRADE (FIVE LANES)*

Concept would likely require a five lane section along entire route.



*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

Summary

Project: Heber Valley Corridor EIS

Subject: Stakeholder Working Group Meeting #3

Date: Thursday, October 28, 2021

Location: Heber City Police Department / Zoom

Stakeholder Working Group

Name	Representing	Role
Craig Hancock	UDOT	Project Manager
Naomi Kisen	UDOT	Environmental Manager
Geoff Dupaix	UDOT	Communications Manager
Vince Izzo	HVC Team	Project Manager
Andrea Clayton	HVC Team	Environmental Lead
Charles Allen	HVC Team	Traffic Lead
Justin Smart	HVC Team	Public Involvement Lead
Bri Binnebose	HVC Team	Public Involvement
Tony Kohler	Heber City	Planning Director
Dustin Grabau	Wasatch Co.	County Assistant Manager
Ryan Taylor	Daniel	Town Engineer
Justin Keys	Open Space	Wasatch County Open Lands Board
David Booth	Emergency Services	Heber Police Chief
Paul Sweat	School District	Superintendent
Shawn Seager	Rural Planning Organization	MAG Planning Director
Don Taylor	Non-motorized Transportation	MAG Trail Planner
Terry Smith	Trucking	UT Trucking Assoc. Safety Director
Addison Hicken	Agricultural	Farming
Brady Flygare	Residential	South resident
Thom Wright	Residential	East resident
Wendy Casey	Residential	West resident
Phillip Jordan	Residential	North resident
Laren Gertsch	Landowner	Landowner
David Nelson	Development	Millstream Group
Dallin Koechner	Business	Heber Valley Chamber Executive Director
Tom Stone	Business	CAMS Chairman
Jeffery Bradshaw	Housing	Wasatch County Housing Authority

Meeting Topics:

1. The objective of this fourth stakeholder working group (SWG) meeting was to provide an update on the revised purpose and need, an overview of conceptual alternatives and public comments received to date, and discuss feedback heard from constituents thus far.

2. Revised purpose and need statement:

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

3. Conceptual alternatives overview:

- a. There has been talk of a west bypass for many years, why do we need to look at other alternatives now? NEPA requires us to look at all reasonable alternatives. Thirteen conceptual alternatives were presented to the public that will be evaluated, along with the No-action alternative.
- b. One member asked if the alternatives could be combined.
 - i. The intent is for each alternative to be stand alone. If the alternative meets the project purpose, additional impacts from adding other alternatives are not warranted.
- c. One member asked how we can get trucks from the east to go around to use a west bypass. Another member asked with all the development on the west side, how will we encourage people to take an east bypass?
 - i. The purpose is to improve mobility on U.S. 40. The issue is not just trucks, it is the total traffic volume. Removing truck traffic is not part of the purpose and need. Additionally, as conditions on U.S. 40 improve, it improves overall mobility in the valley, whether for those traveling the local system or traveling on a new east or western facility.
- d. One member asked if there are alternatives that will get eliminated based on impacts to historic buildings.
 - i. Part of the purpose is to allow Heber City to meet their vision for the historic town center. If an alternative is so destructive that Heber City could not meet their vision, that alternative would not meet the project purpose and would be eliminated.
 - ii. Historic buildings are also considered in Level 2 screening because they are protected by Section 4(f).
- e. One frequently heard comment from constituents is that it would be better to tie a bypass into U.S. 40 farther to the north at River Road.
 - i. This would accommodate planned growth on the north side of town. One member commented the purpose of the project is to improve mobility in the Heber Valley, not just in Heber City.

(1) The travel demand model considers planned growth in the entire valley.
 - ii. Concerns were raised regarding the location of the intersection with U.S. 40. With Smiths Marketplace going in at ~750 North, can we create a safe intersection without reducing speed?

- f. Constituents are concerned about how the local road network would be impacted by bypass alternatives. Will residents be isolated? Or will connectivity be maintained? Will roads go over or under? Will it be difficult to cross with heavy traffic?
- g. Members reported that some of their constituents don't see how any alternative that improves U.S. 40 would allow Heber City to meet their vision for the historic town center. The vision is for a walkable downtown, and improvements on U.S. 40 make it less desirable to walk there.
 - i. There is an underground stream running under Main Street. The plan is to daylight it in the downtown area. A tunnel may interfere with this.

4. Discussion

- a. What is the role/responsibility of Heber City and Wasatch County is in this process? One member commented that it seems like the City and County are not actively doing much to improve traffic and are waiting for UDOT to fix things.
 - i. The Wasatch Regional planning Organization (RPO) is responsible to update the Rural Transportation Plan (RTP) every 4 years, which includes UDOT projects and local projects. The City and County transportation plans should reflect updates in the RTP. UDOT assumes projects in the RTP will be executed in the travel demand analysis. If they are not executed, congestion can be expected sooner.
 - ii. Improvements to state routes (U.S. 40 is a state route) are not within City or County jurisdiction. UDOT needs to lead the process.
 - iii. UDOT can't determine what the City and County do. There needs to be collaboration between UDOT and local government. Whatever comes out of the EIS, it is not likely to be paid for solely by UDOT.
- b. Who is responsible for the screening process?
 - i. UDOT is responsible for conducting screening and is asking for public input on the screening criteria.
- c. One member asked where impacts to homes and neighborhoods are included in the screening process.
 - i. The screening process looks first at whether the alternative meets the purpose and need (level 1 screening), then at impacts to key resources (level 2 screening). The resources evaluated in level 2 screening include wetlands and other Waters of the U.S., and Section 4(f) resources (public parks and recreation areas, historic properties). These resources are evaluated during screening because they have strong protection under the law. UDOT cannot select an alternative that impacts these resources if there is an alternative that meets the purpose and does not impact them.
 - ii. Level 2 screening also includes property impacts and cost.
 - iii. It is not efficient to conduct detailed analysis of alternatives that cannot be selected. A detailed analysis will be conducted on all alternatives that make it through the screening

process. The detailed analysis will include social and community impacts, noise, visual, etc., and will be considered in selection of the preferred alternative.

- iv. One member commented that Heber City is looking at an open space and sensitive lands ordinance and requested that it be considered in screening.
- d. Can trucks be restricted on Main Street? What if Heber City takes over jurisdiction?
 - i. The analysis done for the EIS cannot assume Heber City takes over jurisdiction.
 - ii. The goal is to improve local and regional mobility on U.S. 40, not to remove truck traffic.
- e. Who is responsible for the east bypass and when will it be done?
 - i. Red Ledges and Heber City are in the process of constructing an east bypass in the northeast quadrant (north of Center Street and east of U.S. 40). Construction will be done in spring of 2023.
 - (1) Millstream (developer) is responsible for the segment between U.S. 40 and the cemetery.
 - (2) Heber City has a grant for the section through the cemetery.
 - (3) Red Ledges (developer) is responsible for the portion east of Mill Road and north of Center Street.
 - ii. The east conceptual alternatives (EA, EB, and EC) under consideration for the EIS would use this alignment as much as possible but would require modifications (wider cross section, larger curves to accommodate higher design speed).
- f. One member noted there is a lot of misinformation circulating in the community, especially on social media.
- g. One member commented that the airport is a hot topic right now. Even if rerouting U.S. 189 is not intended to help airport expansion, it would open the doors.
- h. One member asked what would happen if Heber City does not want the preferred alternative from the EIS?
 - i. The EIS process is to solve a problem, it is not politically driven. However, it would be challenging if there was not collaboration between UDOT and the local governments. UDOT wants to encourage a collaborative process.
- i. Next Steps:
 - i. Submit comments and encourage others to submit comments during official comment period (by November 4).
 - ii. The project team will review all comments and determine if any alternatives should be modified or if additional alternatives should be added prior to screening. Through the screening process, the project team will narrow down the reasonable range of alternatives to a handful that will be evaluated in detail.

- iii. The results of the screening process will be published for public and agency review and comment, anticipated in early 2022.