

APPENDIX G

Alternatives Comments

Summary of Comments

Comments

Attachments to Comments

Attachment A. Summary of Comments Received during the Alternatives Comment Period

This summary provides a high-level overview of public and agency comments submitted during the alternatives comment period that ran from October 5 through November 4, 2021.

A.1 Common Themes

- An east bypass has never been part of the plan; a west bypass has been planned.
- An east bypass would reduce the quality of life in existing residential neighborhoods.
- An east bypass would cause concerns regarding the safety of students at four schools in the Mill Road area.
- An east bypass would not accommodate traffic from U.S. Highway 189 (U.S. 189).
- A bypass should be placed where it would affect the fewest people.
- The west side is much less developed (fewer homes and schools).
- Something needs to be done about congestion.
- Congestion on Heber Valley Main Street is preferable to affecting so many homes and neighborhoods.
- The north fields and south fields should be preserved. Please don't impact the fields.
- There is concern for impacts to natural resources (wetlands, creeks, aquifer, wildlife).
- A bypass should connect to U.S. Highway 40 (U.S. 40) farther to the north (River Road) for a long-term solution. Development will continue to the north.

A.2 Purpose and Need

A.2.1 Purpose and Need Statement

- The project purpose should be expanded to "improve regional and local mobility on U.S. 40 from S.R. 32 [north of Heber City] to U.S. 189 [and U.S. 40 south of Heber City]."
- Options for non-motorized transportation should be included in the project purpose.

A.2.2 Traffic Congestion

- Something needs to be done about congestion.
- The objective should be to enable through traffic to move through the Heber Valley without a significant number of stops, not just "reducing Main Street congestion."
- Congestion is not bad enough to justify the impacts of the proposed alternative concepts.

- Congestion will go away because truck traffic will be reduced (future rail, less reliance on fossil fuels, more-efficient vehicles).
- Congestion is limited to certain parts of the day, days of the week, and seasons.
- City-center traffic makes Heber City more like a freeway than a city center.

A.2.3 Traffic Analysis

- Traffic counts of existing vehicle traffic, especially heavy haul diesel trucks, should be conducted, not only at peak times or under conditions that are more likely to result in failure conditions. Have a clear picture of the baseline traffic patterns throughout the day and during favorable and unfavorable conditions alike.
- Reassess traffic after the Red Ledges bypass is in full use.
- The solution needs to address traffic on U.S. 40 between State Route (S.R.) 32 and 500 North.
- Pick the solution that gives trucks and others the easiest way to pass through the Heber Valley.
- Most of the traffic is local; a bypass won't fix the problem.

A.2.4 Safety

Note: comments regarding safety considerations for specific alternatives are listed under those alternatives.

- A traffic signal is needed at Coyote Lane now. It is dangerous.
- Industrial (truck) traffic results in accidents and should not be allowed to come through the Heber Valley to get to Salt Lake City.
- The number of fatal accidents has increased in the past 3 years.
- U.S. 40 between 500 North and S.R. 32 is dangerous.
- Oil tanker trucks create dangerous driving conditions. Drivers take unnecessary risks maneuvering around them.

A.2.5 Growth

- Everybody is moving to the Heber Valley because it is a rural, small community.
- Significant developments have been approved, but sufficient infrastructure to support those developments have not been effectively managed. We need to slow the growth and use existing infrastructure.
- Future growth is focused on the east side of U.S. 40 north of 500 North. Improvements should focus on this stretch of U.S. 40.

- This is an opportunity for the Utah Department of Transportation (UDOT) to be an active partner with the County and Cities to participate in the reconciliation of the opposing forces of growth vs. open space.

A.3 Screening Criteria

- Alternatives should be evaluated in terms of how they bypass the intersection of U.S. 40 and U.S. 189.
- Prioritize criteria. For example, the safety of children going to and from school would have a significantly higher priority than impacts to wetlands and creeks. Impacts to wetlands and creeks could be mitigated.
- Expand and prioritize the impacts to include:
 - Social (property acquisitions and relocations; property values; historic properties; allow Heber City to meet its vision for the historic town; recreation resources)
 - Economic (capital costs, maintenance costs)
 - Environmental (wetlands, creeks)
 - Functional (regional mobility, local mobility, non-motorized transportation, safety)

A.3.1 Level 1 Criteria

- The Level 1 criteria should include “provide safe opportunities for nonmotorized transportation for children going to and from school.”
- The Level 1 criteria should include a reduction in commuter and diesel traffic on Main Street (key to the City’s vision for the historic town center).

A.3.1.1 Regional and Local Mobility

- Redirect commuter and diesel traffic off Main Street to allow greater local and tourism traffic. This is key to the City’s vision for revitalizing the historic town center.
- Heber City should gain control of Main Street with the new alternative being assigned as Highway 40.

A.3.1.2 Provide Opportunities for Nonmotorized Transportation

- The *Heber City Master Trails Plan* shows planned trails.
- Any alternative chosen should provide safe, nonmotorized transportation, such as protected pedestrian trails with berms, landscaping, and noise mitigation.
- Heber City wants downtown to be pedestrian-friendly. Diesel and commuter traffic should be off Main Street to make this possible.

A.3.1.3 Heber City's Vision for the Historic Town Center

- Heber City's downtown *Revitalization Plan* focuses on pedestrian mobility and walkability in the historic town center. Any alternative chosen must redirect diesel and commuter traffic off Main Street to achieve this.

A.3.2 Level 2 Criteria

- Add Level 2 screening criteria to protect agricultural heritage and drinking water. It is more important or just as important as the Level 1 screening criteria of improved mobility and the historic Heber City Town Center.

A.3.2.1 Waters of the United States

- This criterion is as important as the Level 1 criteria. This valley has *one* main Class 1A pristine aquifer where *all* public and private drinking water comes from.

A.3.2.2 Section 4(f) Resources

- There are potentially historic properties along most 40A–F alternatives. Each property likely needs a case-by-case review for its historical significance or need for preservation. Consult with Heber City's Historical Preservation Committee.

A.3.2.3 Right of way

- Most rights of way are purchased using Southfield Road and northward for western alternatives.

A.3.2.4 Cost

- There is a concern that the historical purchase of land for a west bypass and the secondary cost screening criteria could narrowly limit alternatives to favor a western route.
- There is a concern that cost criteria will outweigh environmental and agricultural criteria, especially drinking water.

A.4 Alternatives – U.S. 40

A.4.1 Heber City Main Street/U.S. 40

- Alternatives on Main Street and U.S. 40 do not meet the purpose and need of allowing Heber City to meet their vision for the historic town center with a walkable historic community.
- Main Street alternatives would not solve the problem in the long term. Improving Main Street or side (parallel) streets would just send the same traffic through town.
- Improve Main Street because it is in a commercial zone where traffic is expected, and it would keep the business on Main Street. People stop and shop on Main Street when they travel through the Heber Valley. They would not backtrack to get on a bypass; they would stay on Main Street.

- Main Street alternatives would be very disruptive to local businesses. Pick the alternative that has the fewest impacts to Main Street residents and businesses.
- A bypass or one-way couplet on 100 West would drive commercialization of these routes and destroy the Main Street commercial area.
- Improving Main Street is the best solution because of all the current and planned development on the west and east sides.
- Disrupting businesses and keeping traffic centered is better than disrupting neighborhoods, schools, parks, wetlands, and farms.
- Main Street is not thriving; most people shop in Salt Lake or Utah Counties because shopping on Main Street is too expensive.
- Incentivize trucks to travel U.S. 40 between 7 PM and 7 AM only instead of an east or west bypass.
- Improving Main Street and creating parking behind businesses instead of in front would preserve the aesthetics Heber City is loved for and rural feel of the valley.
- Improvements should be limited to Main Street. Most of the traffic is local, so a bypass on either side would not alleviate congestion. Even the through traffic wants to access businesses on Main Street such as grocery stores and gas stations.
- Alternatives 40A, 40C, and 40E seem to be the most reasonable, cost-effective options to alleviate local traffic congestion with the fewest impacts to residents.
- Improving Main Street would cost less, have little to no environmental impact on the community and valley, maintain businesses that rely on through traffic, and preserve open space. Main Street needs to be improved before building a bypass.
- Alternatives that improve U.S. 40 would harm businesses.
 - There is very little room for widening and/or turn lanes. Businesses need parking. Finding alternative parking for Main Street businesses is nearly impossible.
 - The small-town feel of Heber City would be destroyed.
- A lot of the utilities in Heber City need to be replaced anyway; might as well combine with traffic improvements.
- Put speed bumps on Main Street.
- Main Street does not have businesses that are supported by walkability (McDonalds and car dealerships). Figure out where to put a new Main Street area.
- Put pedestrian bridges over or tunnels under Main Street, especially near 600 South, 700 South, and 500 North where school kids tend to cross.
- Eliminate parking on Main Street.
- We shouldn't make neighborhoods unlivable just to make Main Street nicer to walk around. Keep the traffic on Main Street by improving Main Street.

- Main Street options are disconnected when they should be combined. Combine 40A (widen Main Street) with 40C (realign S.R. 113) and 40E (reversible lanes).
- Don't allow new connections to U.S. 40; limit access to existing points.
- Main Street should be transferred to Heber City government.
- Improving U.S. 40 would cost less than constructing a second highway, would not impact properties, and would not divide the north fields.

A.4.1.1 Alternative 40A: Widen U.S. 40

- 40A would make it difficult for the downtown to retain its commercial activity and the City/County tax base in the short run during construction, as well as causing incredible long-term business disruptions.
- 40A would not allow Heber City to revitalize its Main Street for pedestrian mobility.
- 40A would increase speed, limit parking, adversely affect businesses, and destroy Heber's small-town feel.
- 40A is basically a big highway downtown and would prevent community events from taking place there.
- With 40A, the center divider should be an 18-inch raised concrete divider with most left-turn lanes at every other intersection. This would allow three travel lanes in each direction, parallel parking, and left-turn lanes at every other intersection.

A.4.1.2 Alternative 40B: Improve U.S. 40 – Roundabouts

- 40B would slow down traffic but would not manage diesel, local, commuter, or tourist traffic.
- 40B would have significant impacts on Main Street (appearance, businesses, and residents).
- 40B would have the least impact on businesses without making Heber look like a bustling suburbia.
- Roundabouts would not work well for larger trucks, emergency vehicles, or snow plows.
- 40B could work *only* in conjunction with another alternative to take diesels and commuter traffic off Main Street.

A.4.1.3 Alternative 40C: Improve U.S. 40 – Intersection Improvements

- UDOT should synchronize traffic signals on Main Street in the short term.
- 40C would resolve most of congestion but would not hurt Main Street businesses (like Route 66 did).
- 40C is a good short-term option, but not long term.
- 40C would increase access and mobility as well as lessen traffic loads on S.R. 113 to Heber City Main Street.

- 40C would not help redirect diesel or commuter traffic off Main Street, nor help with Main Street revitalization.

A.4.1.4 Alternative 40D: Improve U.S. 40 – Tunneling/Bridging

- 40D is the best alternative because it takes up less area and leaves more space for people and the community.
- 40D would eliminate business interactions and create problems with the start and end of the tunnel or bridge.
- 40D would require less snow removal and road maintenance.
- Most of the public doesn't really understand this alternative.
- 40D with tunnels and bridges on Main Street is almost comical.
- 40D would keep traffic patterns where they belong (downtown) rather than shifting them into residential areas and would reduce noise pollution rather than shifting it elsewhere.
- 40D would be the most direct and high-speed route that would encourage use for through traffic.

Tunneling

- Tunneling could provide an excellent route for diesels and commuter traffic to pass through quickly and easily to their destinations, while allowing local and tourism traffic to enjoy a revitalized Main Street.
- The high water table might be an issue for a tunnel and needs to be studied further.
- A tunnel is sustainable, is expandable, and would affect the least amount of people and properties.
- A tunnel would cost too much. The least-expensive tunnels cost \$600 million/mile, and the average is \$1.5 billion/mile. If we have that kind of money, consider a west alignment built below grade and decked in the most visible and impactful areas.
- A tunnel might be cost-competitive because it would be the shortest alternative. Especially if a bypass is needed on both the east side and the west side.
- A tunnel would have too many impacts to utilities and infrastructure; it would be detrimental for business and a disruption for Main Street traffic during construction.
- A tunnel could benefit Main Street by removing through traffic from both U.S. 40 and U.S. 189, and providing an opportunity to create a pedestrian-friendly downtown.
- A tunnel would not be a good long-term solution due to the growth in the Heber Valley. Most traffic is not pass-through.
- A tunnel could be used for communication and marketing. Digital signs inside the tunnel could remind travelers to buckle up, slow down, watch out wildlife, or alert them to changing road conditions. The tunnel walls can highlight the Heber Valley, recreation opportunities, and the businesses that operate here.

- A tunnel would be the highest value to the valley, but at the greatest expense. Any new roads detract from aesthetics and charm; concentrate noise, smell, and danger; and erode the value of the valley.
- Tunnel pros:
 - Keeps trucks off Main Street and reduces congestion
 - Allows City to provide nonmotorized transportation above the tunnel
 - Allows Heber City to meet their vision for historic town center
 - No property acquisition or relocations
 - No intersections
 - No impact during construction
 - No impact to residential communities or schools
 - No safety concerns for pedestrians or cyclists
 - No pollution (light, noise, exhaust)
 - No snow removal needed
 - No impact to wetlands or water resources
 - No impact to historic properties
 - No recreation resources affected

Bridging

- A bridge would not create a historic Main Street atmosphere. It would have visual and noise impacts and would prevent Heber City from realizing a pedestrian-friendly historic town center.
- Studies have shown that overpasses are very divisive and destroy communities. See the *New York Times* article “Can Removing Highways Fix America’s Cities?” (<https://www.nytimes.com/interactive/2021/05/27/climate/us-cities-highway-removal.html>), which reports how highways have destroyed cities to the point where some cities are removing them.

A.4.1.5 Alternative 40E: Reversible Lanes

- Rush-hour traffic is getting more even on both sides of Main Street, so reversible lanes might not help as much with rush-hour traffic.
- Reversible lanes would create more confusion and problems and still would not handle the increased traffic in the future.
- 40E would limit business interaction (no left turns and increased speed).
- There are too many crashes with wrong-way drivers until people figure out how to use these.
- Reversible lanes would not help revitalize downtown, nor take diesel and commuter traffic off Main Street.

A.4.1.6 Alternative 40F: One-way Couplet

- Extend the 100 West option straight south to U.S. 189 to bypass the hub.

- Study one-way traffic lanes on both 100 East and 100 West to alleviate local traffic on Main Street.
- One-way couplets work well in other locations (Anaconda, Montana; Lindstrom, Minnesota).
- 40F would be beneficial for businesses and nonmotorized options with slower but steady traffic.
- 40F would enable the downtown commercial base to sustain and even grow on 100 West.
- One-way traffic requires multiple corridors, much larger than is capable on Heber Main Street.
- 40F would have significant impacts on Main Street (appearance, businesses, and residents).
- 40F is just a band-aid and would not work in the long term with growth.
- 40F would adversely affect residential homes on 100 West.
- 40F would require all east-west traffic to cross two high-volume roads.
- 40F would limit business interaction.
- 40F would be the easiest for people to figure out how to use. It would also allow for a safer Main Street with community events, parking, etc., which would improve downtown Heber City.
- 40F would isolate the Tabernacle and Main Street city parks to restrict use and enjoyment.
- 40F would impact numerous historic buildings with reduced access and noise.
- 40F would need to go through the downtown area only, not the entire valley. This would make it easier to get across Main Street in the areas that do not have one-way streets.
- 40F would be unsafe for the people walking to Main Street park.
- 40F would not address the congestion on U.S. 40 south of 1200 South.

A.4.2 U.S. 40 (not Heber City Main Street)

- A traffic signal is needed at Coyote Lane now.
- Widen U.S. 40 south of the valley going toward Daniels Canyon.

A.5 Alternatives – Bypass

- A bypass of U.S. 40 is needed as the Heber Valley grows and continues to be developed.
- I question the need for any bypass at all.
- We need a route that completely avoids our Main Street and surrounding community.
- A bypass is needed, and the location should be based on which alternative would have the fewest impacts on people. The location should not be determined by placing more value on wetlands than human life and property rights.
- Would trucks have an option to use a bypass or stay on Main Street?

- Tying into U.S. 40 along the corridor Heber City and Wasatch County has been preserving (~800 North) is only a short-term solution. As development increases and as the business district extends to the north, congestion will move farther to the north. Bypass alternatives should tie into U.S. 40 farther to the north, near River Road.
- The best solution would take speeding traffic off U.S. 40 where there have been multiple fatal crashes.
- A bypass would take business away from Main Street businesses. Many would go out of business.
- A west bypass would not handle traffic from U.S. 40, and an east bypass would not handle traffic from U.S. 189. A bypass is needed on both sides.
- A bypass is not needed on both the east and west sides.
- Add an alternative that combines both the east and west with signalized intersections (WB + EB, or WC + EC).
 - Signalized intersections cost less than interchanges.
 - Signalized intersections would allow for local commercial development along the corridor. Grade-separated interchanges limit opportunities for commercial growth.
 - The west bypass could be used for traffic to and from U.S. 189, and the east bypass could be used for traffic to and from U.S. 40 south of town.
 - Avoid roundabouts because there are a lot of trucks, and the trucks would have to slow way down to navigate, causing delays. Snowy conditions could result in an oil truck spill.
- Trucks will not take a drive around town if it takes longer than a drive through town.
- Add traffic signals at Coyote Lane and 3000 North (Utah Valley University Extension). More traffic signals on U.S. 40 would get more trucks on the bypass.
- Alternatives diverting traffic from Main Street, especially heavy diesel truck traffic, would benefit from having two lanes in each direction. One lane would not provide optimal peak traffic results, and truck traffic would impede passenger vehicles, leading to possible congestion. Decreased safety is a consideration for undivided single lanes of traffic where passing could occur in the oncoming lane.
- A bypass is not needed because most of the congestion on Main Street is from local traffic.
- A bypass should not come through traffic with local traffic.
- Most of the traffic on U.S. 40 is local traffic. A bypass will not help.
- Bypass alternatives do not generate business investments except for convenience stores.

A.5.1 West Bypass

- A west bypass will be expensive because of the rail line and canal.
- It would be unlawful to use the condemned land on Southfield Road for a bypass.
- A west bypass is at greatest risk from flooding and other climate-related hazards.

- Heber City and Wasatch County already own much right of way on this route (WA, WB, WC).
- There is a concern with disruptions to sewer farm capacity. It has taken the Heber Valley Special Service District several years to develop additional capacity for the Sewer Farm and get new land usable. It takes time to install infrastructure for the sewer effluent to be used.
- The west bypass would be a great place for a trail.
- A west bypass would cost too much.

A.5.1.1 West Community Impacts

- A west bypass would reduce quality of life in existing residential neighborhoods as a result of:
 - Impacts to homes and property
 - Impacts to open lands
 - Impacts to Muirfield Park
 - Impacts to wildlife (bird migrations, farm life, sandhill cranes, Canada geese)
 - Impacts to wetlands
 - Increased pollution (garbage, noise)
 - Unwanted and unwarranted visitors
 - Reduced safety (higher-speed traffic and tanker trucks)
 - Impacts to farms
 - Impacts to water wells
 - Reduced property values
 - Increased noise
 - Impacts to neighborhood park
 - Increased safety risk for children
 - Reduced safe access to recreation and livestock corridors
 - Impacts to viewshed
 - Reduced safety of schoolchildren walking to and from school near 1300 South
 - Concerns with proximity to the parks, arena, and athletic fields near Smithfield Road
- A west bypass would stay very close to the developed borders of the city and would impact the north fields minimally.
- The west side is much less developed (fewer homes and schools) and would be a better option than the east side. A west bypass would have a less impact on existing neighborhoods and kids walking and biking to school compared to an east bypass.
- A west bypass should avoid residential neighborhoods as much as possible. It should be as far west as possible to minimize neighborhood impacts and cross traffic.
- A west bypass alignment should prioritize safety, minimize noise, and minimize impacts to residents and neighborhoods, wetlands, farmland.
- A west bypass through agricultural land would be the safest and least impactful to Heber Valley residents.

- WA, WB, and WC would be near the future high school crossings.
- A west bypass should consider impacts to Heber Valley Elementary School and student safety.
- A west bypass would have the fewest construction impacts compared to other alternatives.
- There are concerns regarding truck traffic on 1300 South. A lot of kids, pedestrians, and bicyclists use Daniels Road. What is the plan to keep them safe?
- The west alignments proposed don't recognize the agricultural traffic on 600 West (tractors, farm equipment, cattle trucks, horse trucks, and, yes, cattle drives), or the number of people who walk, run their dogs, and ride bikes between 500 North and 1200 North on 600 West.
- A west bypass alignment is unjust to lower-income residents.
- There are schools within a half mile of the west bypass alignment (Rocky Mountain Middle School, Heber Valley Elementary School, and the planned new high school).
- A west bypass would divide the communities of Heber City and Midway.
- A west bypass would create safety concerns for Muirfield Park users, as well as pedestrians, cyclists, joggers, and residents who recreate in the north fields.
- A western bypass road would have a significant impact on the sustainability and economics of ranching and agriculture in Wasatch County.
- The north fields properties are irrigated primarily through flood irrigation. Bisecting the area with a bypass road would reduce the ability to effectively irrigate the land and impose burdens on ranchers (private citizens) to modify the current irrigation infrastructure.
- People might suggest that ranchers and farmers can just "farm" on both sides of a bypass road, but a bypass road increases risk and loss exposure to ranchers and farmers since livestock need sufficient space with calmer environmental conditions.
- Consider berms, landscaping, noise control, and other mitigation for city residences along 600 West to lessen impacts.
- Heber City just bought a parcel adjacent to Muirfield Park on the northwest corner of the city, which this bypass alternative could pass through (WA, WB, WC).

A.5.1.2 West Bypass – Traffic Operations

- The largest traffic movement through the Heber Valley is between Provo and Park City (U.S. 189). A west bypass would best capture this traffic. As the population along the Wasatch Front grows, the traffic from U.S. 189 will also grow.
- Most of the heavier traffic comes from U.S. 40; a western bypass would not capture this traffic.
- There should be an easy way for traffic coming from U.S. 40/Daniels Canyon to get to a west bypass.
- Most of the new development is on the east side; a west bypass won't fix the problem.

- Most of the traffic on U.S. 40 is local traffic going to the east-side neighborhoods. A west bypass would not accommodate that traffic.
- West bypass (1300 South connection) would impact the Royal Coachman Mobile Home Park, putting more families out in the middle of a pandemic.
- A 1300 South alignment from U.S. 40 to the west bypass is essential for the bypass to function.
- The industrial section of Heber City is predominantly on the west side; a west bypass provides good truck access to the industrial area.
- How will traffic move from Provo to Strawberry?
- There is a concern that a west bypass would make trucks start using Provo Canyon instead of Parley's Summit.
- A west bypass would take "good traffic" off Main Street and impact businesses. It would not take "bad traffic" (oil tanker trucks) off Main Street. Oil trucks hurt the economy because they don't stop at the businesses on Main Street.
- A west bypass would increase truck traffic from U.S. 189. UDOT needs to study induced traffic in Orem and Provo to handle the increase in traffic that the bypass would bring.
- A west bypass should have limited access and no development. If travelers need gas and supplies, they should go to Main Street.

A.5.1.3 West Bypass – Natural Resources

- A west bypass would lead to commercial development in the north fields, which should be protected.
- We can have a beautiful parkway without losing the rural, agricultural character of the north fields (use trees and berms to obscure the road and protect the views).
- Any route west of Southfield Road will be fought vigorously by environmental groups. The existing Southfield Road corridor would be less problematic.
- There is opposition to a west bypass because it would impact the north fields.
- Don't extend a west bypass to River Road; it would just destroy more beautiful north fields. The shorter the better.
- A west bypass would push migrating birds (sandhill cranes and geese) and deer toward the airport.
- A west bypass would make it more difficult to preserve the north fields. Landowners will not be willing to sell their land, and people and foundations will be less willing to donate if a bypass is approved.
- A west bypass would be too impactful to the Provo River.
- A west bypass would harm the aquifers underlying this region. Further, it would reduce the "return flow of water" which benefits downstream users (e.g., Provo and Salt Lake City).

- The wetlands in this area tie into the Class 1A aquifer that is unprotected and contiguous. UDOT needs to provide the highest level of protections for groundwater and stormwater if any western routes are chosen.

A.5.1.4 West Bypass – U.S. 189

- A commenter expressed opposition to any western bypass, but, if one is considered, it should not realign U.S. 189.
 - Too expensive to realign existing road
 - Impacts open space in the south fields
 - Impacts sewer farms and costly infrastructure
 - Impacts to the Historic Heber Valley Railroad (as a commercial enterprise and as a cultural resource)
 - Impacts to planned trails along the Heber Valley Railroad

A.5.1.5 West Bypass – Alternative Suggestions

- Please re-evaluate WA, WB, and WC in the northwest corner (area shown on maps as “specific route pending analysis,” which would have negative impacts on many residents in northwest Heber City?)
 - Exit U.S. 40 near 100–1200 North, perhaps using the existing dirt road west of U.S. 40 (farther north than WA, WB, and WC)
 - Turn south near 1130 West, then cross perpendicular to S.R. 113 (farther west than WA, WB, and WC)
 - Same as WA, WB, and WC south of S.R. 113
 - Less wetland impact by using the existing dirt road
 - Would be more of a bypass than WA, WB, and WC, which appear more of a city in-pass given planned development along U.S. 40
- Look at a Bangerter Highway–type facility with grade-separated interchanges to avoid the historic downtown locations to preserve the buildings. For example, interchanges at 500 North, 100 South, 600 South, and U.S. 189.
- Use the land that has been preserved by Heber City and Wasatch County to limit impacts to downtown and east-side neighborhoods.
- Route the west bypass along the power poles, as was always the intention.
- If WA, WB, and WC are selected, new intersections should not be installed on U.S. 40 between 800 North and River Road.
- The tie into U.S. 40 should align with the Red Ledges east bypass.

- Accommodate pedestrian and cyclists that use of the North Field roads for recreation. There should be a bridge or subway crossing at 600 West to ensure full use of the park, and crossings at River Road, 2400 North, 1200 North, Highway 113, 650 South, and 1200 South.
- A west bypass should be for a truck route only with limited access.
- An alternate proposal for the south end of the bypass: start the bypass near the current weigh station, south of 3600 South, and proceed west, hugging the foothills, roughly following Daniels Creek. Connect to U.S. 189 just east of the intersection with 3000 South (west of airport runway).
- Put the bypass in the Midway area.
- Don't include an east-west connection near 1200 South to the west bypass.
- With a west bypass, access on 650 South needs to be maintained.
- If diesels can be required to use the new WA1, then it won't disrupt diesels much to drive down to Southfield Road to access Alternative WA1 instead of using the proposed route in front of Walmart. Please do not disrupt our neighborhoods with the proposed route in front of Walmart.
- Build an elevated straight shot through the west side so the wetlands would not be impacted and there are no intersections.

A.5.1.6 Alternative WA: West Bypass Limited-access Grade-separated

- WA is the best option because it allows unimpeded traffic flow with the highest speed. It would be the least congested and the safest because it would prevent people from running red lights at higher speeds.
- WA1 (or EA) would be the best alternatives to alleviate heavy truck traffic on Main Street (trucks would not want to stop at intersections or roundabouts).
- Use a route closest to the existing Heber City boundaries north of S.R. 113 as well as the Highway 40 intersection closest to the city at approximately 900 North Highway 40 while considering viewshed, berming, landscaping, and noise mitigation for existing city residences.
- Put bridges over existing roads on the west side of Heber City; that is the best way to not obstruct bypass traffic or local traffic.
- WA1 is the shortest route to bypass Heber City and would ultimately be the simplest and the least expensive.
- WA2 gives the best undisturbed flow without intersections and sharp turns while accommodating traffic from all directions.
- Make a connection to U.S. 40 at River Road/S.R. 32; add another a connection at 1200 North.
- WA would not lead to as much development and growth in the north fields compared to WB and WC and is therefore better.
- Grade-separated overpasses would ruin the rural feel. Interchanges are unsightly and would blight the valley landscape.

- Need to resolve access where WA would be built on existing roads or where access would be cut off.
- A west bypass should be a parkway with few access points, berms, and trees to complement the agricultural surroundings.
- Speeds should be conducive for diesel and commuter uses.
- Heber City and Wasatch County already own much right of way on this route.
- Consider berms, landscaping, noise control, and other mitigation for city residences along 600 West to lessen impact.
- In the past, Heber City and Wasatch County discussed many times to limit access on this alternative to and from S.R. 113 only, but did not want further accesses along this alternative route especially to protect the north fields from development.
- A west bypass with a 65-mph speed limit would result in loss of wildlife.

A.5.1.7 Alternative WB: West Bypass Parkway At-grade

- WB1 is the best alternate route because it wraps around the urban area and would only slightly impact open space.
- The parkway concept with trees and landscaping could help an alternate route look better and fit in better.
- Use a route closest to the existing Heber City boundaries north of S.R. 113 as well as the Highway 40 intersection closest to the city at approximately 900 North Highway 40 while considering viewshed, berming, landscaping, and noise mitigation for existing city residences.
- Merging from one lane to two lanes and back again in any westbound alternative defeats the purpose of traffic mobility.
- WB would have intersection congestion.
- A route in the northeast quadrant should follow the corridor set aside by Wasatch County.
- Modify WB1:
 - Follow the westernmost route in the area noted “specific route pending further analysis.” It follows the power transmission line to lessen the visual impact. It uses Heber City and Wasatch County dedicated properties to preserve a bypass corridor.
 - Change cross section to (Option A) two lanes in each direction with a double yellow center line at 60 mph at the following locations:
 - From U.S. 189 along Southfield Road to 1300 South interchange
 - From 1300 South interchange east to Industrial Parkway
 - From Heber Parkway to U.S. 40 south
 - Change cross section to (Option B) two lanes in each direction with a double yellow center line at 60 mph, but add third lane for left-turn option at the following locations:

- From 650 South to 1300 South
- From Industrial Parkway to Heber Parkway
- Remove intersections at 300 West, Industrial Parkway, and 1200 South (establish as crossroads that are stop-controlled).
- For intersection where bypass crosses over S.R. 113, have bypass cross over S.R. 113 (there is no need to provide a connection at these roads).
- Connection between 1300 South and U.S. 40 (south of hub intersection) should run east-west to connect to Gateway Drive.

A.5.1.8 Alternative WC: West Bypass Arterial At-grade

- The speed proposed for this alternative seems to lessen the desirability for diesel and commuter traffic compared to WA1 and WB1.
- WC would eventually evolve into WA or WB as traffic continues to grow.
- WC would be too slow, based on the number of intersections and access streets.

A.5.1.9 Alternative WD: West Bypass Parkway Turbo Roundabouts

- WD would destroy the viewshed and impact the wetlands and water quality of the valley's Class 1A aquifer.
- WD would allow unnecessary and unwanted commercial and residential development access that is not allowed under the current A-20 zoning.
- There is a concern that an intensive permitting process from the U.S. Army Corps of Engineers would be needed for WD as well as stormwater and groundwater protections because of the unprotected Class 1A aquifer.
- WD would take traffic off U.S. 40 north of Heber City, where there have been multiple fatal crashes.
- Roundabouts on WD would defeat the purpose of a bypass (moving traffic efficiently through).
- Trucks won't use a bypass with roundabouts; they will continue to use Main Street.
- WD would drive a wedge through the north fields, leading to more development along the corridor, which would in turn result in traffic and congestion.
- WD is the only true bypass proposed, allowing through traffic to move through the valley without a lot of intersections. Other "bypass" alternatives just skirt the downtown area.
- WD is the best option because it connects to U.S. 40 farther to the north. It the best option to bypass the whole valley for a long-term solutions; there is growth north and south of the downtown area.
- WD is the only alternative that addresses future traffic along U.S. 40 near the new Coyote Lane housing development and the large Wasatch Commons apartment complex.
- WD is the only option that plans for projected growth. It is the only long-term solution. Other west bypass alternatives would result in congestion between 500 North and River Road in the future.

- Please re-evaluate the northern section of WD:
 - Use 525 West for the north-south segment (there is already a road easement).
 - Connect to U.S. 40 at the secondary access road to the Utah Valley University campus (better place for a large intersection than Potters Lane/3000 North).
 - Add a traffic signal at Coyote Parkway now. The North Village will have large developments in the next 5–10 years (Coyote Ridge: 314 units; Jordanelle Ridge: 622 units, with 300 to 400 more in phase 2), all accessing U.S. 40 from Coyote Parkway. There are also several proposals that have not been approved yet.
 - The North Village needs more than U.S. 40 as its primary collector road; this is why the western bypass must consider using an alternative north-south connector such as 525 West.
 - Connecting a west bypass at the proposed Smith's Marketplace north of 500 North would move traffic only 1 mile north, creating an extended traffic jam with a large grocery store and 600 planned multi-housing units in the area.
 - Need a long-term solution with multiple points of connectivity as well as pass-through travel options for passenger vehicles and semitrucks traveling between the Uinta Basin and Salt Lake City.
- WD is the best option because it is not in anyone's front or back yards. It better preserves homes, neighborhoods, and the rural atmosphere.
- WD is the only west alignment that minimizes impacts to existing neighborhoods and community facilities (Muirfield Subdivision, Muirfield Park, Elm Bridge Apartments):
 - Traffic
 - Traffic noise
 - Property values/tax base
- WD would have the best traffic flow because it would bypass Heber City, and it would keep traffic noises farther from Heber City.
- WD would have noise impacts as traffic brakes to slow down for roundabouts. Consider noise-reducing pavement, noise walls, restricting engine brakes, and berms.
- Support for this alternative would increase if it were constructed as a scenic bypass without development.
- Add a connection at ~900 North like WA, WB, and WC. This does not replace the north connection.
- WD does not include the 1300 South option, which is good because abandoning U.S. 189 is a waste of money and will tempt the City to expand the airport.
- WD is an environmental and visual disaster.
- WD is too long. Trucks coming from the Uinta Basin won't use it; they will go on Main Street.
- WD would not divide the community.
- WD is the only alternative that serves the whole valley, not just Heber City.

- Midway needs a direct connection to a bypass; WD is the best option.
- WD is not acceptable because of impacts to the north fields.
- Turbo roundabouts are good to handle traffic without stops.
- WD is the only option that would not divide neighborhoods between “good” and “poor.” The other options divide the community and risk the concentration of wealth and poverty.
- WD is the safest because of straight roads and roundabouts.
- Roundabouts would not work well for larger trucks, emergency vehicles, and snow plows.
- WD would not provide reasonable access to U.S. 40 traffic from the south.
- The gravel roads throughout the north fields are used to move cattle to different pastures. A bypass road (especially alternative WD) would limit or entirely halt the ability to effectively move cattle in the region.
- Has a turbo roundabout ever been built in Utah?

A.5.2 East Bypass

- An east bypass has never been part of the plan, but a west bypass has been. Why are you even looking at an east bypass?
- An east bypass was discussed 20 years ago and dismissed because it would not solve the problem without a west bypass.
- What criteria were used to come up with the east-side options? Why were they not included with prior proposals?
 - What traffic surveys indicate a need for an east-side option? What are the numbers and percentages?
 - What traffic volume is expected to use an east-side option, and is it specifically for removing truck traffic from Main Street?
 - Does the Red Ledges bypass have any bearing on the decision to include the east-side option?

A.5.2.1 East Community Impacts

- An east bypass would reduce quality of life in existing residential neighborhoods as a result of:
 - Impacts to homes and property
 - Impacts to rural community
 - EC – Impacts to access (difficulty accessing driveways)
 - Impacts to schools (Wasatch High School, Timpanogos Middle School, Old Mill Elementary School, J.R. Smith Elementary School, planned elementary school at Sawmill development, Marbles Farm Preschool)
 - Impacts to Children’s Justice Center

- Impacts to churches (Mill Road and 2400 South, 1365 E. Center Street)
- Impacts to Heber Valley Hospital (traffic congestion and hazards)
- Dangerous for adults, kids, and pets who play outside or walk along Mill Road
- Dividing neighborhoods
- Increased traffic, including trucks, and increased traffic speed (safety, noise)
- Increased noise
- Increased pollution (carbon dioxide, vehicle exhaust, dust, debris, noise)
- Reduced safety (higher speed traffic and tanker trucks)
- Reduced property values (and lost tax revenue)
- Visual impacts
- Impacts to planned Red Ledges Park
- Potential for hazardous waste spills
- Red Ledges East Bypass was intended for residential traffic only
- Safety concerns for extended families living on opposite sides of Mill Road
- EA and EB – Concern for splitting properties in two with owners losing access to half their land. Dividing property decreases property values and makes it unusable
- EA and EB – Concern for access to subdivisions, especially for those with the only access off Mill Road
- An east bypass would reduce the safety of school kids and students.
 - East bypass routes are between four schools: Wasatch High School, Timpanogos Middle School, Old Mill Elementary School and J.R. Smith Elementary. Another school is being planned for the Sawmill development between Mill Road and U.S. 40.
 - School kids walk and bike along or cross Mill Road multiple times a day. The school zones are 20 mph now; increasing the speed limit is dangerous.
 - High school kids (inexperienced drivers) drive to school along Mill Road.
 - There are already a lot of accidents and close calls with school kids; an east bypass would make things worse.
 - There are two busy school crossings on Mill Road, and one east of Mill Road.
 - Tanker trucks and a higher speed limit would endanger the students.
 - A police officer is already needed to reduce vehicle speeds near the schools. An eastern bypass would make things worse.
 - There is already congestion in the area due to school drop-offs and pick-ups; an east bypass would make things worse.

- A bypass would cause environmental concerns for children (noise and pollution).
- There are disabled kids in wheelchairs who need extra assistance; a bypass would make travel more dangerous.
- Human trafficking is a concern; an east bypass would give traffickers access to thousands of children and teens.
- There are no buses because kids live close enough to walk or bike to school.
- The bypass would cut through school boundaries, either endangering kids or making it impossible to walk or bike to school.
- Kids would look out the window at school and see a highway instead of the mountains.
- There have been several kids hit walking or biking to school in the last 4 years (Timpanogos Middle School and Old Mill Elementary).
- It would increase the number of perimeter lockdowns for police chases.
- The east bypass options would bisect Heber, they don't "bypass" it. An east bypass would divide the community.
- The speeds should be kept at 25 mph in the residential area around Mill Road. Higher speeds would be dangerous.
- A majority of Heber City's population lives on the east side; an east bypass would impact more people.
- People bought their homes on the east side because it is quiet and peaceful; an east bypass would ruin that.
- There have been fewer comments against an east bypass because everyone knew the bypass would be on the west side. The residents on the east side care about losing their homes, safety, peace and quiet, and property values.
- An east bypass would have made sense if it had been built before the schools and neighborhoods were developed.
- Improvements to 1200 South would impact Timpanogos High School and Heber Valley Hospital.
- Residents on the east side already experience jet noise; adding traffic noise seems unfair.
- An east bypass would harm the cemetery.
- An east bypass would be on a hill, which would result in additional noise because trucks would use jake brakes.
- Allowing trucks carrying hazardous and flammable materials to pass within 20 feet of residential property is irresponsible.
- An east bypass does not follow along with UDOT's mission to keep traffic moving while preserving quality of life.

- An east bypass would affect more than 18 rural community properties on the boundary between Heber City and Wasatch County. This area is mentioned in and meets components of *Envision Heber 2050* stating a preference for preserving a rural feel with a transition zone from city limits into the county emphasizing rural characteristics and activities and open space.
- East-side neighborhoods are currently a walkable community, with hundreds of kids walking or biking to the schools. An east bypass would make the neighborhoods not walkable and would create an even larger traffic problem during school drop-offs and pick-ups.
- An east bypass would not provide promised access out of the Stone Creek subdivision to Center Street and Mill Road. This would affect residential neighborhoods to the south and west.
- The cost of an east bypass would be high just to purchase property but would be even higher with lawsuits from east-side residents.
- Why were east-side residents not considered stakeholders and included in the stakeholder briefings and comment periods that UDOT gave the various city and county councils, as well as real estate and the Truckers Association?
- The eastern options EA and EB would remove portions of and greatly affect property in the Red Ledges Park and disrupt the continuity of the trails running through the park. Additional park land is needed to compensate for any taking, and the trails should be planned with improvements to provide for safe circulation.
- How is UDOT's mission of "enhancing the quality of life" consistent with putting a bypass through a residential area on the east side?
- An east bypass doesn't solve congestion, it just moves it into neighborhoods on the east side.
- The maps shown at the open house are misleading because they don't show the newly built neighborhoods or the houses under construction.
- U.S. 40 has become dangerous with growth and congestion; moving that congestion and danger to a residential neighborhood near schools would only make it worse.
- Digging up the cemetery would be disrespectful.
- A bypass is supposed to pull trucks away from neighborhoods and homes. An east bypass does not do that.

A.5.2.2 East Bypass – Traffic Operations

- The east bypass alternative concepts connect to U.S. 40 south of Heber City only and do not address a bypass connection to U.S. 189.
 - How would traffic from U.S. 189 use an east alignment?
 - How would traffic from Daniels Canyon to Provo use an east alignment?
- A high-speed facility is not consistent with new developments in the northeast corner. If speeds were reduced, east bypass alternatives would not draw traffic from Main Street.
- Traffic from future growth on the east side of Heber City makes an east bypass logical.

- Most truck traffic is coming or going on U.S. 40 south of Heber—an east bypass would take more trucks off Main Street.
- Improvements to 1200 South would be needed to get traffic from U.S. 189 to use an east bypass.
- There are 20-mph school zones on Mill Road.
- The terrain is not suitable for truck traffic; there is a big hill where the Red Ledges bypass is planned. It doesn't make sense to make trucks go up a big hill, make a turn, and come directly down. It is also not safe.
- The Red Ledges bypass was not intended for high speeds or high volumes. It was intended and designed as a low-speed neighborhood road.
- An east bypass from north of Center Street to U.S. 40 is needed to get traffic from the east off Center Street; a bypass from Center Street south to U.S. 40 doesn't have any benefits.
- An east bypass is shorter and more efficient.
- An east bypass would create a barrier to east-west travel that does not exist today.
- An east bypass would not serve Midway.
- There are already viable roads to provide all the traffic needs on the east side with the planned parkway between Red Ledges and Stone Creek.
- Make the east bypass (EA, EB) a semitruck-only route. Keep all other traffic on Main Street to keep the businesses.
- Most of the future growth will be east of U.S. 40 and north of 500 North. Most of the future traffic on U.S. 40 will be coming from this area, so an east bypass makes sense.
- The Red Ledges bypass will alleviate congestion on Main Street. It needs to go from U.S. 40 to Center Street only. Then drivers can proceed to whichever north-south road works best for them: Mill Road, 2400 East, 3600 East, or 4800 East. This would also spread out the north-south traffic instead of adding congestion on Mill Road.
- East bypass concepts would make 1200 South a nightmare. Vehicles would take the bypass to 1200 South, then to U.S.189. This route is already dangerous because of the many inexperienced drivers coming to and going from the high school.

A.5.2.3 East Bypass – Natural Resources

- An east bypass would harm wildlife, especially deer on the east foothills.

A.5.2.4 East Bypass – Alternative Suggestions

- Evaluate a bypass on 2400 East. It has fewer houses and less school kids walking and biking.
- Evaluate a bypass on 3600 East. There is more open land and no schools.
- A Bangerter Highway-type expressway on 1200 East would keep traffic moving but allow easy access to businesses.

- An east bypass would be strongly resisted by east Heber City residents. The City could lose much of its tax base since many residents would move away rather than live near a bypass road.
- Any road through neighborhoods on the east side should be 25 mph for residents only. Trucks, recreational vehicles (RVs), and trailers should not be allowed.

A.5.2.5 Group Letter

A group representing home, land, farm, and business owners living on or near Mill Road submitted a comment letter with 193 signatures. The letter listed concerns about impacts to subdivisions, small farms, acreage, livestock, schools, churches, businesses, and homes with any of the east-side bypass options. Their concerns include the following:

- There were no east-side bypass options under consideration prior to the Heber Valley Corridor Environmental Impact Statement (EIS) conducted by UDOT.
- Wasatch County and Heber City have allowed development surrounding and along Mill Road including churches, schools, and the Children's Justice Center.
- If an east-side bypass was under consideration, many people would not have settled their families in the area.
- A western bypass has long been planned, and Wasatch County and Heber City have acquired right of way and preserved a corridor.
- West-side residents have known, or should have known, that a west bypass was the main route under consideration.
- The west-side residents have similar concerns as the east-side residents. However, the western bypass would skirt most of their homes and would have minimal effect on established structures, buildings, and houses. The eastern route would remove 15 to 20 existing or plotted, yet-to-be-built homes, businesses, and additional agricultural structures, requiring extensive funds to compensate.
- According to Wasatch County School District personnel, agreements have been reached among parties (Wasatch County School District, Wasatch County, Heber City, and UDOT) indicating that a future school is possible along the west bypass alignment.
- East-side bypass options come from National Environmental Policy Act (NEPA) rules and regulations that require a thorough review of all options due to wetland issues on the west side.
- Impacts include loss of real property (land, houses, agricultural structures, and businesses), intangible losses (quality of life, solitude, property value, peace and quiet, rural lifestyle), and noise and air pollution. UDOT does not compensate for intangible losses.
- East-side property owners were taken completely by surprise and only given 30 days to comment and no vote to defend their homes, livelihoods, lifestyle, businesses, lands, and farms.
- An east-side bypass would destroy a rural agriculture community that provides open space, agricultural areas, and a transition zone between Heber City and Wasatch County.

- Heber City has been aggressively annexing thousands of acres to allow higher-density housing. There is no agricultural protection in their plans except for the north fields.
- Heber City's 2050 vision places value on existing agricultural buffer zones which provide open space and maintain the "country feel." An eastern bypass would destroy such a place and split the valley.
- The east bypass options do not address U.S. 189 traffic from Provo Canyon turning north on U.S. 40 to Main Street or south on U.S. 40 to Daniels Canyon. This should be a huge deterrent.
- The east bypass options would sandwich houses between two very busy streets and make residential living unconscionable. It would split small farms and interrupt land use. It would destroy a valuable agricultural transition zone. It would ruin views with overpasses or intersections. Access to schools would be complicated, if possible at all, for parents dropping their kids off at school.
- The group requested the western routes and corridors be further evaluated with or without realignment of U.S. 189 for smooth, efficient movement of traffic through Heber Valley.
- Most of the population lives on the east side, so their considerations should be considered most.
- *If this alternative is seriously considered, then please add in the costs of overpass walkways for children to access Old Mill Elementary and the new junior high schools.*
- Berms, landscaping, and noise mitigation would be needed for this alternative.
- Water quality protections are needed for the year-round springs at approximately 900 North in the New London development project (directly west of 550 East and the cemetery).

A.5.2.6 Alternative EA: East Bypass Limited-access Grade-separated

- EA is the fastest option for trucks and would have the fewest intersections for accidents.
- EA and EB would sandwich residents between Mill Road and an east route with little buffer.
- EA and EB would remove properties from greenbelt status because it would take land and leave houses between two very busy roads.
- EA seems the best because it would get traffic to U.S. 40 eastbound while minimizing the impact of increased traffic on existing homes along this route.
- Over- and underpasses are unsightly and would ruin rural views and community feel.
- Does the term "grade separated" mean there would be overpasses across all existing east-west roads, or does it mean the entire bypass road would be elevated?
- Grade-separated overpasses would ruin the rural feel.
- EA and EB would cause delays at the short sections between Mill Road and the bypass.
- This alternative seems to have the potential to take diesels off Main Street going northbound mainly.

A.5.2.7 Alternative EB: East Bypass Parkway At-grade

- EB would keep traffic moving without the visual impacts and cost of a grade-separated highway.

- The four close intersections would not allow the 55-mph speed limit to be used on that part of the route either.

A.5.2.8 Alternative EC: East Bypass Arterial At-grade

- Mill Road is already congested. More trucks and more vehicles would make things worse.
- EC should not be considered because Mill Road is lined with homes, and kids use it to get to school.
- People bought their homes on Mill Road because it is a quiet area. Nobody ever said a bypass would be built on Mill Road.
- EC is the best east bypass due to the speed; 55 to 65 mph is too fast for a residential neighborhood.
- The seven intersections would slow down diesel truck usage of the road, plus cause increased risk to children going to the two schools on the route, as well as risk to local traffic.
- The 12 intersections proposed here create the same issues as EB. The proposed speed of 45 mph would not be reached along any stretch of this alternative. This would lessen diesels' use of this alternative.
- The traffic mobility potential seems worse on this alternative than our existing Main Street and greatly disrupts residential areas and schools without achieving the goals of increased mobility for diesel and commuter traffic off Main Street.

A.6 Alternatives – U.S. 189

- It's good that U.S. 189 has funding between S.R. 113 and the Wallsburg cutoff.
- We don't need to reroute U.S. 189 with a west bypass. If people want to take the bypass, they will. Why make people from Charleston take a different route if they want to go to Heber City?
- Traffic going from U.S. 189 to Main Street would need to travel an additional half mile if U.S. 189 is removed.
- Rerouting U.S. 189 would be a huge waste of money.
- The underlying motive of realigning U.S. 189 is to expand the airport. Expanding the airport would result in larger plans and impact the rural feel of the valley.
- Rerouting U.S. 189 would allow for expanding the airport. Nobody in Heber Valley wants airport expansion.
- Option 2 (realigning a portion of U.S. 189) would bring the bypass unnecessarily close to several homes.
- Rerouting U.S. 189 to expand the airport or consolidate the sewer fields is not justified because of property impacts.
- Realigning U.S. 189 to 1300 South would harm families.

- Evaluate the western options with leaving U.S. 189 in place and removing the east-west segment at 1300 South.
- Option 2 cuts through the Heber Valley Special Service District property and would completely obstruct the operation of the middle irrigation pivot area, further reducing the north pivot area, which would already be impacted by each of the four alternatives.
- Option 2 intersects properties within Charleston Town's future annexation area. A Heber City bypass should be contained as much as possible within its own boundaries.
- Option 2 is longer than Option 1 and does not use an existing road.
- Option 2 would place the bypass next to the Historic Heber Valley Railroad and the planned trail along the rail corridor. The bypass would detract from the aesthetic features of both, which deserve protection.
- Option 2 would involve acquiring residences, whereas Option 1 is farther away and would not impact them.
- The stretch of U.S. 189 near the airport is dangerous where there have already been many vehicle fatalities this year. The air traffic is distracting to drivers. Another access point on U.S. 189 at this location is dangerous.
- We need a traffic signal at Daniels Road and U.S. 189.

A.7 Alternatives – Active Transportation

- Mill Road is the main pedestrian/bike route for two schools.
- The land owned by the City for the bypass could be turned into bike trails, encouraging healthier forms of transportation and recreation.
- The only trail in the valley runs east-west.
- Trails could connect to Deer Creek, the Provo River Trail, and Park City.
- We need a good multi-use paved trail far enough away from the highway to to suffocate users with pollution for walking and biking.
- Create an extensive bike path system to get Heber Valley residents out of their cars and riding around town on their bikes.

A.8 Alternatives – Other

- Improvements on Main Street should be paired with a bypass.
- Do more to improve flow through town, such as the traffic light at 300 West 100 South and the roundabout at 300 West 600 South, to make it easier for local traffic to move around town without needing to use Main Street.
- Improve 1200 South and Center Creek Road. These are main corridors for the population growth on the eastern side of Heber City.

- Combine a low-impact west alignment with a low-impact east alignment and improvements to Main Street. Drivers can choose the most logical route, and there will be redundancy in the system if there is an accident.
- Consider the rail line that will be built from Roosevelt to Salt Lake City that would eliminate tanker trucks from Main Street.
- I can see a need in the future to have a circle concept all around the valley like in San Antonio.
- Combine WB and 40F.
- Make sure not to cut off access from the hub intersection (need more than one access to Daniels Road and the airport).
- Build an oil pipeline from the Uinta Basin to Salt Lake City to get oil tankers off the roads.
- Complete a lifecycle cost analysis for all alternatives.
- Need incentives or ordinances to steer pass-through traffic away from downtown in addition to a bypass.
- Heber City needs to address east-west traffic.

A.8.1 No-action Alternative

- Congestion on Main Street is preferable to so many impacts to homes and neighborhoods.
- Congestion on Main Street is not that bad; a project is not needed.
- Truck traffic will decrease in the future (rail, decreased reliance on fossil fuels); a project is not needed.
- Congestion is limited to certain parts of the day, days of the week, and seasons. This project is unnecessary.
- Please leave our community alone. Stop encouraging growth through roads. The local traffic can use side roads to get across town. Through traffic can go through Midway via River Road.

A.8.2 Transit Alternative

- Transit is a positive, greener alternative.
- A public transit system should be a part of whichever alternative is chosen. Public transit can eliminate cars on the roads in the valley.
- A full-service transit should be added between Heber City and Park City, and Heber City and Provo. Buses need to run often (every half-hour or hour), especially during peak commute times.
- Need a bus route to Park City, Orem-Provo with all alternatives.
- Transit will cut down on emissions.
- Transit to Park City, Orem, and around the Heber Valley.

- We need to stop building roads. We should be investing in public transportation options, such as light rail or enhanced bus.

A.9 Resource Considerations

A.9.1 Community and Social Impacts

A.9.1.1 General

- Take into account where the new Church of Jesus Christ of Latter-day Saints (LDS) temple will be built. Please select the alternative that will best serve the patronage for the Heber Valley Temple.
- New roads or more vehicles will result in air, noise, and light pollution.
- Additional traffic should not be routed through established urban areas because it would impact existing neighborhoods.
- Even if UDOT pays fair market value, people won't be able to afford a new home in the same neighborhood.
- I hope the City will pay the difference in lost home values; nobody wants a bypass in their backyard.
- Recommend that UDOT analyze impacts to marginalized communities.
- Why is protecting historic buildings a higher priority than protecting new neighborhoods?
- The City has purchased the designated Muirfield Park expansion area to the north and is in the process of negotiating for additional property for Muirfield Park, having tentatively secured funding from the Wasatch Open Lands Board, and is entering it into a conservation easement with Summit Land Conservancy.
- Tabernacle Square should be designated as a park.
- *Envision Heber 2050* calls for preserving the rural community.
- There is no mention that central to Heber City's general plan is open space and open space preservation and that Wasatch Open Lands Board is currently expending bond funding to purchase land and conservation easements. There is no documentation in the mapped data of land currently under or pending conservation easements.
- What is the policy for taking and replacing mature trees?

A.9.1.2 Downtown Heber City

- 100 West is a residential street. More trucks and vehicles would impact the residential neighborhood.
- U.S. 40 needs to be relocated so Heber City can have a vibrant, safe, and walkable Main Street.
- Heber City should plan and build a walkable downtown in the newly annexed land to the north, or somewhere besides Main Street.

- Many businesses on Main Street could be accessed from the back of the building. Others could relocate to retail corridors near Walmart; Main Street would benefit from moving nonviable businesses off.
- The option of a walkable downtown faded years ago. Downtown is not a walkable shopping area – it is car dealerships, car washes, and fast-food chains.

A.9.2 North Fields, South Fields, and Open Space

- Voters passed a \$10-million open space bond in 2018 to preserve the agricultural character of the Heber Valley. The north fields area is the only established livestock corridor left in Wasatch County.
- Wasatch County voters have repeatedly voted against propositions to rezone the Central Zone (where the north fields are located) from A-20 to a smaller 10-acre zone.
- Private landowners in the Alternative WD area have already submitted Notice of Interest applications for Wasatch Open Lands Board (WOLB) funding to sell their development rights. Other property on the other side of WD is currently preserved with legal conservation easements as protections on their land.
- A highway through the north fields would ruin the aesthetic, and lead to zoning changes and development.
- The north fields are one of the last natural areas and should be preserved. Development would undermine the rural, agricultural feel of the Heber Valley. Save the north fields.
- I want to keep the north fields as open space, but I don't think it is possible because the west bypass is the best option.
- Going through the south fields would be the safest option for a high speed/traffic zone.
- Once a bypass is built through the north fields, the Heber Valley will never be the same.
- UDOT should not consider alternatives that impact wetlands, agriculture, and the aesthetic values.
- A road through the north and south fields would not impact so many people.
- The City already owns the south fields and land preserved along the west bypass corridor.
- There should be no access to the north fields from a western alignment.
- The north fields are going to change with all of growth and proposed development. They are privately owned and will eventually be sold and developed.
- If the north fields are developed, property values will decrease, and the tourism industry will suffer. The north fields are what make the Heber Valley desirable.
- The west bypass alternatives should hug the urban area to limit impacts to the north fields. It would be better to put a corridor in areas already built up with subdivisions and businesses than to impact undeveloped land.
- The local communities have worked together diligently to preserve the north fields and the Provo River Corridor at all levels: Wasatch County, Heber City, and Midway, through planning and zoning,

through public referendum (on a 75%-to-25% favorable public vote), through bonding, through working with conservation organizations (such as Utah Open Lands), and with regional, state, and federal resources.

- Need to keep sewer fields intact.
- We should preserve the farm and ranch lands that make the Heber Valley so quaint with a small-town feel. If ranchers and farmers are pressured to sell their land, they will not be able to relocate in Wasatch County.

A.9.3 Wildlife

- There is a lot of wildlife and fishing in the north fields; please do not disturb.
- There is a lot of wildlife on the east ridge, especially deer.
- There is more wildlife the south fields than the north fields (geese, cranes, deer). An expanded highway through the south fields would impact them.

A.9.4 Air Quality

- New roads or more vehicles would result in air pollution. If potential receptors could experience increased exposure to traffic, we recommend UDOT consider whether a more in-depth air quality analysis is necessary.
- We recommend calculating emissions and air quality construction impacts from for alternatives near businesses and residences. Emissions during construction could cause the highest impacts to nearby populations.
- We recommend that alternatives provide a high level of service (LOS) and avoid failing LOS conditions, thereby reducing motor vehicle emissions associated with traffic congestion.
- We recommend that the alternatives include other design measures that can improve near-roadway air quality, such as the use of vegetative barriers (see <https://www.epa.gov/air-research/recommendations-constructing-roadside-vegetation-barriers-improve-near-road-air-quality>).
- Putting a new road in neighborhoods would increase air pollution, as well as allergies caused by smoke and pollution. PM_{2.5} (particulate matter 2.5 microns in diameter or less) is specifically a concern.

A.9.5 Water Resources and Wetlands

- The Heber Valley's Class 1A aquifer is technically defined as unprotected and contiguous with high risk sensitivity in the north. *Contiguous* means that this same Class 1A aquifer provides drinking water for all private and public wells in the entire Heber Valley.
- More value should be placed on human life and property rights than on wetlands. Our children deserve to be protected and preserved at least with equal consideration as any wetland.

- Western alternatives could result in greater wetland impacts and might not be the least environmentally damaging practicable alternative under Section 404 of the Clean Water Act.
- Commitments to delineate wetlands and water bodies in the project area are welcomed and will better inform alternatives selection and development in the EIS.
- Spring Creek suffers from water quality issues.
- Runoff from highways should be as far away from the Provo River as possible.
- Protect the soggy wet earth and underground waterways in the north fields.
- Move the wetlands.

A.9.6 Economics

- A bypass would reduce property values.
- Even if UDOT paid fair market value, there are no other places we could afford in the Heber Valley, and we would have to move somewhere else.
- Economics will lessen the need for oil and gas tankers (electric is cheaper).

A.10 Miscellaneous

- There is enough federal money available for urban and regional renewal including overpasses, nonmotorized options, transit, and public services (healthcare, schools, and business enhancement).
- Oil and gas truck traffic will decline in the future (with future rail, or decreased reliance in fossil fuels).
- Federal funding could be low or nonexistent in the future; an expensive solution is not appropriate.
- We are concerned with the cost.
- The project should happen sooner rather than later.
- The project should have happened 20 years ago when impacts would have been less.
- Submitting a comment is really confusing; I have no idea whether my comment went through or not.
- We wanted a roundabout on 500 East and Center Street. We were told it was not big enough, and it is not safe for kids who cross to go to school.
- Please find a solution that impacts the fewest residents.
- Contact the Church of Jesus Christ of Latter-day Saints to determine where the temple is going to be built in the Heber Valley so you can plan accordingly.
- The maps shown at the open house are updated and do not demonstrate recent development that will be disrupted; therefore, the NEPA process needs to start over.
- Anything short of a full freeway would be unacceptable (OK to build in phases like Mountain View Corridor). Let's build it correctly the first time (not like Bangerter Highway).

Comment Number	Comment Origin	Name	Comment
1	Website	mark k fishler	Any road redesign that pushes more traffic to established urban areas is not in any sense a solution to the problem in either a short term or the long term. It will cause tremendous damage to nice neighborhoods. Property owners who put their life savings in homes and committed themselves to a life in Heber will be severely punished, and even those not directly effected will suffer from increased noise, air and light pollution. The thought of taking large trucks and thousands of more vehicles down Mill Road which already has a large amount of school kids walking, bicycling is totally unacceptable. Parents driving their kids to schools and buses have already the road busy enough. The same could be said for First West through Heber City. What is the point of even considering this as an option? Long term the prospect is even worse. If Traffic continues to grow are you going to put a Bangerter type highway as in Salt lake County down these Streets causing more disruption and increasing all kinds of pollution? Further more this traffic will drive commercialization of these streets as developers eye gas stations, minimarts and fast food locations. It Just shifts Main Street a few blocks east and west. This will destroy the Main Street commercial area of Heber. The best solution is a true bypass that can be be modified in the future to meet the traffic needs of future generations. If this is not possible then Main Street should be modified to make traffic flow as smooth as possible. We all might have to plan a little more time in our cars but on the upside maybe it will make people think a little more about getting in their cars to drive 4-5 blocks for shopping. We should do our best to maintain the quality of life we have in Heber.
2	Website	Heber Resident	The East Bypass route seems completely unworkable and dangerous. This is a family neighborhood, with MANY children that walk and ride bikes to school, crossing Mill Road multiple times a day. Putting tanker trucks and a higher speed limit road in this area is the opposite of taking care of the children in our community. I would far rather see the traffic remain on Main Street forever, than to bring that level of traffic into a quiet residential neighborhood, bifurcating a school route for children. This is one area of Heber that still remains residential and quiet, and to move dangerous, loud traffic into this area will just broaden the current problem and make quality of life worse. Please do not consider the East Bypass. Please do not create danger and disruption for these quiet residential neighborhoods.
3	Website	Stephen Moulton	A lot of work has gone into preserving the north fields. Running a highway through the middle will ruin the aesthetic and open the door to future zoning changes and development. My recommendation is anything other than building a road through the north fields.
4	Website	Darryl Bosshardt	If the goal is to just bypass the current downtown Heber area, "East A" seems like a the fastest option for trucks and least intersections for accidents at 65 mph and contains very few intersections and no pedestrians. If bypassing the whole valley for a longer term solution as there are thousands of new residences north and south of the current small downtown area is the goal, "Western D" option seems the best fit. Other proposed options seems too shortsighted, too slow, or much higher risk for accidents with local traffic and pedestrians. By the time this project comes to fruition, there will be thousands of new residents and "Western D" is the only option that plans for that massive growth.
5	Website	Marty Oakeson	As a resident located on Mill Road, I wish to express opposition to the eastside alternatives. Mill Road has become a major route for construction vehicles. The noise from dump trucks is especially troubling. For me, I would be sandwiched between Mill Road and the eastside alternative with only a few hundred feet of buffer. It should also be made known that this part of Heber is subject to jet noise. It seems unfair to add another source of noise to this segment of the population. Also, the eastside alternative does not solve traffic from US 189.
6	Website	RUSS BISHOP	Would trucks have an option of using bypass or staying on main street?
7	Website	Christen Thompson	I think the 40d Plan would lead to the best outcome for the current and future residents of Heber City and surrounding areas. 1. Using up less surface area for roads, leaving more space for people and community. 2. The land owned by the city for the bypass road on the west and east of Heber could be turned into bike trails connecting the city and encouraging healthier forms of transportation and recreation. They could even connect the trails to north deer creek trail and eventually Provo River trail also eventually a bike path up to Park City. You can see many examples of how a bike path like this has increased quality of life in other cities. See the Murdock Canal bike path in Utah Valley, The Provo River Trail, bike trail and Park City's local trail system. Thanks! Putting highway 40 underneath Heber City Main street would f

Comment Number	Comment Origin	Name	Comment
8	Website	Courtland Nelson	Courtland Nelson, Midway All the EIS folks, thanks for the time and attention to the comments tonight. I shopped my version of the Highway 40 'one way couplet' around town for the last 2 years. There are solid examples of this in the west at Anaconda, Mt., the Oregon coastal towns on #1 and in central Minnesota. All these locations faced the same issue- how do we get 2 way traffic through a regional center with 'some barrier' on one or both sides of a municipality with a busy State or US highway. The barrier might be the ocean or a river, mountains, toxic waste (Anaconda) or farm land/open space that is too valuable to impact with a bypass. My view has been that we should put our time and the feds. money in a 'couplet' option. Like Anaconda, Montana and Lindstrom, Minn., let's create a vibrant downtown with a one or two block separation of lanes that by default lends itself to a business and non-motorized approach to the business and service opportunity with slower but steady traffic that moves steadily but with less noise through town. There are ample fed. \$ available for urban and regional renewal which can include overpasses, ped. and non-motorized access/egress, transit, public services including med. and healthcare, schools, and business enhancement. What car dealership or food service would not like to have two way traffic with all safe access/egress? What health care provider or local government would not like to safe left or right hand turns for quick service and departure? I know that these are largely not in your area of concern (local government) now but I feel that they are important points in our discussion. A few other observations for your contemplation- Oil and gas truck traffic will certainly be going down over the next 10 yrs. With rail or other options (Emery Co. bypass or Rifle, Colo. for rail) for delivery, there will be less of that as an issue. Local leaders and business investors will be more likely to support a preferred option that has regional business interests for Heber City. Bypasses generate no interests in business investments other then convenient stores at the intersections. By 2023, fed. \$ to largely fund this project could be low or non-existent for infrastructure. Over 30 years nothing has happened to date other than local \$ going to the purchase option on approximately 30% of the west and east bypasses. Gone are the days when the feds. or state could show up, condemn property for the public good and move on. There will be huge opposition to the 'taking' either east or west options. That's the world we live in and I don't see it changing in this case for any reason. There will be some tough decisions in Heber City with the two way road, but it's going to happen regardless with 'most' of the traffic local already, as you testified tonight. Heber City has fought for years to be a regional center. Now we are. It seems disingenuous to me to expect an expensive solution to traffic when we have finally achieved what other regional centers (Vernal, Logan, Lander, Wyo.) have sought and now manage relatively well given the option of apathy and isolation. Experts are out there who know many 'lessons learned' about this option. I suggest to the 6-7 of you that time and effort go into the good and the bad outcomes of this option, so as to be able to have professional observations of the merits, benefits and costs, etc., of the 'couplet' option. Many thanks for your time. Courtland Nelson, Midway
9	Website	Nicholas Czop	To Whom it May Concern: We would like to voice our concern and opposition to the Eastern Bypass Alternatives. These alternatives would operate through residential communities adding heavy truck traffic and therefore risk to our neighborhoods and children. The school as well as the churches and cemetery would be negatively impacted by the highway. In addition, the majority of the Heber population lives on the east side. The impact of high speed, truck traffic and noise created in these areas would be a negative to our neighborhoods. The added traffic and externalities have the potential to cause a decrease in property values to these quiet neighbors. Furthermore, we are concerned with the cost of a bypass solution through the east side. We support the following options that were presented in order based on impact to the community: 1) transit opportunities - provide a positive greener alternative, 2) the 40 alternative concepts or 3) as a last option a long term the Western Bypass Alternatives. These solutions would alleviate the amount of traffic that comes up from Provo and ultimately heads to Park City and beyond. There is a lower impact on family neighborhoods and is a better option for the Valley. Sincerely yours, Nicholas & Chelsie Czop
10	Website	Molly Brown	River road and the north fields is one of the last nature preserved and touched areas - fisherman come from everywhere, wild life population still inhabits this area - please do not disturb this precious are
11	Website	Alex Kalke	Any development through the North Fields threatens to undermine the rural, agricultural feel of Heber Valley. I am adamantly opposed to any western bypass roads. Not only would it have the detrimental effects detailed above, but a majority of the heavier traffic comes through Heber for US-40. A western bypass does not allow for easy throughput for these users, which would likely result in further traffic snarls. I would prefer improvements to Main St. or eastern bypass roads.

Comment Number	Comment Origin	Name	Comment
12	Website	Ryan Stack	Thank you for the effort in compiling these alternatives. After thorough review it is apparent that a western bypass is the only realistic, meaningful, and long-term solution to Heber City's failing Main Street. The eastern proposals are not realistic or safe because they carve up existing neighborhoods and abut two existing schools. Not only that, but they also bisect existing pathways used by children to walk/bike to/from those schools. The eastern options are not workable. The Main Street option is a band-aid, not a viable long-term solution. This option only kicks the can down the road before Main Street fails again. We need to relocate US-40 so Heber can have a vibrant, safe, and walkable Main Street. The western options are the best to do this. The western options can become new US-40 to route through-traffic off of Main Street. This is good for Main Street and good for drivers by cutting down drive time. I strongly support the western options as the only realistic, safe, and long-term solutions to Heber's failing and presently unsafe Main Street.
13	Website	Diann Greer	Why isn't a bypass at 2400 East being considered. It is on a road with fewer houses and isn't by subdivisions where children are walking to and from school. I think it should be at least considered.
14	Comment Form	Jacob Christensen	14_Christensen_J_Form_10-6-21.pdf
15	Comment Form	Dennis VanLeeman	15_VanLeeman_D_Form_10-6-21.pdf
16	Comment Form	Don Taylor	16_Taylor_D_Form_10-6-21.pdf
17	Comment Form	Jon T. Gray	17_Gray_JT_Form_10-6-21.pdf
18	Comment Form	Dan Thomas	18_Thomas_D_Form_10-6-21.pdf
19	Comment Form	Emilee King	19_King_EM_Form_10-6-21.pdf
20	Comment Form	Brady Flygare	20_Flygare_Brady_Form_10-6-21.pdf
21	Comment Form	Frank Sutura	21_Sutura_F_Form_10-6-21.pdf
22	Comment Form	Heidi Lowther	22_Lowther_H_Form_10-6-21.pdf
23	Comment Form	Gwyn Purvis	23_Purvis_G_Form_10-6-21.pdf
24	Comment Form	Emilee King	24_King_E_Form_10-6-21.pdf
25	Comment Form	Heather Sullivan	25_Sullivan_H_Form_10-6-21.pdf
26	Comment Form	Cathy Witt(2)	26_Witt_C2_Form_10-6-21.pdf
27	Comment Form	Russ Funk	27_Funk_R_Form_10-6-21.pdf
28	Comment Form	Barbara Boss	28_Boss_B_Form_10-6-21.pdf
29	Comment Form	Cathy Witt	29_Witt_C_Form_10-6-21.pdf
30	Comment Form	Brooke Flygare	30_Flygare_B_Form_10-6-21
31	Comment Form	Dan Thomas	31_Hill_Biddle_AD_Form_10-6-21.pdf
32	Comment Form	David Hallock	32_Hallock_D_Form_10-6-21.pdf
33	Comment Form	Cindy Shumway	33_Shumway_C_Form_10-6-21.pdf
34	Comment Form	Glenda Gray	34_Gray_G_Form_10-6-21.pdf
35	Website	Rockne Gibson	Putting the bypass on any of the East alternative options would be pushing all the traffic right through the prime, family friendly neighborhoods of Heber (Red Ledges, Beaufontaine, Triple Crown, Mill Road Estates, etc.). My kids would have to navigate across a busy road full of traffic and semis to get from home to school and back. The neighborhoods would be less safe, less inviting and property values would likely be degraded. Additionally, all the road noise would be invited directly into these East Heber neighborhoods. I'm strongly opposed to any of the East alternatives.
36	Website	Cailin Davis	Hello, As a Heber valley resident living 2 blocks off of Main Street (highway 40), I am VERY opposed to the alternative options to widen Main Street. I am VERY much in favor of a bypass. I would like to know more about the environmental impacts of the western bypass, but the Eastern bypass options look great. Thank you.
37	Website	Niels bush	Mill Road should NOT be an option... schools and Family homes all along the route... west field is the best area. Sooner than later. You could bring a whole new shopping area into that area....off the 40... like they do in Texas. Let's have a Home Depot here...a Target... between Heber and Midway. Thanks

Comment Number	Comment Origin	Name	Comment
38	Website	Rachel Kahler	Please re-evaluate the northern section of the Western Bypass proposed in option WD displayed on October 6 during the Heber Valley UDOT public meeting. The road 525 W is a much better road to take the western bypass from north to south. There is already a road easement on 525 West, and to the north you can connect from Potter Lane on a diagonal to the secondary access road to UVU Wasatch Campus. This is a much better option for a large intersection, than the current proposed area in front of Kingdom Hall/UVU Wasatch campus entrance. Future developments, in the next 5-10 years will bring large multi-housing developments to the North Village Please keep in mind the current approved developments along the northeast side of highway 40, as well as the many projects to come in this area. The new Ivory Home Development, Coyote Ridge will include 314 units, including townhomes and single family homes. The Jordanelle Ridge Development will have 622 units in its first phase along Coyote Parkway, with an additional 300-400 units to come along in phase two, all accessing the Coyote Parkway from highway 40. A traffic signal at this intersection is needed immediately to avoid further tragedies from happening with this major increase of traffic volumes on Coyote Lane. The Highlands Development above Wasatch Commons is asking Heber City Council to approve another 695 ERU's plus 20% more with affordable housing. The Highlands development will include commercial development along Highway 40, multi-family apartments, condos, townhomes and single family homes. As well as a town center, offices buildings, retail, community plaza and climate controlled storage units. There are several other developers and property owners such as Paul Linford and Barb Boss that will also submit high density residential developments in the North Village in the coming years. The North Village needs more options that just highway 40 as it's primary collector road. This is why the Western Bypass must consider using an alternative north/south connector such as a road on 525 West. While I recognize it would be financially less impactful to bring the western bypass north passed the new high school property and wrap around the Muirfield park, reconnecting to highway 40 at the proposed Smith's Marketplace north of 500 N. It would only move the traffic one mile north, creating an extended traffic jam with a large grocery store and 600 planned multi-housing units planned in that area. We need to look to a long term solution that provides multiple points of connectivity, as well as pass through travel options for passenger vehicles and semi trucks traveling to the Uintah Basin to the Salt Lake Valley and back. The health, vitality and redevelopment of Heber City downtown is really contingent on moving traffic off of Main Street onto a Western Bypass. As our city and surrounding community grows it becomes even more important that we secure, fund and build the Western Bypass to meet the demands of the next forty to fifty years. Please don't give us a short term solution with the quick wrap around the city. Please build a bypass that gives traffic the routes that will accommodate pass through traffic safely around our city and allow for growth and prosperity within our downtown.
39	Website	JM	Please reconsider routing 40 east of Heber north via a point much further to the east, such as Duschene, as was originally considered when 40 was being expanded.
40	Website	Scott Phillips	First of all, I really appreciate all of the work UDOT is committing to our little Valley. Thank you. I attended the in-person meeting last evening and was impressed by the various options that have been placed in consideration. My personal favorite although not perfect option is the Western route for the bypass. I know that the north fields are sacred to Heber City residents as we garner much of our rural agriculture character from those fields. I would love to see an open space corridor through the north fields where they will continue in agriculture in perpetuity. However, I think we can build a beautiful parkway and not detract from that vision. We can use trees and burns to obscure the road from vision and protect the views and enjoyment of the Heber City residents. The one downside of that plan was how many roundabouts where positioned along the route. I feel that a North fields road would need to be more of a direct shot. And being in the middle of an open space corridor, there would not need to be interchanges or slow downs. This would be much more attractive for traffic to be diverted off of main Street. I know there is an overwhelming majority of Heber City residents who would love to reclaim main Street as a walking downtown with parking and trees and medians in the road and a slowed speed limit. And speaking with the traffic consultants last night it's clear that the main problem is not the truck traffic but traffic in general. The bypass road is a main component of the 2050 master plan in our continued well-planned growth in Heber City. We need one desperately and are looking forward to the process as it continues. I don't think there is one person in Heber that loves the growth. We all came here for the rural feel and small town community. We are doing our best to plan the growth to perpetuate that small town feel. Traffic is a big detractor from that. Please help us to continue with our goals in the 2015 master plan and protect our rural and small town community.

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41	Website	Scott Phillips	First of all, I really appreciate all of the work UDOT is committing to our little Valley. Thank you. I attended the in-person meeting last evening and was impressed by the various options that have been placed in consideration. My personal favorite although not perfect option is the Western route for the bypass. I know that the north fields are sacred to Heber City residents as we garner much of our rural agriculture character from those fields. I would love to see an open space corridor through the north fields where they will continue in agriculture in perpetuity. However, I think we can build a beautiful parkway and not detract from that vision. We can use trees and burns to obscure the road from vision and protect the views and enjoyment of the Heber City residents. The one downside of that plan was how many roundabouts were positioned along the route. I feel that a North fields road would need to be more of a direct shot. And being in the middle of an open space corridor, there would not need to be interchanges or slow downs. This would be much more attractive for traffic to be diverted off of main Street. I know there is an overwhelming majority of Heber City residents who would love to reclaim main Street as a walking downtown with parking and trees and medians in the road and a slowed speed limit. And speaking with the traffic consultants last night it's clear that the main problem is not the truck traffic but traffic in general. The bypass road is a main component of the 2050 master plan in our continued well-planned growth in Heber City. We need one desperately and are looking forward to the process as it continues. I don't think there is one person in Heber that loves the growth. We all came here for the rural feel and small town community. We are doing our best to plan the growth to perpetuate that small town feel. Traffic is a big detractor from that. Please help us to continue with our goals in the 2015 master plan and protect our rural and small town community.
42	Website	Jan Judd	I strongly oppose all three proposals for the eastern bypass on or paralleling Mill Rd. I would much rather have to deal with traffic on Main Street rather than have so many peoples homes and neighborhoods so negatively affected. I'm wondering why an eastern bypass couldn't go further East? Make center street a wider road if needed. Have the bypass through red ledgers connect on to it. Then route it over to 2400 or 3600 East. No schools directly affected. More open land to work with. I would also take in to account where the new LDS temple will be built. It might be more helpful to have a bypass closer to where it is. Please: NO EASTERN BYPASS ON MILL ROAD!!
43	Phone	Joe Coombs	Hello. Is there a way to speak to a person instead of a recording? I just found out one of the alternative development plans for an east side biomass road goes in front of or through my property. We have been pushing for a bypass road for years but an east side bypass was never mentioned and now here it is affecting family's land homes and property when it was NEVER a consideration before. Not being able to speak with a person face to face at a meeting is unacceptable How are we to address this appropriately? Can someone please call me and give me information that gives direction on contacting a real person? Joe Coombs [REDACTED] Thanks
44	Website	Kristine Morris	To whom it may concern: I would like to voice my concern and strong opposition to the Heber East Bypass. There would be a high risk to the safety of our children and the noise pollution through these neighborhoods would be considerable. Not to mention the devaluation of properties, neighborhoods that it runs right through. Some of these homes are so close to the purposed highway that I am left wondering how this is even being considered as an option. Since when has a 65 mph speed limit through neighborhoods been acceptable? These areas are heavily populated with more homes being built all the time. The cost is outrageous for something that NOBODY wants. Please consider other options for your bypass as the outcome of this option is detrimental to all of us that are in the way (literally). Thank you for your consideration
45	Website	Seth Glick	I think it only makes sense to do ALTERNATIVE WD: WEST BYPASS TURBO ROUNDABOUTS although I am also sure it will be the least popular. It needs to at least come out onto highway 40 close to highway 32 instead of close to town. It would be important that it not be overly visible from highway 40 as much as possible though at the same time.
46	Website	Kevin Balls	I have reviewed the alternate concepts and would like to make a few remarks. ALL east options should be abandoned. All these routes and especially the one on mill road would send thousands of cars through an area that has hundreds of school children crossing the road multiple times a day and through dense homes and neighborhoods. These options create an extremely unsafe road and possible collisions from neighborhood traffic and high pedestrian use. UDOT should do all in its power to protect the public from these possible accidents and deaths. I understand that no matter where a bypass is put someone is affected. However, with that said, the west options are an obvious choice to create a safe and effective means of travel that would have the least impact on large neighborhoods and school crossings. The west area is largely fields which has much less impact than routing traffic through dense neighborhoods. Measures could still be taken to preserve the beauty of the west and north fields and possibly even create a route that showcases this valleys beauty.
47	Website	Ryan	The east side alternative bypass is not the answer, unless you don't care about children. The comment was made that the west has too many wetlands to mitigate. What about too many funerals to attend when you turn an already too busy road (Mill Road) into a bypass? That road sits between 3 schools, the High School, the middle school, and the elementary. With these 3 schools activities are happening at all hours of the day. On the west side great opportunity to take it through the north fields and Southfield rd. As it connects with HWY 189 then it can connect back Hwy 40. What a great option!!

Comment Number	Comment Origin	Name	Comment
48	Website	Mandy Bonner	Please consider the west side of HEBER for the bypass. The east side where you have proposed is full of homes and many children. I see young kids riding bikes and walking pets everyday. It would be catastrophic to have that amount of traffic and high speeds in the area. The west side is much less developed with homes and would be a much better option.
49	Website	Todd Clement	This eastern bypass is a waste of my money! As a tax payer and impacted by this eastern bypass I will make certain to have my lawyers have you in court for years if you try to evoke eminent domain!
50	Website	Todd L Clement	This eastern route is a terrible idea! it will negatively impact hundreds if not thousands of residents and as noise and pollution to almost every residential neighborhood in Heber! Not to mention it will endanger every student at more than three elementary and middle schools! The idea that families of the Heber valley will be thrown out of their houses for this increased traffic will and should be brought to the attention of all the state's news sources!
51	Website	Heather Tolbert	As a resident in Heber that would be severely impacted by the bypass road going on the east side at all, I have to say I'm utterly baffled that this is even being considered an option!! Your projected routes have no consideration for the multiple school zones of which hundreds of kids ride bikes, or walk to and from school. Mill road is already in the verge of being unsafe with the amount of traffic. Next coming in between Red Ledges, Stone Creek and other developments has the potential of having to remove homes to put in a road?! Are you saying that UDOT will pay the home owners fair market value for their homes? And even if getting a fair value price, where in this valley do you expect us to move when we can barely afford to live here as it is? Not to mention that there is now going to be a park that would be literally right on the side of the road. I agree that something needs to be done. HOWEVER, the East side is NOT the right choice for several very obvious and logical reasons. Would I be bummed to see some of the North Field on the WEST side have a road go through them? Sure. But the WEST side has more logical reasoning. Traffic from Provo Canyon, Daniel's Canyon and even coming off of Jordanella would be much easier to divert sooner staying west THROUGH FIELDS then coming up a hill and banking with tight turns through NEIGHBORHOODS. Please be sensible and logical and also look into how much growth and development has taken place on EAST side.
52	Website	Cheryl Hammock	I am HORRIFIED there would be an attempt to put a heavy use road through a residential area. As an Eastern home in Phase 2 in Stone creek, we were told this would be a small two lane road with low average use. Now there is talk of using Eminent domain on homes barely 2 years old or less? If my home was spared, the traffic noise and heavy use would destroy what was built as a quiet neighborhood. We would be unable to use our backyard and unable to sell our home. Who would want to live against a heavily trafficked road with constant noise? I wouldn't, but I'd be stuck here. It will increase traffic through residential neighborhoods full of small children. The corners and hills would not service truckers and would be a nightmare of accidents. Please reconsider destroying a new neighborhood.
53	Website	Sarah	Soooo foolish even consider putting this in a highly residential, high school zone area as opposed to areas that haven't been residential. Can you imagine the nightmare or traffic it creates at school times when kids are going and coming from school and more importantly the increased risk of children being hit by cars. There is already a police officer sitting there on watch on a reg basis to help regulate as people drive way too fast through here!!!! You want to increase the speeds and traffic through here? Come on! Where is your brain. Use land that is not developed and unpopulated (and not bordering 3 school zones!!!!)

Comment Number	Comment Origin	Name	Comment
54	Email	Samuel Winkler	I know you are selecting between the identified options, but I would like to put another one out there and then some input. I would actually like to see both the east and west alternative with signalized intersections. Signals are cheaper than flyovers and interchanges and allows for local commercial development along the corridor. By having both an east and west route, NB traffic can use the eastern leg as US-40E Bypass to avoid downtown and reconnect to US-40 north of town. Those NB traffic wanting US-189 would take the normal route to connect to US-189. For SB US-40, they can take the US-40W Bypass to connect to US-189 or the US-40E Bypass to connect to US-40 south of town. Those on EB US-189, they can take the US-40W Bypass to avoid Heber and connect to US-40 north of town or take US-189 to US-40 to proceed south. This gives two options depending on where traffic is going. However, I know that you cannot add a new option into the mix. Nonetheless, the east or west alternative is the best, but not individually. Traffic is moving in multiple directions and destinations and the west alternative only benefits US-189 traffic. The east only benefits US-40 traffic. Unfortunately, you will not solve the issue identified with only one option. In looking at the local economy, any grade separated freeways damages the local industry (rural tax revenue) as you limit the opportunities for commercial growth whereas signals allow for more growth along the entire corridor. Now, if this was Salt Lake County, I would say grade separate it all, but this is rural Utah and areas where tax dollars (and jobs) are important. Additionally, if the cost for both east and west alternatives with signals is cheaper than a freeway on one side alone, it should be considered. Roundabouts should be avoided due to the high amount of truck traffic. Although they can safely navigate the circles, trucks have to slow down for the approach, the circle and the acceleration causing delays during this time in addition to the amount of snowfall this area receives. Remember, these are trucks carrying crude or wax oil and one crash and leak could be a far costlier environmental disaster and higher cost to the local area for cleanup, etc. If none of what I said is not acceptable based upon the criterion for the review, I would one-way downtown to enable the commercial base to sustain and even grow on 100 W. Moving traffic more quickly is always desirable, but not to the detriment of the commercial tax base of the community. No roundabouts on such a major route - signals (even CFI's) are more desirable.
55	Website	Dan Jeppson	An east side alternative negatively impacts school children, neighborhoods and existing traffic flow. An elementary school, middle as well as high school traffic would all be impacted. Is there really any discussion to be had when the west side bypass would really only impact fields and farmers? Farmers would be paid for this easement and they would also have better access to their land. There is no plausible defense to the east side alternative except those saying "not in my back yard."
56	Website	Nicole Mathewson	The East bypass alternatives are right by a school zone. I do not approve of those options. It makes more sense to keep the bypass closer to the commercial properties with the proposals on the west or improving U.S. 40.
57	Website	Debbie Bennion	I feel like Mill Road is a terrible idea, so many kids use this as a way to walk to/from school. Also the amount of deer on the road year round creates a safety hazard for vehicles. And 3rd, Mill Road is lined with homes and I feel there are areas in the valley where homes are not built that would allow the building of a bypass road. My favored suggestion is to expand/improve Main Street. Our business would suffer if cars were pulled from our main artery of traffic.
58	Website	April Hoff	I feel that the current East by pass alternatives are not a viable option. If this option is used it impacts the safety of children going to Old Mill Elementary, Timpanogos Middle school and some going to Wasatch High School. Kids walk and ride bikes up and down Mill Rd. Even if they build the road on top of the canal that would still be too close to the schools and neighborhoods. Either keep the by pass running down Main St or bring it to a location that does not impact homes and schools.
59	Email	Mary A Williams	I want to know who to contact about the idiot proposal of making a bypass road in the heart of a highly residential neighborhood full of children with both an elementary and a middle school right there. Keep the trucks on Main Street if you can't figure out a bypass road 20 years too late. That proposal is pure insanity. I work on Main Street and the noise alone is insane and shouldn't be taken to a neighborhood. Then you are talking potential spill and traffic hazards in a residential neighborhood with children that cross those roads all day long. Not only are there two schools but there are also many extended families with homes on opposite sides of Mill road where children and grandchildren will be crossing between families. This is pure ignorance. I want to be contacted. My number is [REDACTED] You can text me if I don't answer. You better throw out this idea completely or I will round up a fight of concerned citizens in Wasatch County. Mary Williams. Resident.

Comment Number	Comment Origin	Name	Comment
60	Website	Rachel Michael	Thank you for the opportunity to visualize the proposals. Living along the path of all EB proposals, our family is concerned about increased speed/traffic and decreased property value around our homesite. While the High School and some Elementary Schools are highlighted in Yellow, two schools - and current school zone/guarded crosswalk directly East of Mill Road- are omitted from the maps for proposed EB solutions. The areas highlighted for all EB proposals are currently heavily used by pedestrians and elementary/middle school aged children to walk/bike to and from the schools which would make any increase in speed or traffic numbers potentially dangerous for our community and my own safety while on my current walking routes. If we are allowed to "Vote" on proposals, our family votes for WB -A2, B2, C2 and WBD if it meets UDOT standards in the future and against all EB and US40 proposed solutions. Thank you.
61	Website	Cynthia Blades	I would prefer WD or any of the west alternate routes. The east alternate routes would create more congestion so close to schools I'd be afraid of kids getting hurt/killed. No one wants to have their property used for any by-pass but we really need one as Heber continues to grow.
62	Website	Eric Stevens	Western D is the only true bypass even proposed!! All other alternatives merely skirt around the current small downtown area, or spread the traffic through a broader portion of the downtown area. None of them give through- traffic any option to transit through the total Heber Valley without a significant number of stop/starts. With all the projected and approved growth north of the current downtown, western D is the only viable solution for the mid-term future. All other alternatives just ensure that we will all be back in another decade discussing a "new" bypass plan. I believe that the objective here should be clear- enable through-traffic to readily transit the entire Valley without impacting Heber residents traffic flow—current or future. Some of the apparent objectives implied by some of the proposals seem more focused on just "reducing Main Street congestion".
63	Website	Karli Fiala	Please not by mill road. There are so many kids and homes in that area. This road will destroy the neighborhood. North fields is a much better area with way less homes and no elementary and middle school and preschool right next to it. By building this road by mill you are destroying that community. I'm sure many would add funds to not have it built there.
64	Website	James Fiala	I would like to see the data evaluated for what is gained by the Heber Bypass. Right now the chief complaint is congestion among main street. However, even during peak traffic times, the congestion is a maximum of a 5 minute delay from the north to south end of Heber. There are simply not enough trucks coming through to Park City to warrant this project. Furthermore, as the US moves away from it's reliance on fossil fuels the need for a trucking route will disappear as there will not be the same levels of traffic in 10 years. I also ask who does this benefit? In summary, this bypass is a wasteful investment of resources trying to solve a small problem that will eventually go away.
65	Website	Cory Jay Smith	I moved here 3 years ago due to a new Job working for Wasatch School District. It took a year to build my new home in the Stone Creek Subdivision next to red ledges. My home is right in the area of the East By-pass road. My children attend TMS and ride their bikes and already fear with all the Mill road traffic that this possible 45-65 MPH road will kill a lot of middle school and elementary aged children that cross Mill road to attend TMS and OMES. Clearly the East option has not truly been evaluated or study to know the enormous impact to the homes and children that live there. Also with the east by pass road how does 189 traffic get there? Now they have to make changes to 1200 South that also effects the High School and access to the hospital. the Eastern route is not a viable option. To truly accommodate SB 40 , NB 40, EB 189 and WB 189, one the West by pass roads is the only option besides widening Main street which will kill business downtown and defeat the whole by pass option. As much as I want to keep the Northern fields as open space I really don't believe there isn't any other options besides the Wes By-pass.
66	Website	Zoe Hofheins	No changes can be made to mill road, there are 2 schools that I have children at and work at that there right off of mill road. A high speed road would be reckless and a death waiting to happen. Even at the current speed limit, it is a dangerous crossing for our children, with many accidents and close calls already happening. Why would we put our children in even more danger, when there are other options!
67	Website	Christine Jerzerick	To whom it may concern, The UDOT Heber Valley Corridor is a major concern for myself, my family, and others living within the vicinity of the proposed project. We moved here just over a year ago and this part of Heber was our "dream spot." We thought it would be a wonderful place to raise a family and loved that we would be close to trails and Utah's beautiful natural resources, not to mention away from traffic. These alternative propositions would destroy our new home. They would run through our community endangering our neighborhoods and children, as well as the wildlife that lives on the ridge. Most of the population of Heber lives on the east side and heavy traffic, speed and noise would be a danger and detriments to the citizens of our community. Not to mention the decrease in property value that would come along with it. These "solutions" to an eight minute delay on main street are not worth compromising our safety or quality of life. Please don't destroy this lovely area.

Comment Number	Comment Origin	Name	Comment
68	Email	Jay Cutler	Please accept this email correspondence as my disagreement with the Proposed Mill Rd Bypass. This proposal takes high-speed traffic directly by residential neighborhoods where kids walk to and from school. While a bypass of some nature is desperately needed, it makes no sense to run it next to such highly populated residential areas. There is plenty of open farmland west of Main Street, Highway 40, that would be much less disruptive. Please place yourself and your family in the position of those who live right off of Mill Rd before you vote on this proposal and think about the noise the traffic will generate and lost value of homes that people have used their life savings to purchase, then consider your young kids walking to and from school. Thank you. Jay Cutler [REDACTED] Heber City, UT [REDACTED]
69	Website	Diane Smith	I am horrified at even the idea of any of the eastern by-pass options! It makes absolutely no sense to me? It would affect my new 3 year old home in the Stone Creek subdivision possibly even being torn down! Regardless we would have to move because of the low air quality it would bring! Our family took a huge leap of faith to move here and find somewhere quiet and serene to escape the noise and pollution on the other side of the mountain. Everyone in my family suffers from intense allergies caused by smoke and pollution. This would bring so much of it in literally my front yard! I am mortified! My children walk from Timpanogas Middle school down Old Mill road every day! We have 6 children! This was our dream location. We planned to stay here forever and retire here! I don't understand how you can possibly think this is an ok option. It imposes so many risks and inconveniences. It does not and will not address the issue of the high volume traffic on 89 or Main Street. The trucks will still go through Main Street for the faster option! How can you even compare a road through empty fields on the west side of town (where it's always been proposed to be) with an Eastern side highway going right through the middle of a middle school, elementary school, churches, and multiple peaceful neighborhoods... that would displace so many people who came here for a quiet lifestyle and to retire.... and put so many people and children in direct harms way. The increased pollution, safety traffic hazards, busy roads would completely destroy the quality of life that ALL of us on the east side of Heber moved here for! This is the quietest area of all Heber and what is left of that would be completely destroyed by this proposal! The peace, the calm, the scenery, the CLEAN air. This proposal will completely destroy all of that! Also in the proposal I am fairly certain Udot is completely unaware of how much development has gone in this area. They don't even list the schools as if they don't even know they are there? It seems completely outdated! That is a problem and complete mis-information. On paper you don't just draw lines wherever you think it might work and say too bad... we will demolish those peoples homes and ruin their quality of life, put them in harms way and not care about their safety. They are just lines and they don't make any sense! It is better to keep the trucks going through Main Street than to even consider this ridiculous Eastern option??? Put yourselves in our shoes. The north field ls is where we all knew it would end up someday.... There just really is NO OTHER choice if a bypass is necessary!!! It is mainly fields, yes they are pretty BUT it doesn't not inconvenience nearly as many people and displaced them as the Eastern route does! There are no schools there, nor very many houses or even buildings for that matter... DO NOT ruin the eastern side of Heber by doing this. It is the quiet peaceful end where so many have re-located just for that very reason! Please please take the eastern options off the list. Come out here and actually look at what it will do and how much it really doesn't make any sense. This is an absolute shock and heartbreak for our family of 8! An absolute shock and heartbreak for our neighborhood and surrounding area. It is an absolute un-necessary option. There are far better options that keep the trucks near 89. We will never be able to afford to move again with the cost of housing. We would be forced to leave Heber and that is detrimental to our entire family and my husband, who works for the school district and was searched out to work here and make a difference in the school system. Which he has made a huge impact! Please please don't displace so many people and threaten the safety of so many on the peaceful side of Heber!
70	Website	Leah Hallows	I appreciate being able to voice a concern. I own real estate all over this Heber Valley and one of my properties will be effected no matter what. There is no perfect solution but, there is a grave concern about the option of Mill Road for me. I have only one kid left going to school and he doesn't cross that road but, there are hundreds of kids that cross that road every single weekday twice a day, for elementary, middle and high school! This option puts many young lives in a precarious situation on so many levels. Whether they walk, bike or drive crossing a road of this magnitude is why the school boards make certain boundaries to prevent these children from unnecessary risk. Please consider the option where we have less development and planning can be done to make this a safe road for all.

Comment Number	Comment Origin	Name	Comment
71	Email	Karli Fiala	This is my first email written to the city so please bear with me. I have heard that you are considering putting the bypass over by mill road and really hope I can be a part of changing your mind. My name is Karli Fiala and my family and I just barely moved from traverse mountain in Lehi a year ago. We loved our home there but as soon as we had moved in Geneva steel made a deal with traverse to mine the mountain. We worked really hard to turn down the mining on the mountain where we lived because of the resulting poor air quality with all the dust in the air. We lived right next to a school and I couldn't believe they were allowing the mountain next to the school to be mined. Even though we overturned the decision Geneva Steel offered another check to Traverse and they went through with it anyways because of some loophole. Now we live on the edge of triple crown and you are thinking about putting the bypass a block away from my neighborhood. So I already know how corrupt the city can be because of what happened in Lehi. But I am hoping Heber is different. I am hoping with the majority vote from all of my neighbors because there are so many of us that live on mill Rd and will be affected by this decision that you will remove this idea for the road to be built there. It looks like all of your other options will not nearly affect as many people as putting the bypass above mill road will. Please consider the other options with less people and communities to destroy. Otherwise my family and I will be forced to move again...along with many others. And I hope that the city will then pay the difference on our lost home values because no one wants a bypass in their backyard. Especially all the increased pollution right there by the elementary school and middle school. Just so semi trucks can transfer oil. Which hopefully with all the efficient cars coming out the world will need less of anyways. Anyways I hope you will reconsider and take the mill road option off of the table. Thank you for your time Karli Fiala
72	Website	Cindy Stagg	I feel the East bypass proposal poses a serious threat to the safety of our school children. It passes through two heavily used school zones, not to mention the traffic that crosses Mill Road to get to the high school. Additionally, a busy parkway/highway like this should not run right through the middle of a residential area. The noise pollution alone would be a major issue, no matter how it is mitigated. This proposal is irresponsible and dangerous.
73	Website	Meg Upton	I think the bypass should go from the light on highway 40 at the intersection to Midway and Kamas and go the the north and south field avoiding as much residential areas as possible and connecting at Hwy 189 with the option of going right back to Hwy 40 or left onto Hwy 189 it could connect to Southfield Road! I think it is crazy to take it East through all the residential homes and schools in that area!
74	Website	Diana Hammock	These will have a terrible impact on so many people. The noise from a road going this close to home. The Dangers for children getting to school. The impact on wild life. There has to be a way to have less impact on Heber residents.
75	Website	Sarah Munsell	To whom it may concern: I would like to strongly voice my concern and opposition to the eastern by pass alternatives. While the need for additional roads is needed, these alternatives pass directly through residential areas (at times through currently own private property where our neighbors currently live). Adding a highway of any kind that allows 26 wheeled trucks carrying hazardous and flammable materials to pass within 20 feet of residential property is the height of irresponsibility on the part of any department that serves the public. Our neighbors were told a calm, neighborhood road with one lane going in each direction is what would pass behind their homes - homes that they worked hard to save and pay for. A highway would cause a decrease in home value in addition to the loss of peace, quiet and beauty in this part of Heber. UDOT failed to take care of this 20 years ago when it should have been addressed. Our neighbors on the eastern part of town should not be punished simply because the state cannot determine a suitable western bypass route. These alternatives should not, in any circumstance, be considered simply because Main Street is slightly delayed at certain times of the day. UDOT needs to completely scrap these plans and come with a proposal that doesn't disrupt the heavily populated communities on the east side of Heber.
76	Website	Sarah Munsell	"To whom it may concern: I would like to strongly voice my concern and opposition to the eastern by pass alternatives. While the need for additional roads is needed, these alternatives pass directly through residential areas (at times through currently own private property where our neighbors currently live). Adding a highway of any kind that allows 26 wheeled trucks carrying hazardous and flammable materials to pass within 20 feet of residential property is the height of irresponsibility on the part of any department that serves the public. Our neighbors were told a calm, neighborhood road with one lane going in each direction is what would pass behind their homes - homes that they worked hard to save and pay for. A highway would cause a decrease in home value in addition to the loss of peace, quiet and beauty in this part of Heber. UDOT failed to take care of this 20 years ago when it should have been addressed. Our neighbors on the eastern part of town should not be punished simply because the state cannot determine a suitable western bypass route. These alternatives should not, in any circumstance, be considered simply because Main Street is slightly delayed at certain times of the day. UDOT needs to completely scrap these plans and come with a proposal that doesn't disrupt the heavily populated communities on the east side of Heber."

Comment Number	Comment Origin	Name	Comment
77	Email	Connie Sneddon	The Mill Road Bypass is the worse plan ever. How could anyone think it would be a good idea to have children walking to school And need to cross a highway with cars going 65 miles a hour. Also having a Highway in a middle of a established neighborhood. Please reconsider this crazy idea. Thank you, Connie Sneddon
78	Website	Pamela Clark	We completed our home the end of May and are on 1490 E and this eastern bypass would be devastating for us. We are in a brand new home, work in Heber, and it would literally be financially impossible to relocate in this valley. We moved here from South Jordan for the clean air as my husband was literally dying in the inversion with a health condition he has. Please do not allow this to happen on the east side near Stone Creek.
79	Website	Stephan Clark	I recently moved into what I considered our "forever home" in Stone Creek. In reading the proposal for an east bypass road and other options, it is abundantly clear to me that the best option would be a north kind one way street on 100 W and a south bound one way street on 100 E would be the best option of trying to keep children safe, preserve Main Street, alleviate anything that isn't flat ground and straight ways (I have driven dump trucks for years) to Jake brakes which produce extreme amounts of noise pollution.that are not necessary. To take a high speed bypass road close to elementary and middle schools is a serious mistake. An east bypass route would also significantly lower the value of beautiful million dollar + homes. While this may be a proposed option it clearly isn't the best option.
80	Website	Karen Duncan Cutler	People live in the Heber Valley because it's beautiful, quiet and people are kind and caring. It's a place where kids can be kids as they travel back and forth to school. Since we've moved here, we now have continual noise from jets positioning themselves for landing as they fly over our home. Having once lived near a small airport, I've seen a number of planes end up in homes and businesses as they attempt their airport takeoff or approach. People die. Property and lives are destroyed. Now UDOT is looking to convert Mill Road as the east alternative to lessen truck traffic on Main Street. Have you seriously considered what this will do to our beautiful, serene and countrified area of this valley? You have homes, schools, churches, children and animals that will be grossly impacted by this change. Accidents are inevitable. We will see toxic spills and increased pollution in our beautiful valley that is already suffering from an inversion effect many days out of the year. Please remember why people choose to live and visit this area. Making this a transportation hub as a result of a larger airport or an industrial thoroughfare are certainly not the reasons. Looking at the number of fatal collisions upon approach to and within Provo Canyon should also suggest that industrial traffic remain on major highways and not use the Heber Valley as a way to gain access to greater Salt Lake.
81	Website	Jen Page	Please, please don't put our children in harms way. We just built our new home and moved in this week. The reason we moved to this location (Stone Creek) is because we wanted our 4 small kids to be able to go outside and play. We escaped craziness is Sandy, and would be heartbroken to have this next to our home. Please put it somewhere where there aren't a lot of family homes and children.
82	Website	Francis Harrison Jr	Seems like WA1 or EA make the most sense to alleviate the heavy truck traffic on Main Street. Interchanges in lieu of intersections or roundabouts make much more sense to get the trucks to use the bypass. The only downside to WA1 and EA are that they reconnect to hwy 40 at approximately 1000 north. Makes more sense to reconnect further north so as the Main Street business district extends we don't have the same issue as we do now on Main Street north of 1000 north. Bypass should reconnect as far north as the river road intersection. Thanks for your consideration.
83	Email	John David Jarrett	As the Heber Valley grows and continues to be developed, mainly residentially, the options for a bypass of US HWY 40 through Heber is becoming more essential. The proposals by UDOT looking at both an Eastern and Western bypass clearly show the WESTERN bypass as the BEST and frankly ONLY viable option. The Eastern proposal is crazy and shows the lack of understanding of how such a bypass will impact the valley. Putting a major roadway through new and established neighborhoods, adjacent to elementary and middle schools shows the ignorance and lack of vision on the part of UDOT and planners. The Eastern bypass is an unbelievable and amazingly BAD option. The WESTERN bypass, changes to main street or tunnel are clearly the BEST options. The WESTERN bypass is undeveloped and creates an opportunity to create a forward looking plan to keep the best aspects of the Heber Valley intact. Please take the Eastern bypass of the table!
84	Website	Stacey Bailey	I'm highly concerned with the proposal to route highway traffic to the east side of Heber. We built a home in Stone Creek three years ago with the understanding that the Eastern bypass road would be for residential traffic only. Our home will fall directly next to this road, endangering my children (and pets). It will pollute my yard and the air in my home. I have a middle schooler who rides his bike to school at TMS. That will no longer be a safe option with the proposed road. I don't understand how this road will connect with Hwy 189 and help to alleviate Main Street traffic coming from our heading to Provo. I know this problem is not easily solved, but I think there must be a better way.
85	Website	Doug Smith	Thanks for the opportunity to provide comments regarding the corridor study. While I struggle with a new major road anywhere in the valley I also see the need for it with the population growth and the potential for the population to double. I have looked at the options and feel that the more feasible route is through the north fields connecting back to Highway 40 north of downtown. Other options I feel are too disruptive and will not accomplish the intent of a bypass. The bypass has been intended to be on the west side of the valley for decades and property has been purchased and paid for by vehicle registration fees so this could be accomplished. Thanks

Comment Number	Comment Origin	Name	Comment
86	Email	Bill Spiker	Attention: Craig Hancock UDOT EIS Team Re: Heber Valley Corridor I've viewed (on line) some of the recent EIS presentations to Wasatch County/ Heber City/ etc.; and attended Public Meeting at Heber Valley Elementary School Oct.6th to gain view and insight re: various conceptual by-pass route alternatives. Both in EIS presentation to Wasatch County, and at Public Meeting at Heber Valley Elementary; public was encouraged to PROPOSE ADJUSTMENTS TO ALTERNATIVES prior to Nov 4; to assure that adjustments would be considered during the upcoming alternative screening process. I respect that development and road building will occur with growth, and understand that the greater good of the community should prevail. Although I would prefer a Main Street, or East route option, I understand the West will be considered as well. The West route that exits Potter Lane, extends west, then south to Midway Lane (with round-bouts) appears as the most attractive West option. However, the currently depicted 3 Routes West that tightly hug northwest corner of Heber City (noted as "Specific route pending analysis") appear nightmarish for many residents in northwest Heber. An alternative route to replace these 3 West routes is needed and will be much less intrusive to many residents in northwest Heber. Consequently, I want to assure that an additional route option (below) is considered during upcoming alternative screening process; versus the 3 WEST by pass routes currently depicted and noted as "Specific route pending analysis". 1- Please consider a WEST route that exits 40 at or near 1100-1200 North (perhaps using existing dirt road West) turning south at/near a point to head south and cross perpendicular to Hwy 113 (Midway Lane/ CenterStreet). Option 1 would be only a few hundred feet north of the 3 WEST routes currently depicted as pending analysis; yet would be much less intrusive to many residents in NW edge of Heber City. Also, less wetland impact may be achieved by using existing dirt road extending west from Hwy 40. Currently depicted West routes that tightly hug northwest Heber appear more of a city in-pass, versus city by-pass.... especially given planned development along Hwy 40 in very near future. Attached find map depicting this proposed option (in green). Please confirm that you've received this message, and that Option 1 above will be reviewed and considered during upcoming screening process.
87	Website	Diann Greer	The East side looks like so much more impact to school children walking to and from school, the bike lanes are used all day every day for bikers and runners. The option to go through the west side fields would have a much less impact on the community as a whole
88	Website	Larry Gregson	I strongly oppose the Eastern Bypass that would go behind my backyard at Red Ledges! The noise, the filth and safety are all issues that are of concern. It is not fair to build multi-million dollar homes and then decide to put a bypass through our properties. If we had all been made aware of this we would have never purchased this property. If you proceed it will be tied up in courts for along time. Where is the city master plan? Is a lack of a plan due to negligence by the city? I am opposed and ask you consideration to find a different route.
89	Website	Taylor West	It seems almost obvious and natural that the West Bypass options are the only viable options here since there is so much open space to use. All 3 East Bypass options are completely untenable for the residents. There is far too much disruption to residents' lives: access to driveways, making it more difficult and dangerous for children to walk to school, and taking far too much land from small plots of residents rather than taking less usable land in the central part of the valley. I'm shocked the East routes are even considered. They would be horrific for the people that live there. Tons of people walk along those roads. Children often play along Mill Road. It would instantly become the largest safety hazard in the entire valley if the bypass were to supplant a dense residential area of that nature. I hope that the decision-making body will clearly see the wisdom in avoiding the proposed East routes and instead favoring the West routes. Plus, the West routes make it easier to access the bypass to quickly zip through the valley whether you're coming from Park City or Provo Canyon, by far the heaviest areas of incoming traffic into the valley. This would make it very easy to simply pop off the bypass at the corresponding exit to enter either Heber or Midway at a more convenient location.

Comment Number	Comment Origin	Name	Comment
90	Website	Bruce & Margaret Bartholomew	I don't understand the east proposal. Shouldn't this have been done before they built Old Mill Elementary, Timp Middle School, Triple Crown, Stone Creek, and Red Ledges? It would have worked then, but I really can't see that busy of a road going through neighborhoods and school crossing zones. The only thing that makes sense is to build it out in the north field as far away from those homes as it can go. No one wants this in their backyard. Or, if that's not an option, keep it on Main Street but force everyone down to 25 mph. I know it's marked 35, but they came through faster than that. Maybe if it was marked 25 they would slow down to 35??
91	Website	Bruce & Margaret Bartholomew	Wow, that was confusing! I have no idea if my comment went through or not? To recap (in case it disappeared into the ether), the opportunity to do an east bypass has passed - there are two schools there with student crossing zones - not safe. Also, no one wants that big of a road going through the middle of residential areas! Build it as far west as possible (they don't want the noise behind their homes either) or keep it on main street but slow it down! It is posted 35, but they go faster. If it was posted 25 maybe they would slow down to 35. We wanted a round about on 500 E and Center Street. We were told it wasn't big enough (it is a 3 lane road right now) and not safe for the kids who cross to go to school.
92	Website	Bruce & Margaret Bartholomew	The obvious solution is to route the bypass west of Heber City (Option WD) as far west as possible. The road requires little or no cross-traffic, eliminates interaction with schools traffic, and minimizes disruption for the largest number of persons.
93	Website		U.S. 40 Alternative Concepts: WA: Against, this would be near the future High School student crossings WB: Against, this would be near the future High School student crossings WC: Against, this would be near the future High School student crossings WD: Against, but would be the best option Against a bypass because it would take business away from places on main street. East Bypass Alternative Concepts EA: Against, to high of a speed limit, this would take traffic to residential, near schools, and the student crossings EB: Against, to high of a speed limit, this would take traffic to residential, near schools, and the student crossings EC: Against, to high of a speed limit, this would take traffic to residential, near schools, and the student crossings Completely against a bypass this way
94	Website	Deb Anderson	Deb Anderson  I think the west 3 alternatives are best. I see the east impacting too much of the residential area of Heber. In addition the schools along the proposed routes seem to be a safety hazard. The Hwy 40 alterations seem to be very costly and a but impractical. Thank you
95	Website	Michelle Ku	Hello, I have many concerns about the proposed road through Stone Creek and Red Ledges: - This road would be an environmental concern with loud noise, air quality, traffic through a family neighborhood. This would affect our children and their safety. - This route creates unnecessary safety concerns as it will need a step uphill climb, sharp turn, and an immediate downhill drive especially for those large trucks and RVs. This would create accidents and potential injury/ death for children if they're nearby. - This route is near Timp Middle School and Old Mill Elementary would have safety concerns and environmental issues for children. Please seriously consider the affects of the hill, family and children oriented neighborhood as well as the safety and environmental concerns this would impact. Appreciate your attention to this.
96	Website	Sarah Bray	I would like to express my concern about the proposal to build the bypass on Mill road in Heber. 100s of students both, high school, Middle and Elementary age, cross that road every day to get to school. It would be extremely dangerous to have people speeding down that road. Mill road needs to stay residential to accommodate the walking community. It seems ridiculous and irresponsible to even consider Mill road for the bypass.
97	Website	Jevan Woolley	It's clear that any option will make some % of the residents in Heber upset. A classic NIMBY solution to a larger problem. That said, it appears clear that there are proposals that will be far less disruptive to current housing and suburban areas. Routing traffic through an area where kids are walking to schools is an odd solution, given the amount of open space in between Heber and Midway. My ask is that we find the solution that impacts the fewest residents, and it seems clear that the western bypass options fit the bill.
98	Website	Missy Maughan	Please leave the fields alone. Improve Main Street and skip the bypass.
99	Website	Barbara Games	I like the idea of widening hwy 40 Main Street. It doesn't ruin the view corridor & rural feel of the valley. Also it keeps the business on Main Street an option for people traveling thru town.
100	Website	Mel	At this point in time I feel the West Bypass is the only reasonable choice. The housing growth on the east side makes Mill road a poor choice.

Comment Number	Comment Origin	Name	Comment
101	Website	Robert Timothy Silva	I have it on good authority that any route west of Southfield road will be fought vigorously by environmental groups. Ironically the manmade irritated fields southwest of Heber city harbor more bird species than the north fields. One only need drive by to see hundreds of geese, sandhill cranes , deer and other wildlife. I'd imagine the existing corridor of Southfield road could be utilized without to many problems. An expanded airport or highway through those fields will prove problematic.
102	Website	John S. Williams	I recommend an expressway. Similar to the Bangerter Highway with exits and entries. This would allow the traffic to keep moving but also easy access to businesses etc. I know this would be expensive but would be a long term solution. On 1200 East would be fine.
103	Website	Ben S	Please re-evaluate the northern section of the Western Bypass proposed in option WD displayed on October 6 during the Heber Valley UDOT public meeting. The road 525 W is a much better road to take the western bypass from north to south. There is already a road easement on 525 West, and to the north you can connect from Potter Lane on a diagonal to the secondary access road to UVU Wasatch Campus. This is a much better option for a large intersection, than the current proposed area in front of Kingdom Hall/UVU Wasatch campus entrance. Future developments, in the next 5-10 years will bring large multi-housing developments to the North Village. Please keep in mind the current approved developments along the northeast side of highway 40, as well as the many projects to come in this area. The new Ivory Home Development, Coyote Ridge will include 314 units, including townhomes and single family homes. The Jordanelle Ridge Development will have 622 units in its first phase along Coyote Parkway, with an additional 300-400 units to come along in phase two, all accessing the Coyote Parkway from highway 40. A traffic signal at this intersection is needed immediately to avoid further tragedies from happening with this major increase of traffic volumes on Coyote Lane. The Highlands Development above Wasatch Commons is asking Heber City Council to approve another 695 ERU's plus 20% more with affordable housing. The Highlands development will include commercial development along Highway 40, multi-family apartments, condos, townhomes and single family homes. As well as a town center, offices buildings, retail, community plaza and climate controlled storage units. There are several other developers and property owners such as Paul Linford and Barb Boss that will also submit high density residential developments in the North Village in the coming years. The North Village needs more options that just highway 40 as it's primary collector road. This is why the Western Bypass must consider using an alternative north/south connector such as a road on 525 West. While I recognize it would be financially less impactful to bring the western bypass north passed the new high school property and wrap around the Muirfield park, reconnecting to highway 40 at the proposed Smith's Marketplace north of 500 N. It would only move the traffic one mile north, creating an extended traffic jam with a large grocery store and 600 planned multi-housing units in that area. We need to look to a long term solution that provides multiple points of connectivity, as well as pass through travel options for passenger vehicles and semi tracks traveling to the Uintah Basin to the Salt Lake Valley and back. The health, vitality and redevelopment of Heber City downtown is really contingent on moving traffic off of Main Street onto a Western Bypass. As our city and surrounding community grows it becomes even more important that we secure, fund and build the Western Bypass to meet the demands of the next forty to fifty years. Please don't give us a short term solution with the quick wrap around the city. Please build a bypass that gives traffic the routes that will accommodate pass through traffic safely around our city and allow for growth and prosperity within our downtown. Please add your comments by November 4: https://hebervalleyeis.udot.utah.gov/#comments
104	Website	Shannan	I have reviewed the eastern bypass options and am very concerned about all of these options. The area along Mill Road houses hundreds of families and already constructed developments, many of which have young children who play outside in the area. There are also three schools along this route and hundreds of children from preschool to 8th grade walk and bike across this road to school and along it. I cannot see how the risk of injury or loss of life can make this route a viable option. I am the mother of a disabled child in a wheelchair who needs extra assistance. The thought of her having to cross or be near a busy bypass is terrifying. I understand the east side is currently developing rapidly, however the west side he as well and I believe the bypass would be best to be more centrally located in the valley, rather than running directly through homes and neighborhoods on the East side of the valley. Thanks for your conservation.
105	Website	Tracy	West Alternative that starts at River Road is such a better long term solution. North Heber is growing fast and with more development planned only safe option.
106	Website	Katie Manhart	We need to preserve what makes Heber so beautiful. I am opposed to building a byway through the north fields. Almost all new development is on the east side of town (coyote lane, red ledges and talk that the new temple will go on the Sorenson land by UVU) it makes no sense to take the byway through the west side. This will solve no problems and lead to future infrastructure builds to fix continued development. I am in favor of the east side byway. Thank you.

Comment Number	Comment Origin	Name	Comment
107	Website	Nancy Geisler	To whom it may concern, We would like to strongly voice our concern and opposition to the eastern By-Pass alternatives. In particular, the East By-Pass consisting of five lanes along the entire Rt 1200 East (Mill Road). This proposed bypass is NOT the residential street that residences heard about for years. This new route will bring all the main traffic off Rt 40 to loop by neighborhoods which involves high levels of speed and trucks and traffic and pollution and high traffic volume. While the need for additional roads is needed, we oppose alternative passes that passes directly through residential areas. These alternative passes should not, in any circumstance, be considered allowing a highway of any kind that allows 26 wheeled trucks carrying hazardous and flammable materials to pass schools and residential neighborhoods. UDOT must completely scrap any plan that disrupts heavily populated communities on the East side of Heber. Nancy and Jerry Geisler – Heber residents
108	Website	Brandon Hicken	The Eastern bypass proposal is an absolutely terrible idea. Not only does Mill Road, 1200 south 600 south and center street provide crucial access for residents on the east side of the heber valley, but the proposed routes would create unnecessarily dangerous traffic immediately adjacent to an elementary school, a middle school, and add to an already busy commute for high school. Every day these roads have hundreds of kids walking biking and commuting to school. It's hard to believe that such a dangerous proposal would even be considered. Although Main Street and highway 40 are crowded, at least by keeping the traffic contained to the current area (main st, 100 east and 100 west) we are not putting hundreds of children in the path of danger every day.
109	Website	Bill Spiker	Good to see a variety of route options considered. If minimal impact to residents remain a primary goal, along with minimal environmental impact to Heber Valley; it appears the Main Street Tunnel option may become a realistic solution. Although perception of tunnel expense may induce some initial hesitation; given Main Street tunnel length would be by far the shortest route; versus additional miles of route length east or west....Main Street option may be surprisingly cost competitive. Although a Main Street option may be best; if for any reason a West route is considered, it appears Hwy 40 exit at/near Potters Lane may best meet goals. However, I've also proposed a NEW WEST ROUTE (along with map) to EIS Team. New west route would exit Hwy 40 somewhere at/ near 1200 N heading west using existing Northfields gravel road and intersecting with existing proposed West routes that head south to intersect perpendicular to Hwy 113 (Midway Lane). This option is offered as a significantly improved west route versus the three west routes in gray shaded area of existing West map, which hug NW corner of Heber very tightly (more of a city in-pass versus by-pass). The current 3 west gray shaded routes would impact and infringe on many residents in NW Heber. Good to see that current 3 west shaded routes are identified with a note (Specific route pending further analysis). As this further analysis is conducted, I wanted to identify an alternative/ replacement route for the 3 west gray shaded routes on current map. This new west route alternative is not offered as an improvement to West routes that exit Hwy 40 at Potter Lane or River Road, rather as a replacement for 3 West existing gray shaded routes (should any of these existing gray shaded routes ever receive any degree serious consideration).
110	Website	Kelly Kayden Giles	I do not agree with the eastern bypass that encompasses mill road. It will destroy multiples of family homes and private property, it will destroy my families home that is being built. It is dangerously close to multiple schools and churches. I will not surrender land that has been in my family for 75+ years. I hope common sense will prevail.
111	Website	Jed Williams	That eastern bypass is the dumbest thing I've seen proposed in the valley. Running a busy road through neighborhoods and schools verses open land should be a 2 second conversation.
112	Website	Drew	Wasatch county is 25 years behind the curve on this. What was a small town is now inundated with apartment complexes and town homes as developers stack people nuts to butts in our community. The only choice I feel that will get traffic through and around Main Street is the south fields. And for heck sakes, we are not England and need roundabouts everywhere. Let traffic flow through the bypass.
113	Website	Ben Ray	In my opinion, put a pass through on the West side and do it fast.

Comment Number	Comment Origin	Name	Comment
114	Email	Joseph Coombs	Hello, My Name is Joe Coombs. I live with my Family at [REDACTED] Heber City, Ut. We have lived there for nearly 30 years. We have our home, a business and small farm at that location. The business name is Coombs Kennels and Corrals. The kennel is operated by my wife, Toni and my son, Jason. Jason has cerebral palsy and is wheelchair bound. Jason lives at home. Toni and I are his caregivers. The Kennel is Jason's only personal source of income. We are aware of the bypass issue that has plagued Heber for years. I remember when Heber City did not want it because it would "kill Main Street". I attended last year's meetings and commented on several of the western bypass options. It was exciting to see it finally moving forward. I do not recall any "east side" bypass options at those meetings. Imagine my surprise when I was notified of the possibility that two of the newly touted east side bypass options ran through our property, cutting our pasture in half and possibly taking out our barn, riding arena and Kennel Business. A third east side option would shave several yards off the front yard and place US 40 traffic a few feet from our front porch. I made contact with several of our neighbors and friends living on Mill Road, whose homes and lands could be affected or eliminated, and none of them were aware of these proposals. They were shocked, dismayed, dumbfounded and angry. There is no overlay of the east side proposals with affected property identified, just a general map therefore, structures and property affected had to be extrapolated. I contacted Midway City Planning, Heber City Planning, and Wasatch County Planning. They all knew about the east side bypass options but none could tell me why or how they got there. So, my questions with regard to the east bypass are: 1. What criteria was used to come up with the east side options? Why were they not included with the other proposals last year? 2. What traffic surveys, if any, were used to indicate a need for east side options? What were the numbers and/or percentages? 3. What volume of traffic is expected to use this option and, is it specifically for removing truck traffic from main street? 4. What would be the solution for US189 traffic coming from the West and turning North on Main Street or South on US40, if the east side options are chosen? One city planner mentioned (from memory) a traffic study from 2007 that found 2/3 traffic from US 189 turned North on Main street and 1/3 turned South on US40. 5. What would be the solution for recreation, holiday and weekend traffic coming down US40 from Daniel Canyon and turning left to go down US 189 to Provo if the east side route is used? 6. Does the Red Ledges Bypass road have any bearing on the decision to include the east side as an option for bypass corridors? 7. Why would you want to disturb the 18+ property owners in this area and create a new option when the old western bypass option was the expected route and meets all demands? Comments: 1. The east side options do not address traffic from US189 going north or south on US 40 or recreation, holiday, and weekend traffic returning to US 189 from US 40. There are several semi trucks that use this route too i.e. US189 from Provo. 2. The east side bypass options have severe community casualties as it affects more than 18 established rural community properties in Wasatch County on the edge of Heber City limits. This area is mentioned and actually meets components of Heber City vision 2050 stating preference for preserving a rural feel with a transition zone from city limits into the county emphasizing rural characteristics and activities and open space. 3. The only effect of these east side proposals would be to get the large trucks off Main Street in Heber. That can be accomplished with the western bypass routes without affecting personal property and established households to the extent that it does on the east side. The west side options also address the traffic from US 189 as well as the semi truck traffic. 4. Using the east routes could result in over and under passes that are unsightly at best and would ruin our rural views and community feel. 5. I certainly do not want to lose our farm, business and livelihood when other options will meet the needs of the community and will solve the problems at hand. 6. There is a church on 2400 south that will be affected. 7. Two schools and soccer fields are in this route corridor. Children walking to school and vehicular access to school and soccer fields will be dangerous and difficult. 8. As far as Heber City getting their walkable city center, I think that option faded years ago. Heber's own planning department has contributed to that. Heber has always been a bedroom community with people traveling to SLC and Provo to work. Recently Heber has increased their density 2 fold, up to 8 living units per acre or more, bringing more cars and more congestion. They have now annexed all the northern areas and they will get to command the development process there, so they can make those areas their new city center, and make them walkable and bike friendly. It is difficult to keep traffic volume down when your density is high per acre and everyone commutes to work out of the valley. Best Option: Alternative WA with realignment of US189. This gives the best undisturbed flow without
115	Mailed	Stephen Shumway	115_Shumway_Mailed_10-11-2021.pdf

Comment Number	Comment Origin	Name	Comment
116	Email	Laura Marsh	A 65 mph highway on the East Side??? How is this a good solution? This area is already developed and right by the middle school and elementary school, a residential area with 100's of kids. Why wouldn't the bypass be put where there isn't any development yet. How does this make sense as a good option? Not a good Idea.
117	Website	Jamie Morris	I would like to express my concern & opposition to the East Bypass Alternatives. These alternatives would operate through heavily populated residential communities adding excessive traffic & risk to our neighborhoods & children. The bypass would cause traffic problems & hazards around the high school, hospital, & multiple school zones. These areas should be left to residential traffic & not to reroute traffic passing through Heber City. The majority of the Heber City population lives on the East side & this would add heavy truck traffic, excessive speed & noise to our neighborhoods & have the potential to lower our property values. This does not follow along with UDOT's mission to keep traffic moving while preserving quality of life. We are also concerned about the cost of this eastern bypass, these solutions should not be considered to save some time on main street. There are better options available that would not bring increased traffic to our quiet, densely populated neighborhoods.
118	Website	Natalie	I strongly vote against the mill road option. It would pass by multiple school zones and go through one of the most densely populated areas of the valley. I would think the options going through the south fields would be the safest option for a high speed/traffic zone.
119	Website	Robert Morris	The Eastern bypass is not a good option. Running traffick out of the way, thru populated areas makes very little sense. The west bypass seems like a much better solution.
120	Website	Kennedi Nielsen	I live in Heber City, and have for 21 years now. Although I understand that this valley has grown immensely, it has been tough to watch. I get that a bypass may be necessary with the current and expected traffic conditions. However, the quality of life of our residents needs to be taken into account. I have a daughter now, who was born in Heber, and will be raised here. My husband and I are also planning on having more children. We recently purchased a home on the East side of the valley before we even knew that the East corridor or bypass was an option. Our daughter will be attending the elementary school close to that proposed bypass along with the middle and high school. So tell me, how is it safe to have a bypass right next to THREE schools? If you drive down mill road in the morning when school is starting, or in the afternoon when school is ending, you will see how bad of a proposal this is. There are children everywhere in that area. Not only are children present, but there are high school kids driving to and from school. Like I said, It is a busy area surrounded by not one, but three schools. Please take this into consideration. There are many young families in this area, and I think it would smart to keep it as safe as possible for these children. Honestly, I'm surprised that this is even an option. That area by mill road is already 100% developed, and a bypass right there is not smart. Thank you for taking the time to read my comment.
121	Website	Patricia Thompson	If Heber City is to be a walkable historic community, all of the Highway 40 alternatives will not work. They will only destroy the atmosphere trying to be created. Putting in a tunnel needs to be studied further. When the Clock Tower building was built they hit water when they put in the basement and it has been a problem ever since.
122	Website	Patricia Thompson	The east side of Heber City is residential and schools which the children have had difficulty getting to already. A 4 way stop had to be put in on 12th East and Center Street. The bypass from Center Street north to Highway 40 is a necessity to get traffic from the east off of Center Street. The bypass from Center Street south to Highway 40 doesn't seem to have many benefits.
123	Website	Patricia Thompson	The Cody, Wyoming temple was announced in April 2021 and broke ground October 2nd 2021. Surely someone from your organization could contact the Church of Jesus Christ of Latter-day Saints to determine where the temple is going to be built in the Heber Valley so you can plan accordingly.
124	Website	Patricia Thompson	Making a long bypass on the west side of the valley, all the way up to River Road, will only destroy more of the beautiful North Fields. The shorter the bypass the better.
125	Website	Patricia Thompson	The fact that traffic coming up 189 will not use an east bypass is a really good reason not to build it.
126	Website	Patricia Thompson	Putting bridges over our current roads on the west side of Heber City is the best way to not obstruct bypass traffic or local traffic.
127	Website	Patricia Thompson	Hopefully Highway 189 traffic will have easy access to a west bypass in the Heber Valley. I can't tell from the maps.
128	Website	Patricia Thompson	Use the KIS method, Keep It Simple. The shortest route to bypass Heber City will ultimately be the simplest and the least expensive. WA1 fits that criteria:)
129	Website	Patricia Thompson	Good to hear Highway 189 has funding between Highway 113 and the Wallsburg cut off. It will be great to have that finished:)
130	Website	A Hatch	There are too many schools and subdivisions for East Bypass Alternative route which can cause safety issues for the children attending the schools and living on Old Mill street. There will still be extreme traffic during school some times too.

Comment Number	Comment Origin	Name	Comment
131	Website	Kathleen Gardiner	After studying all of the alternative concepts, I feel like the tunnel under Main Street makes the most sense and will affect the least amount of people and properties. I've lived in the valley for 22 years and hindsight is always 20/20. But working with what we have currently, including all of the new development and projected school projects, I can't see how anything but improving Main Street will work. I realize there are many businesses that will be affected, although honestly, throughout the time I have lived here, Main Street has not been the thriving part of town. Most residents shop in Utah County or Salt Lake City, as Main Street businesses are few and prices are expensive. Rent has always been astronomical for buildings on Main Street. Perhaps expanding it or putting the tunnel underneath it, would bring the prices down on Main Street and allow more businesses to thrive, and provide more affordable shops and restaurants. I think disrupting Main Street businesses is far less of a headache than disrupting a much greater number of private homes, schools, school crossings, parks, wetlands, family farms, etc if bypasses were constructed in the other proposed areas. Main Street has gone through many changes in the time that I've lived here and has always bounced back for the most part. If I HAD to choose an alternative route, I would go for the WB1, as it loops into the open space just slightly, wrapping around the existing homes. I like the parkway-type concept because of the trees and landscaping that could help it look more appealing and fit into our casual, laid-back lifestyle here in the Heber Valley. I also like the 55 mph speed on the parkway. I feel like any of the other alternatives, ESPECIALLY the east alternatives affect too many people, properties, existing schools, school zones, sidewalks, crosswalks, neighborhoods, etc The expansion of existing roads and construction of new roads, sound barriers, etc. in these areas would not be worth the disruption and would cause more anger, frustration and loss of money and property than the other alternatives.
132	Mailed	Elda Rae North	132_North_Mailed_10-12-2021.pdf
133	Email	Tyler May	I am opposed to the proposed direction of a bypass along mill road. Not only for the concern of residential housing on this road, but for the schools and new drivers trying to access the high school from the east side. West of main street would seem to have less impact on the residents of heber Thanks
134	Email	Terri Wright	Hello— to whom it may concern at UDOT, My name is Terri Wright and I have lived in Heber City for 12 years. We settled on the east side of town and just this past year both of my grown children and their young families have bought homes and moved near Mill Rd on the East Side of Heber. They both paid a lot of extra money and stretched their budgets for their homes in order to live close to Old Mill Elementary and Timpanogos Middle School. They love that their kids can walk and bike safely to school. We are all distraught thinking how this would change and no longer be a safe, quite neighborhood if a truck bypass was put in right next to their homes and schools. It would destroy the whole community!! Please at all costs do not allow this to happen. Please don't make money or financial gain more important than the young families and children of Heber Valley. That is our greatest investment! Thank you for reading and making the bypass go through the north fields away from families
135	Website	John David Jarrett	As the Heber Valley grows and continues to be developed, mainly residentially, the options for a bypass of US HWY 40 through Heber is becoming more essential. The proposals by UDOT looking at both an Eastern and Western bypass clearly show the WESTERN bypass as the BEST and frankly ONLY viable option. The Eastern proposal is crazy and shows the lack of understanding of how such a bypass will impact the valley. Putting a major roadway through new and established neighborhoods, adjacent to elementary and middle schools shows the ignorance and lack of vision on the part of UDOT and planners. The Eastern bypass is an unbelievable and amazingly BAD option. The WESTERN bypass, changes to main street or tunnel are clearly the BEST options. The WESTERN bypass is undeveloped and creates an opportunity to create a forward looking plan to keep the best aspects of the Heber Valley intact. Please take the Eastern bypass of the table! Regards
136	Email	Joanne Hughes	This email is being sent on behalf of Bruce and Christine Maak. Please see attached.
137	Email	Rebecca Miller	The road at 1300 S for the West Options concerns me. I live in [REDACTED]. My children ride their bikes along Daniel's Road to Walmart. I often see other people walking/riding their bikes along Daniel's Road. What are the plans for pedestrian safety when the semis start traveling along there?

Comment Number	Comment Origin	Name	Comment
138	Website	Heidi Hempfling	So the issues that I am seeing with the Eastern bypass concept are the number of houses that will need to be removed (primarily involving Stone Creek, unclear if any Red Ledges homes). 2. Devastating for our neighborhood and extremely detrimental to our children and their safety and environment. 3. Noise and pollution into a heavily populated residential area. 4. Proposed route introduces unnecessary safety concerns as it requires a climb up a substantial hill, a sharp turn, and an immediate downhill slope. Particularly problematic for the large trucks expected to use this route 5. The proposed route and its proximity to Timp Middle School and Old Mill Elementary. Introduces safety concerns, environmental issues, and detrimental effects for children. 6. The maps presented to the public are outdated and do not demonstrate the recent development that will be disrupted, therefore the NEPA process needs to start over. 7. It would reduce access to our neighborhood because the promised residential street between Red Ledges and Stone Creek will not be built causing more traffic in the neighborhoods which will also be unsafe for children. 8. Does not alleviate traffic traveling on highway 189 down Main Street.
139	Website	Janelle	Absolutely not on Mill Road! Would destroy the value of existing homes. Would destroy walking routes for elementary and middle school.
140	Website	Brieanna bates	If you route it through Daniels the new road we will lose our homes here in the royal coachman how is that fair let's put more families out in the middle of a pandemic great thinking Heber Valley.

Comment Number	Comment Origin	Name	Comment
141	Email	Bill Spiker	Dear City Council Member Kahler, First let me say thanks to you, and many others who serve the public in the Heber Valley, for your efforts and service. Re: Heber Corridor route options and selections; the public will benefit from due diligence, and a path forward that best meets the needs of all. Re: your recent "face book" post, and proposed route option below, I'll appreciate your consideration of my observations. If you have questions or suggestions re: my comments feel free to call me at [REDACTED] First, please recognize that the NW corner of Heber has changed in the past 20 years, just as the other areas of the valley have changed. The route you've proposed appears not to recognize the level of Ag traffic (tractors, farm equipment, cattle trucks, horse trucks, and yes cattle drives) that consistently occur on 600 West; or the number of people in NW Heber that walk, run their dogs, ride bikes, etc between 500 N and 1200 N on 600 west. Additionally, reasonably valuable estates, and neighborhoods have developed and and border rural 600 West for now 20+ years. As for me, and my many neighbors on the Northwest section of Heber City, your proposed route is a nightmare; running the very natural ambience and reason we bought property in NW Heber. Additionally, your proposed route asides the \$25mil Nature Park, just approved by Heber City. What city approves a \$25 mil NaturePark, and then proposes building a city by-pass road adjacent..this indeed seems strange and unusual. Although I understand much of your proposed route aligns with the existing blue WD route; the original blue WD route much better preserves homes, neighborhoods, and the rural atmosphere in NW Heber. The existing Blue WD route does not align adjacent to newly proposed Nature Park. The existing blue WD route seems to best account for several proposed developments at/near 500-1000 north east of Hwy 40; whereas your proposed route would create a by pass intersection near 750 N and Hwy 40...(this would only soon become another traffic snarl, and an accident prone area for all. Please consider current and expected development along Hwy 40 as you consider Hwy 40 exit points for a by pass). Simply said, the existing Blue WD route appears to be the best option for a West By Pass; other route options in the west (including your proposed route option above) host significantly increased impact to residents in NW Heber, and Valley residents at large. Just a thought, but If there is value in adjusting the existing Blue WD route, perhaps if your proposed 600W route turned west at approx. 1800 North, or even at 1200 North, then reconnected with original blue WD route that runs south to intersect with Hwy 113....such may minimize impact to many residents in NW Heber, and resolve the many issue I've outlined in paragraphs above. As for me, I'm from Utah, visited Heber Valley often in my youth, and was so happy to buy a 5+ acre parcel 20+ years ago (627 N 600 W). After visiting with the city and confirming building permit approval, we built our retirement home years ago (before any approved talks/ or proposals about a By Pass Road). We've always planned to have our retirement years here in Utah, near family, at this spot, in this home... we've worked a lifetime to make it come true. Again, perhaps an easy resolution can be achieved by amending your proposed route to head west at 1800 north, or 1200 north and then South on the existing WD blue route to Hwy 113. Please, as our city council member, do give this consideration. Best Regards, Bill Spiker
142	Website	Richard Getz	Any option that is to the east that displaces people from their homes and places a highway there is 100% unacceptable. I question why this was even presented as an option.
143	Website	Richard Getz	My thoughts on the Bypass Road options as presented: 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 or the east side displacing people from their homes, use that money to keep the trucks off of Main Street during the busiest hours. We don't lose the North Fields forever! Once that bypass road is built through there, The Heber Valley will never be the same.

Comment Number	Comment Origin	Name	Comment
144	Website	Richard Getz	My thoughts on the Bypass Road options as presented: 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.
145	Website	Mike Davis	I support the West side alignment. I do not support the East side alignment.
146	Phone	Rick Coleman	My name's Rick Coleman. I live in Heber. My address is [REDACTED]. Want to comment on the Eastern bypass that's been proposed in Heber. This would affect everyone on Mill Road. It's busy enough as it is with all the school zones and all the other stops. It would go in back of my house also. I just oppose that and it ought to go on the Western side where it's already been planned for many years. Many reasons not to have it on Mill Road. It's a lot slower than that would be. Uh, especially the inconvenience for schools and the people that live on Mill Road. Many other things that I can't think of right now as well. Uh, appreciate your listening to this and thank you.
147	Website	Kaylin Naylor	I believe any of the East alternative concepts would be detrimental to the existing neighborhoods. Any of the plans will go directly next to schools, parks, and demolish brand new neighborhoods filled with million dollar homes. The added air and noise pollution along with traffic safety for the children in these neighborhoods makes any of the East plans the worst option. I personally will loose the home that I am currently building if his plan is approved. I have watched the meeting and driven what I could of all the concepts and I believe 40C, along with adding left turning lanes onto main street, will resolve most congestion that is experienced in town. Taking traffic away from downtown will hurt main street business, just like route 66 did to so many towns in the past. I don't believe most traffic coming from 40 will want to take 10 minutes to drive around town instead of 5 minutes to go through town. The second option I believe would have the least impact on suburban neighborhoods, businesses, schools, and parks is WA1. If 189 is not moved I believe the current intersection at 1200 s could be upgraded taking away one of the proposed intersections. With so many intersections on the west side it makes this a more inconvenient route for those coming from south highway 40 and the west side alternative will only help those coming from 189 wishing to enter Midway or skip Heber towards Park City. Making a bypass around the town of Heber City on either side will take away from farm lands that make Heber the agricultural town it is known and loved for. In my opinion, improving main street and creating parking behind business instead of in front will ensure the integrity and esthetics I love about Heber.
148	Email	Brent and Christie Evans	To Whom It May Concern We are dismayed and disappointed at some ~ MOST ~ of the projected plans for the Heber Valley Bypass. In particular we find it hard to accept logic that Mill Road would be a good place for it. The residents along Mill Road from 1200 South to Center Creek Road have worked together for years to preserve and maintain our rural community. We have lived here for almost 30 years and still consider ourselves "newcomers" compared to families who have been established here from the early days. We understand that projections for 2050 involve the preservation of rural communities in the Heber Valley QUESTIONS: How would parents and students arrive/depart to/from Old Mill Elementary and Timpanogos Middle School? How would large trucks and tankers maneuver the small sharp turns the bypass would create? How would demolition of all the homes along Mill Road avoid demolishing the LDS Chapel on Mill Road and Center Creek? Where is the space needed for additional lanes on Mill Road, considering the new housing developments under construction? The expense of this plan is mind-boggling, and defies logic. We vigorously and strenuously recommend and support a plan on the west side of the valley. There is more space there, and an already-established easement. WE DO NOT WANT A BYPASS ROAD GOING THROUGH OUR RESIDENTIAL RURAL COMMUNITY. Thank you. Brent and Christie Evans [REDACTED]
149	Website	Michelle Burchardt	Heber is in desperate need of a bypass route. I support the alternative along the west that connect Hwy 189 with Hwy 40.
150	Website	Margaret Bartholomew	I commented before but didn't know which route I thought would be best. I think WD is the best option because it's not in anyone's back or front yards. Also, it would take speeding traffic off of the 40 where there have been multiple fatal crashes. It would wonderful to have lights at the UVU extension and the new shopping center by Coyote Lane. Those lights should should move the tankers off the 40. The longer it takes to get through Heber, the more they will use the bypass!
151	Mailed	Cook-Group	Cook-Group Comment Letter_Mailed_10-15-2021.pdf

Comment Number	Comment Origin	Name	Comment
152	Website	Patricia Thompson	Since it isn't easy for 189 traffic coming up Provo Canyon to get to an East Bypass, I'm hoping there is a very easy way for Highway 40 traffic coming up from Daniels Canyon to get to the West Bypass.
153	Website	Jill Canfield	Hello, I believe the bypass should be on the west side of Heber through the north fields, if possible. There is less people affected there. On the east side there are so many schools and homes that would be negatively affected. Thank you.
154	Website	Todd Clement	Any thought of a bypass other than a western by pass in heber is folly! an eaten by pass will cost too much! Financially and to the core of Heber's families! It would endanger children at any of the four schools who would now have to navigate highway type traffic, this costing much more in lives, then later additional costs to fix this issue with bridges or tuns that do not get use! Ask park city High School! that did nothing to alleviate traffic and congestion. Not to mention adding noise pollution to almost 75% off the residents in the Heber valley! Only a western bypass that travels through cow pastures would not cause the additional noise and safety concerns! No schools would be impacted by a western bypass! Also an western bypass would lead to at least 100% or more pollution for autos and trucks would have to climb a grade up the eastern slope along side the cemetery! not only would this cause much more noise, but our pristine air would become like that of salt lake! It is folly and needs no more time an money of mine wasted at the thought!
155	Website	Brandon Longenecker	I feel that in order for a "bypass" to truly fulfill its purpose it should "go around" Heber City rather than be shunted through the city in different manner or location. Modifying our Main Street with tunnels, one way lanes, changing the lane direction, roundabouts, use of side (parallel) streets or the other proposed options continues to send the same traffic through our town. It does not bypass but alters existing patterns and roadways. These changes may help a bit with the flow but simply put, we need a route that completely avoids our main street AND surrounding community. Diverting the traffic through existing neighborhoods, especially near schools and areas where pedestrian traffic is heavier is a suboptimal option to say the least. The only proposed plan that comes close to accomplishing a true bypass is the West side option. This plan circumvents Heber better than the Main Street or East side options and allows for 189 and 40 to link more seamlessly. The proposed plan stays very close to developed the developed borders of the city and impacts the wet lands and North fields minimally. I would prefer the West side option.
156	Website	Jan Reinhart	Any improvements should be limited to Main Street itself. You have already identified that the majority of the traffic issues are caused by local traffic, so building a bypass on either side of the valley will not alleviate these problems. Additionally, neither bypass option will fully accommodate all of the through traffic. A western bypass will not accommodate all of the traffic that builds up on the weekends in the summer when people are traveling up Daniels Canyon. An eastern bypass will not accommodate traffic coming up Provo Canyon. People traveling through the Heber Valley stop at Smiths to get groceries, and stop on Main Street to get gas and food. They are not going to back track to get on a bypass to continue on their way. Alternatives 40A, 40C, and 40E seem to be the most reasonable, cost-effective options to alleviate local traffic congestion and have the least impact to local residents. You should not consider any alternatives (especially the western bypass options) that have negative impacts on wetlands and other natural resources, agriculture, and the aesthetic values of the valley. You should do everything you can to improve the infrastructure that already exists. Improvements such as the traffic light at 300 W 100 S and the roundabout at 300 W 600 S have made it easier for local traffic to move around town without needing to use Main Street, and have had little to no impact on the valley. You should look for more opportunities to do improvements such as these. Finally, a public transit system should be a part of whichever alternative is chosen. Public transit can eliminate cars on the roads in the valley. Additionally, full-service transit should be added between Heber and Park City, and Heber and Provo. Buses need to run often (every half-hour or hour), especially during peak commute times. This will help to alleviate the growing traffic problems traveling into Park City and Provo as people are trying to get to work or to ski resorts. Public transit needs to run regularly and at convenient times, or people won't use it.
157	Website	Dennis Jensen	West alternative WD makes the most sense to me because it would allow better traffic flow, bypassing Heber, and it would keep traffic noises further from Heber City. US 40 alternatives: Why would we use any of these alternatives when the entire reason for a bypass is to get the traffic off main street in Heber. East Alternative EA seems best to me, because it seems to get traffic to US 40 East bound while minimizing impact of increased traffic on existing homes along this route.
158	Website	Robert F. Sanders	Anything short of a full freeway (okay to build in phases, like Mountain View Corridor) will be unacceptable. There are no growth controls in Utah, so the Heber Valley will populate. And like Bangerter Highway in Salt Lake County, Utahns will later find ourselves spend enormous money "fixing" US-189 again. Let's build it correctly the first time!
159	Website	Jill Sillence	I feel that using the east alternative routes provides the best case scenario regarding the Heber Corridor traffic proposals
160	Website	Daniel Lyman	I think I prefer the paths that go to the west of Main Street as that seems like the simplest solution.

Comment Number	Comment Origin	Name	Comment
161	Email	John Scheid	We have submitted our comments on the website and are also submitting them via this email. As we have reviewed the options for a bypass presented by UDOT my thoughts are as follows: 1. What option(s) has/have the least impact on the city/county? 2. What options provide a solution for the long term? 3. What options offer the best “not in my backyard” (NIMBY) potential for residents on the east and west side? 4. What options are “affordable” and how do you define affordable? A solution that comes to the front as I ponder these questions is the tunnel under Main Street option. It solves both the west side to/from Provo traffic and the east side Daniels Canyon truck/RV camper traffic equally well. A west side solution really doesn't solve the truck traffic going to Daniels Canyon and an east side solution doesn't solve the Provo canyon traffic. This means that an east or west side solution will likely result in having to go back again in a few years to find another route on the side not initially selected to continue to curb increased traffic. The tunnel option provides the best solution for the NIMBY folks because eminent domain is minimal on residents on either side worried about property value impacts, noise and light pollution, and safety of children/pedestrians/non-motorized traffic. It protects the historic buildings/properties and prevents the eyesore view that both the east/west or surface on Main options entail. Affordable is the main question then because tunneling is probably the most expensive dollar option up front. But is it really not affordable? It's a one time solution for both east and west traffic because UDOT will not have to come back later to route traffic towards Daniel or Provo canyons because the east or west side only choice doesn't address both canyons. High water tables are a concern however not impossible to overcome. There are several examples that demonstrate that from the Chunnel under the ocean between England and France to tunnels in Virginia Beach, Norfolk and Hampton, Virginia going under the James River and high water tables in that area. The current proposed west side solutions between 500 and 1200 north continues to bring traffic to the current edge of town but with all the current/proposed development on the northeast side of town does that really provide a bypass? The west side option out to Potter Lane or River Road through the North Fields provides a better solution to traffic going to/from Provo canyon but doesn't really address the trucks, RVs and traffic going towards Daniels canyon. Especially if there are multiple slow down points/traffic lights when continuing down main is shorter and only has an equal or fewer slow downs/traffic lights. If a closer to town solution on the west side is chosen then it should follow the new power lines in order to minimize the view impact and at a minimum any route through the North Fields area should be lined with tall earthen berms to help minimize noise and light pollution. However I would emphasize this still brings traffic from the north side through all the new developments. The east bypass options aren't any better. The proposals don't route traffic to/from Provo canyon so that traffic will continue down Main Street and still brings traffic through all the new developments northeast of town before dumping it onto the east side. Additionally any surface option with multiple slow down/traffic lights will not encourage traffic to deviate from Main Street if it requires more stops or slow downs than Main Street currently has. The combined dollar cost of an east and west bypass is likely comparable to or more expensive than the tunnel solution. In the short term, I recommend UDOT look at a way to better synchronize the stop lights on Main Street. Especially the stop lights at the Center Street and 100 South intersections. There have been several times that I have had to stop at both intersections because the lights are not synchronized. Removing the stop light at 100 South would eliminate the double stop. However the Midway traffic would need to be addressed perhaps by putting in stop lights at 100 South/100 West and 100 West/Center Street intersections. I strongly recommend the tunnel option for the long term solution. It is the best option that provides a true long term solution with the least impact for both east and west side residents and addresses through traffic to/from both Provo and Daniels canyons. V/R, John and Charlotte Scheid

Comment Number	Comment Origin	Name	Comment
162	Email	William Montgomery	I oppose all East bypass alternatives. We do not want any kind of bypass cutting through our beautiful residential neighborhoods. Sincerely, William Montgomery ██████████ Heber City, UT ██████████
163	Email	Karen Montgomery	I oppose all East bypass alternatives. We do not want any kind of bypass cutting through our beautiful residential neighborhoods. Sincerely, Karen Montgomery ██████████ Heber City, UT ██████████
164	Website	Andrew Hyte	I live in one of the neighborhoods closest to all of the proposed west alternatives. I think this valley needs an alternative to US 40 for sure. I would love to see the tunnel under US 40 come to fruition however I know that would come at a very high cost and really the west corridor makes more sense all around for the valley and so even though it will almost certainly affect the serenity of my neighborhood I support the west corridor. Specifically I am interested in the version "WD" with the roundabouts. I am of course concerned with the roundabout closest to neighborhoods at the southern section. Obviously there will be increased noise happening at a point where all traffic is forced to use their breaks to slow down. I am hoping there is something extra you can do in addition to noise reducing pavement maybe natural berms in that area? Would sound walls help? Would it be unreasonable to outlaw the use of engine brakes in that area? Thank you for that consideration. The issue I am most concerned about is having a good paved multi-use trail far enough away from the highway to not suffocate users of the trail with road pollution (thinking specifically about how unpleasant it is to use the trail along midway lane) for alternative modes of transportation such as biking and walking. This is a great need in this specific area of the valley. Our modes of transportation are severely limited to driving because the only real trail we have is an east west trail along Midway lane. Please add a significant consideration into adding a good trail set back enough to allow for a pleasant experience for pedestrians.

Comment Number	Comment Origin	Name	Comment
165	Email	Wendy Casey	Hello! I appreciate being able to come in person to the latest presentation on the Alternative concepts for the Heber Valley Bypass. Here are my thoughts: I agree with the concepts of using the existing route of Hwy 40 route where it is and making necessary improvements on the routes through downtown Heber. This has a BETTER COST OUTCOME. It has little to none of an environmental impact. It will maintain businesses that thrive on traffic coming through town. It makes the most sense in preserving what open space we have left that makes this valley so nice. I sincerely question whether we really need a WEST or an EAST bypass at all. Either of these concepts has enormous impacts on open lands, existing homes and properties, wildlife, wetlands and not to mention BILLIONS OF DOLLARS TO BUILD. Running a west bypass will have huge environmental impacts that will alter bird migrations, wildlife, farm life etc. Those will never again recover and be forever changed or wiped out completely. Instead of Sand Hill Cranes, we will have more garbage pollution, noise pollution, unwanted and unwarranted visitors, more reason for people to speed through the valley causing dangerous accidents. I oppose any western bypass route! But, if UDOT continues to pursue a western route, OPTION 2 SHOULD NOT BE CONSIDERED, I OPPOSE OPTION 2, NO REALIGNMENT OF HWY 189. This option is a huge expense. It will ruin what is left of open space in the south fields, and it will not influence a drivers choice and unnecessarily moves the existing South Field Road with no apparent benefit. Option 2 will ruin the sewer farms costly pivot lines. They will have to be moved and therefore have a smaller radii leading to less efficiency. Option 2 will run right along the Historic Heber Valley Rail Road Line and incoming walking paths. Patrons on the train will surely not want to pay for a ride along the new bypass, plus this railroad deserves it's historic protection. Option 2 is dangerously close to existing farm homes on Edwards Lane. I have enclosed a crude map. My home and farm along with my neighbors will suffer greatly. My home site on the far east of my property, is very close to the proposed hwy route. My water well is even closer. The impact of building this hwy so close to my homes only culinary water source will be ruined. This will also impact where the route of access is to my pressurized irrigation lines, that come from a line behind my home along the sewer fields. Further disturbing the sewer fields will stop Sand Hill Crane and Canadian Geese migrations. Option 2 will significantly reduce our property values and impact our lives that is not beneficial by any means. I respectfully suggest that a West Bypass and a West Bypass Option 2 with HWY 189 reroute, is Not a good choice. Thank you for considering my comments!! Wendy Casey [REDACTED] Heber, Utah [REDACTED]
166	Website	Don	Of the choices offered I prefer the wd only without the roundabouts. There should be no access to the north fields from this highway. I would like to see access at River road, Midway lane, and 189 only. I do like the far west rout. This should be a four lane freeway speed road to connect the four lane freeway to Park City to the four lane freeway to Provo

Comment Number	Comment Origin	Name	Comment
167	Website	Josh Reinhart	Hi there, First of all, thanks for all the hard work of managing this huge project. I truly feel that we should improve US 40 and other busy areas throughout Heber City instead of building a bypass in the east or west side of the city. The study found that the majority of the traffic is local traffic. This means that the majority of people are not trying to bypass Heber, but trying to get to it. Even the people traveling through Heber to go elsewhere, still want to use Heber's amenities on US 40 like grocery stores and gas stations instead of being bypassed around them. Why not improve upon what we already have with US 40 and existing streets. We need more projects like the traffic light installed on 300W and 113 and the new round about by fit stop. Realigning center street would also be beneficial. A lot of the sewer and water lines in old town Heber need to be replaced anyway. Might as well combine all these traffic improvements with replacing these underground lines. No matter what choice is selected, we also desperately need to have a public transportation system with buses going to and from Park City every 30 minutes to an hour to alleviate all the people driving to and from work. This will help alleviate traffic problems both in Heber and in Park City. It will also cut down on emissions. It would be beneficial to have public transportation traveling to the Orem and Provo area and Kamas throughout the day. I feel the east bypass will not benefit all the people wanting to go through Provo Canyon and the west bypass will not benefit those wanting to travel on 40 E. Both of these projects will also greatly disturb the neighborhoods near them both with noise and light pollution changing the look of our valley forever. We need to slow the growth and use existing infrastructure to improve this valley. Thanks for your time, Josh Reinhart
168	Website	Barbara Games	Either over or under Main Street would be great. Save the north fields! Maintain rural Heber. Or go east, way east..further than Mill road.

Comment Number	Comment Origin	Name	Comment
169	Website	John L. Paul	UDOT environmental impact study for Heber City U.S. 40 alternatives comment. To preface my remarks, when the bypass was discussed 20 years ago the eastern bypass was discussed and dismissed because the fact that it only provided a partial solution and would require a portion of the western bypass to be complete to provide the needed benefits. At that time the west area was less developed and provided less personal impact to the population. At that time the eastern bypass was dismissed and removed. Since that time the city and county have been planning and setting aside land and space for the bypass on the west side. A lot of the land accusation and dedication is already in the process. The northern portion of the eastern bypass is in the plans and will be completed by Heber City, the purpose of this section is to reduce the traffic load on center street from the Red Ledges area and other developments up the eastern valley area. This traffic load would compound the problems if it was also to be used as a bypass for US 40. The eastern Bypass alternatives will not solve the problems or meet the set objectives. 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. There is no consideration for the traffic moving from U.S. 40 to U.S. 189. It will only partially bypass the planned commercial area. With alternatives EA and EB - Over 30 existing families and homes would need to be relocated. Some of them are long term residence living in their homes for more than 30 years. Several small acreages would be separated and there are no alternative connections to allow the owners to access their separated property. Two subdivisions would have there only access road cut with no intersections or interchanges to get out of there homes. The hidden creek subdivision would be cut off with no intersection or access also the back two lots on the Coombs subdivision. Alternative EC – The enlarging of the existing Mill Road would be a tight squeeze to fit between existing homes, on each side of the road. There are two major schools now and another elementary school approved to the built in the area. There are multiple school zones with a huge amount of young foot traffic and multiple street crossings. There are long stretches that have houses facing the road with individual driveway access, many would be backing out onto the highway. There would be upward of 50 residential access points with potential conflict points. Many of these residential units have young children that play in the front yards. Not shown on your maps are the many side roads coming out of the newly built subdivisions. At least 12 more existing intersections between 2400 south and 400 south at the canal where you turn off Mill Road. All this would add up to make it a very dangers section of US 40. My thoughts on where to go from here. Now would be the time to look and plan, being aware of what has been approved and what has been proposed for the near future. Heber City is on the verge of a major expansion to the north, this would necessitate the need to bypass a longer section of US 40. By doing this it would leave the existing road for local traffic and the thru traffic would be on a true bypass. Don't miss this opportunity to fix a problem that will be there when the North Village continues to develop. This expansion is happening now, this problem will be compounding before the bypass will even be completed. My preference would be to start with a diverging diamond interchange at the interchange with S.R. 32 and another one at the interchange with US 189. With only one other interchange at S.R. 113. This would remove any side traffic thru the sensitive north field area. There may be a need to put a couple overpasses on existing gravel roads to provide access over the new bypass. This would make it a true bypass. By keeping the route clean, with no possibility for interconnections with US 40. There would be no incentive for commercial development, and the open field atmosphere would be preserved. This may also be a way to lock up a large part of the north field area to keep it looking "open Field".
170	Website	Stephanie MacDonald	The Easr concept is the worst option. High school, middle school, elementary school all use the proposed bypass space for getting to and from school. It makes more sense to bypass on the west where there is space and easier access to the highway

Comment Number	Comment Origin	Name	Comment
171	Website	Amy Tuddenham	If the objective of the bypass road is to reduce thru traffic on main street, then one of the bypass options on the west side is the best option. The west side options truly pull traffic off main street, route them to Highway 189 or US 40, whereas the options on the east side bypass main street, but don't truly connect thru traffic with Highway 189 making these options not as effective. West side bypass options have fewer interchanges, higher speeds, route through fewer neighborhoods. Although infringing on any neighborhood is not ideal, we can't do nothing. The traffic congestion is horrible all day, every day of the year. If I had to chose, I would vote for the WA proposal. East side bypass options route closer to neighborhoods and schools and therefore will have to have lower speed limit options throughout the road to ensure residents and children are safe. East side bypass options would only be used if people were travelling to US 40 and headed East. Other traffic would continue to run down main street to access Highway 189. I recognize there is a need for an east side bypass, but the east side bypass should have a different objective – one that is to meet the needs of the residents living on the east side of the valley. The east bypass should help residents navigate from North Highway 189 to homes and neighborhoods.
172	Website	Amy Tuddenham	I think a bypass is long overdue and we need to do something soon. Traffic is only going to increase exponentially in the years to come. The proposed East side options do not achieve the desired result of allowing thru traffic from Hwy 189 to Hwy 40. I would not be opposed to having an East side bypass at some point in the future, but think the focus needs to be on one of the West Side options for a true bypass by allowing traffic from both Hwy 40 and Hwy 189 to flow around Main Street. I liked the idea of a tunnel under Main Street that would run the entire length, but I don't believe it would be practical or as cost effective as one of the west side proposals. The amount of utilities and infrastructure that would be impacted would be significant. Also, the disruption to Main Street would be a nightmare and possibly detrimental for many businesses for an extended period of time. I would not be in favor of putting the bypass above ground or a bridge. In my opinion, option WA would best meet the need for the bypass. It allows unimpeded flow of traffic with the highest speeds. I am not a fan of roundabouts. A true interchange is a much better option. I do not support a route through the North fields as I believe it would lead to future development in that area and feel the open space is why many of us moved to this beautiful valley.

Comment Number	Comment Origin	Name	Comment
173	Email	Larry Hartley	U.S. 40 Alternative Concepts: The concepts of widening, intersection improvements, tunneling/bridging, converting to a one-way couplet and reversible lanes within the current main street corridor are a waste of time in addressing the current traffic problems within Heber City. There is very little room to widen the roads with the current needs of the businesses to use the minimal parking areas they have for their patrons. Widening the highway would no doubt have to impact that parking space or eliminate it completely. Finding parking for many of the main street businesses behind their establishments is nearly impossible. Intersection improvements would no doubt have an impact on those established on the corners of each of the intersections. Improvements such as turning lanes would again take up more of the traffic corridor and reduce needed parking. Tunneling/bridging would be a towering expense and would be a nightmare for access to the established businesses. Parking would entirely be eliminated and would require a complete establishment of new parking facilities such as high rise multi level parking buildings which again would impact local businesses. This would completely destroy the small town of Heber City as we know it and make it into another high rise city which I am sure the majority of residents of Heber would not want. One way trafficking requires multiple corridors, much larger than is capable in Heber main street. Normally one way corridors require a separate corridor of their own thus making it a true one way corridor. The idea of using reversible one way lanes on Heber main street would create more confusion and problems and still would not handle the increased traffic that is expected now and in the future. Heber needs wider corridors with more lanes or a reduction of the incoming traffic. East Bypass Concept: As it stands right now the bypass from Hwy 40 to Center street has been in the works for years now. Red Ledges Development has provided a corridor through their development. Heber City has dedicated property next to the cemetery and the new proposed Smiths Development is working on the last leg of the connection to Hwy 40. This will provide a positive improvement to the traffic coming from the north eastern portion of Heber City. The proposed concept of widening 1200 east from Center Street to Hwy 40 is, how do I say STUPID. This would impact nearly all the residents along that corridor. Putting a major highway corridor in front of all those residential homes is ludicrous. Having residents backing onto a major highway from out of their driveways, young children playing in their front yards and being subjected to the dangers of traffic. I don't think so. This is not an option!!! Constructing another corridor just east of 1200 east is another incompetent idea. Introducing high traffic volume, high speeds and highway noise into areas that has two existing schools with another proposed in the Sawmill development, two LDS churches and one LDS stake center. Constructing a road through landowners property that is used for agriculture. Dividing the property where there is no access to the property owner to work his land. Introducing young children to highway crossing as they go to and from schools. Disrupting several families, condemning their property and requiring them give up several decades of their lives to move to another location. Consider the impact, especially with the economy as it is. Property values out of sight, finding available property to purchase and the cost of construction. How can you expect them to recover? This not an option either!!! West Alternative Concept: There is no doubt that this is the best concept. Wasatch County, Heber City and UDOT have been talking about this for years. I know since I attended a lot of their meetings as a representative of Central Utah Water Conservancy District and the manager of Wasatch County Water Efficiency Project. It is too bad that nothing was ever done to address this problem and one could see from the writing on the walls of what was coming. Alternative WA: West Bypass Limited-Access Grade-Separated: It is my opinion that making a connection to Hwy 40 at the intersection of River Road and Hwy 32 is the best option. Constructing a highway through north fields would provide an alternate route for traffic from Park City around Heber City to Hwy 189 as well as remove the heavy truck traffic coming from north bound Hwy 40 from Uintah Basin. We know as Heber City expands and grows north the traffic will increase. The additional connections to the new bypass at Potters Lane that is proposed, and I would suggest another at 1200 north, would direct some future traffic from that growth area away from Heber. I would suggest that the new highway have 60 to 65 MPH speeds with overpasses over adjoining highways with merging on and off ramps. I would not recommend any intersections or roundabouts that would impede the flow of traffic except where connections are made to Hwy 40 and Hwy 189. I would also suggest that improvements be made to 1200 South and Center Creek Road. These are main corridors for the population growth on the eastern side of Heber City. These connections to Hwy 40 are in need of major attention and planning.
174	Website	Heidi Furner	The Eastern bypass suggestions have got to be the worst proposal I have seen! Too close to an elementary school, a middle school, and is just blocks from the high school! Pre-k through 12th grade walking, biking, and driving to and from school. Hundreds of children! It's unacceptable!!

Comment Number	Comment Origin	Name	Comment
175	Website	Ashley Miller	I have concerns with the east bypass alternatives. In the proposed areas there are two schools very close by. Old Mill Elementary School and Timpanogos Middle School. Mill Road and the neighborhood east of Mill road are major walking and biking pathways for kids to get to the school. Having these bypass roads pass through the school routes would greatly disrupt and eliminate many of the kids that walk or ride bikes to school because it would make it unsafe to do so. The alternatives are not good options due to the amount of children that use the roads. It would actually be beneficial to add more walking paths to further increase the safety of the children getting to school.
176	Website		Please, just think of the people that are going to be affected by most of the proposals. I realize that the Northfields bypass coming from the intersection of River road might be one of the more expensive, but I believe it is the best choice. No ones homes will be torn down, work on the bypass would be easier because there would not be any traffic to deal with or shutting down or rerouting traffic for probably 3/4 of the project. Underpasses could be constructed for roads/cattle crossings (which there are 3 maybe 4) in the northfields. I'm not too sure the round abouts are a good idea, but waiting to see what a turbo round about looks like. The development north of Heber is going to be tremendous, therefore the traffic from that area can use the road that in the west bypass was proposal to connect to the main bypass. Most of the public has no clue as to how large the development proposal north of Heber is going to be, plus the Sorenson developments that have not even been discussed. Heber is going to continue to grow, people don't want to realize that the Northfields is not going to stay like it is now. The change of the northfields will be like any other piece of property in the valley. Someone always finds a way to get around zoning. I have worked in the Wasatch County Records office for 30 years and was recorder for 5 years before I retired this last January. I have had first hand knowledge of development for 30 of my 55 years of being in the valley. I really think this is your best alternative knowing that the county has already purchased property through out the years. I don't believe some of the pieces would have purchased if not for thinking the bypass was not going to be a actual bypass. With no traffic, detours or tearing down structures, the western bypass would be like the Jordanelle/Mayflower highway when it was constructed, the construction of the bypass would go much faster. Thanks. I have to assume these comments are private and not public. The people that have moved into the valley in the last 20 years can be very verbally abusive if you don't agree with them. That is why not many of the people will speak up that have lived in the valley all their life. Please do not make my comment public. In your posts on facebook for the bypass alternatives, you might want to let people know that these emailed suggestions are only going to be viewed by UDOT, you might get some unselfish suggestions from the public. These are the people that will not stand up in a crowded meeting or in public to say how they feel, because of the bullying in the valley, as in myself. Thank you for your ideas and work on this project, I had talked to the guy that use to come to the UAC Convention in St George for years acquiring about the bypass, but we could not find it on the list of projects. My thought during this time was I hope they hurry before Heber City gives more approvals that will be in the line of the bypass. Thanks again, government jobs are thankless.
177	Website	David Smith	None of the Eastern alternatives makes any sense or is compatible with current land use in that area. The only Western alternative that makes sense would be a limited access highway which allows traffic that has no need or desire to go through Heber City to pass unimpeded (no traffic lights or circles) from south of Heber City to Jordanelle and on to Park City. Build a real highway to move traffic at high speed, not some socially-engineered scenic route that will just annoy everyone.
178	Website	Garrett	I think WD would be the best concept to defer most of the traffic beginning at River Road near US40 and connecting to US189 via North Fields. I think this allows for less traffic for the further residential/commercial development between 500N and River Road on Sorensen property and areas to be developed by UVU Wasatch. I think if this option isn't elected, then eventually in a decade or two from now, we then must consider the congestion that would occur between River Road and 500 N given that the North Fields expansion doesn't ensue.
179	Website	Mark Miller	Horrible idea to turn 100w into one way. Many residents (including myself of 32 years) live ON 100w and it is already dangerous with so many cars. The speed limit is 25 and is a joke. If you open it up to one way, you will get more cars racing in the same direction and will be only a matter of a short time when people, (mostly children) will get hit-especially next to the park where it is encouraged that families gather. Stick with the true bypass and get it done more quickly. Thank you.
180	Website	David Mahoney	The west side proposals make the most sense and disrupt much fewer families.
181	Website	Valerie Mahoney	After studying each proposal I feel that the west side routes would less intrusive, easier to navigate, and more direct for those drivers that would use the bypass.

Comment Number	Comment Origin	Name	Comment
182	Email	Sean Williams	My comment is specific to the 3 East side proposals. I live [REDACTED] Thus all 3 proposals will have a direct impact on increased traffic, noise pollution and potential degraded property value. The 2 proposals that use Mill road would dramatically affect our quality of life in a home we have raised our family in for 17 years. Our grandchildren live across Mill road, and in fact the 3rd proposal nearly goes directly through my son's lot he is getting ready to build on. Our granddaughters currently can safely come visit. Your proposals would destroy that ability. Please focus on the west side of town, and not the proposals that affect property, investment, and quality of life on the East side
183	Website	Kris Frisby	Thank you for taking the time to explore many alternatives for improving Highway 40. My first comment is to avoid anything that could be a confusing traffic pattern for visitors. Heber main street is really not a problem from Labor Day to Memorial Day. It is the summer time that it becomes a street to avoid. However, because there are so many visitors who will be using whatever alternative is selected, I think it would be best to avoid alternative 40E (to confusing if you are not used to it) and the turbo roundabouts could also be a death trap even if they help traffic flow better. I personally think the east alternatives don't solve the problem. All traffic headed for Provo will remain on Main Street. Of course you will pull the crude trucks and those headed to the basin to the east alternative, but Main Street will still be an issue because from what I understood no adjustments will be made if an east alternative is selected. It would also be great to select the alternative that has the lowest impact of the current residents and businesses on main street. I think 40A, 40B, and 40F would have an extremely large impact on not only the appearance of main street, but also many of the businesses and residents. They would work, but why go to the expense of having to pay that many individuals/businesses for their property to create an alternative. 40C seems to have less of an impact to some and it would be great to realign 113 to center street, but there would still be large impacts to some. 40D would work well, but would that really change the traffic pattern long enough to make a difference, maybe? The west alternatives seem to be the best option for pulling traffic that is headed to the basin AND Provo. I don't see that WD is really that helpful. Yes it routes traffic earlier, but it also makes a large impact to the current view of the valley. WA, WB, and WC all seem to work well. WA certainly would be the safest route because it would prevent individuals from running red lights at higher speeds (Mountain View Corridor comes to mind). However, i also understand that bridging all the intersections would be expensive. WB and WC both seem to have the lowest impact on the appearance of the valley. There is already land set aside for the north portion of the route and hopefully there wouldn't be too many people impacted by the new road on the west side. I am somewhat indifferent about re-routing 189. I would assume if someone wants to take the bypass they take it and if not they stay on 189 to come into Heber. I don't know that forcing traffic to take the bypass really helps much because they will still come into town if they need to. For example, all residents of Charleston will still exit the bypass to go to Heber. Why make them go a different route if it isn't necessary? I know there is no way to satisfy everyone, but I think it is the most important to (1) find the route that helps both basin and Provo traffic (2) keep the roads as safe as possible for travelers - there shouldn't be a need for a 65 MPH road through a town even if it is a bypass, and (3) find a route that impacts the smallest number of residents and preserves the look of the valley as much as possible.
184	Website	Cory Jay Smith	As I have been studying the maps to address Main Street development and the land that has been purchased by Heber City and Wasatch County the best option is WEST BYPASS PARKWAY TURBO ROUNDABOUTS. It would be very similar to the Legacy Highway in Davis County and the safest option for all in the county!
185	Website	Mike & Sandy Sandherr	By far the best option appears to be West Plate WD with Option 2. This establishes a bypass with best long term effectiveness by connecting well north of the city at the existing intersection with routes 40 and 32. This would divert thru traffic away from current, planned, and future development between 500 North and the route 40 and 32 intersection. This particular area is already dangerous with traffic in an out of the apartment and university complexes. The diversion from route 40 traffic coming north/west into the city is minimal. The proposed WD route goes through much less established real estate which suggests lower eminent domain costs and likely legal costs. The Option 2 could perhaps also address the question of airport expansion which is also a concern, repositioning route 189 further north/west would open up more safety distance from current runway location. All other proposals, both east and west, appear to terminate a little north of street 500 North which in my opinion is not "enough" of a bypass given long term considerations further north as noted above. Also, the proposals to the east go through or very close to considerable existing real estate and would be too close to schools and churches and would likely spark lengthy legal battles. We only have one chance to get this right. Thank you for your consideration.

Comment Number	Comment Origin	Name	Comment
186	Website	Heidi Koberlein	I am very concerned about all Eastern Bypass options. Using Mill Rd and/or creating a road parallel to Mill Rd as the bypass would be directly in the path of hundreds/even thousands of students trying to get to and from schools-Old Mill Elementary, Timpanoogas Middle School and Wasatch High School. If you were to park on Mill Road between the hours of 7am-8:40 am and again from 2:20-4pm, you would see 100+ (maybe even more on sunny days) walking down Mill Road or crossing Mill Road on their way to/from school. You would also see many parents approaching the school via Mill Rd to pick up/drop off their kids from school and buses crossing Mill Rd on their normal routes. Mill Road is the only accessible main road to Old Mill and Timpanoogas Middle. Any other road is through neighborhood roads which were not designed for through school traffic. Would we then have to bus all these children who live within walking distance of 3 schools because the walking/biking route is no longer safe? Could the schools handle the added expense of busing so many students? If the bypass will be parallel to Mill Road, that will still transect the direct path to school. Would there then be an overpass amongst neighborhoods to accommodate this road? The idea of this is terrifying, our beautiful town does not need elevated roads, this would destroy the beauty of the Heber Valley. Heber Valley has a unique system of interconnecting trails, between multiple neighborhoods, which has been planned out in every community as a requirement. Why then would we bisect these required trails with a highway?!!!! I was shocked and appalled that these options are even being considered and I understand that these are the early phases of consideration. I do not feel like these extreme solutions to the traffic on Main Street are warranted. I don't feel like waiting an extra 5-10 minutes in traffic on Main Street should warrant a dangerous daily problem for the children trying to get to school. To be clear, I am not in favor of any of the Eastern Bypass options. I don't think diverting large semi-trucks through neighborhoods and so close to schools is a smart solution.
187	Website	Sara Turley	I vote no on the East bypass option, mill road is a main road for the elementary and middle school and should be kept as a residential road at 35 mph or lower.
188	Email	Trisha Cook	I feel that the East Bypass is not a good option at all. Number 1 concern is that it will disrupt the traffic of three schools that are less than .25 miles from the proposed highway and make it not only dangerous for kids going to and from school each day, but also create more traffic confusion than there already is on Mill Road. How many traffic lights or overpasses will be needed to make the highway work in this already very well established part of town?? It will make the entire area a discombobulated tangle of asphalt - and an ugly eyesore to say the very least. Not to mention the fact that the area for the proposed highway tears right through already established homes and neighborhoods, where there is absolutely no commercial zoning or buildings, but just beautiful pastures, parks and residences. It just doesn't make sense. I'm quite sure the cost for the land and homes it would require UDOT to purchase would be astronomical. A second, just as important concern is that the East Bypass would not address the traffic coming from highway 189 at all. This alone should take the EB option off the table. Isn't the traffic from 189, not just highway 140, one of the biggest reasons we are even considering an additional highway?? I feel that the West Bypass is the most logical route.. 1- because some of the land has either already been purchased or set aside (for the past decade or more) for this very purpose. 2- it address not only traffic from 140 but also 189. It won't cause as much disruption to schools (not just one school, but THREE). Please consider these thoughts thoroughly as you make your decision. Thank you for your time.
189	Website	Kelly Posacki	The west alternatives are the only ones that make sense given the density of the population on any eastern concepts. Also the safety concerns are very high given these go directly through 2 school zones and are areas where kids routinely walk on a daily basis to and from school. The open fields will have to be used. On the western concepts I don't quite understand joining hwy 189 versus connecting back to 40. The intersection of 40 and 189 should be bypassed as well
190	Website	Mary C	East Alternative concept 100%... The West alternative concept ruins the North fields. We should do what we can to protect the natural beauty of the North fields, wetlands and open space in the valley. I would be devastated to see a bypass put through the north fields. Please no!
191	Email	Janelle Hicken	We are an established community. That highway would destroy many homes and the small amount of open space this valley has left. Mill Road is the main route to three schools. It would take away the walking route to Old Mill elementary and the middle school plus put a highway in the backyard of both schools. If Mill Road was ever an option it should have been done years ago before the new housing developments and schools went in. Now it is the dumbest and most disruptive of the plans.
192	Phone	Lana Hillstead	Hello, this is Lana Hillstead and my phone number is [REDACTED] and I'm calling to make comments on the study that you're doing with the bypass issue in Heber City, Utah, and I have looked at all of the proposals and I think that there's only one on the study that would make any sense. And that would be the West bypass. This is the planned, I think, for many years. The impact on these homes - I live on the east side, and I would not be impacted near as much as some of my near neighbors would be - but it would, I think it would be a very bad thing, and so I just want to go on record to please encourage you to stick with the Western bypass, and um if you have any questions [REDACTED] My email is [REDACTED] I live at [REDACTED] in Heber City, Utah. Thank you for your consideration.
193	Website	Cory Jay Smith	2 other issues to consider i the Park City to Provo traffic as well with the airport expansion the Park City to Airport traffic which makes more sense for the need of the Western Bypass to accommodate that future traffic.

Comment Number	Comment Origin	Name	Comment
194	Website	Jenny Witt	I think the Eastern bypass would be a horrible idea. There are churches, an elementary school, a middle school, and neighborhoods all with young children. This would just bring big trucks and fast cars to a residential area and possible danger to our children. I do not want to see a big road coming to a family neighborhood.
195	Website	Brent Crittenden	Over the course of 2020-2021, I have visited many rural communities with traffic congestion through their cities. These places include the Oregon coast, Jackson WY, and lots of little towns in Ohio. Of all the options presented, I think the one way street option is the best. At least providing an alternative truck route through town like in Jackson or many Oregon coastal towns is a second best option. This maintains a good flow of traffic and does the least amount of harm to the environment. Alternatives such as routing the traffic through open farm land is my least favored option. This valley is unique in that it has such beautiful open space north of Heber City between the current highway 40 and the Provo River. It would be a travesty to destroy that area with a highway. XXXXXXXXXX
196	Website	Anna Cox	Anna Cox XXXXXXXXXXXX I have lived in Heber for 14 years and for that whole time I have heard people talk about plans for a bypass road. Putting the road on the west side of the valley is what was always discussed and agreed to be the best option. I currently live in Triple Crown right by the proposed East bypass route and I see the hundreds of kids walking and biking to school along Mill road and right where the proposed routes are. My own 4 kids bike to school everyday and I feel so blessed that there is very little traffic and they are safe biking. Everyone I talk to is very concerned about all of the proposed east bypass roads that would be too close to schools and kids biking and walking. I am very concerned and want to voice my support for a bypass built on the west side of the valley. Thank you for all your work on this project and helping our valley find a solution to our traffic!
197	Website	Nathan Hopkins	I'm a resident of Heber and live on Mill Road close to and Old Mill Elementary School and Timpanogos Middle School. I recently learned of the new "East Bypass" proposal that UDOT has put forward and am alarmed that UDOT is considering a high traffic bypass that cuts through already developed areas and so close to our schools. I wanted to quantify what impact this might have on residents and what the cost of land acquisition might be if the "East Bypass" plan is adopted, so I overlaid the UDOT proposal with Zillow maps to determine the number of impacted households and their property values. Note that Zillow can be inaccurate and does not represent a complete dataset, so this analysis is simply a heuristic to approximate the negative impact and costs. Regardless, I expect the results are conservative and below the actual numbers. I used an average property value of \$555,555 whenever the value could not be determined with Zillow. Here is what I discovered. Mill Road Proposal - 127 households displaced or impacted - 440.69 people displaced or impacted, 2.6% of Heber's total population - \$93,276,597 in property annexation costs via eminent domain East of Mill Road Proposals - 94 households displaced or impacted - 326.18 people displaced or impacted, 1.9% of Heber's total population - \$65,874,762 in property annexation costs via eminent domain The calculations regarding average household size and population taken from US Census data estimates (July, 1 2019). https://www.census.gov/quickfacts/hebercityutah I expect the costs will actually be much higher especially after lawsuits from impacted communities like Mill Road Estates, Cobblestone, Triple Crown, Red Ledges, and Valley Hills are introduced... not to mention all the new residential construction that will be impacted. I hope that common sense will prevail and UDOT will abandon all proposals to develop a bypass on the east side.
198	Website	Alexia Hall	This is absolutely unacceptable. Many residents of Heber are unaware of what this bypass means or that it is even happening. We have not been given the time to look at alternative solutions, and I can tell you that this is a horrid idea - especially since there are alternatives. There needs to be a bigger priority of fixing the highway and main street first before we put in this atrocious construction. This is absolutely unacceptable
199	Website	Suzanne Evensen	I feel very strongly that the eastern options around Mill Road are terrible. The proximity to schools and many homes (not to mention the neighborhoods and community at large) make this option one that should NOT be considered as a viable option. The safety of children and Heber citizens are at stake here. The western options going out from Southfield where there is MUCH more open space makes a lot more sense for the community as a whole. Please please do NOT consider Mill Road or the overpass to the east of that as options. It will impact the entire community in so many negative ways!! Thank you.

Comment Number	Comment Origin	Name	Comment
200	Website	Brianna Cole	Please do not put in an eastern by pass, this disrupts hundreds of homes and goes through three schools. This makes no sense to have a highway where hundreds upon hundreds of children are walking home from school. Not to mention you are trying to drop a highway in the middle of a dense residential area.
201	Phone	Randy Hillstead	My name is Randy Hillstead. My phone number is [REDACTED]. My email is [REDACTED]. My address is [REDACTED] in Heber City. I would like to make a comment regarding the possibility of the corridor byway going around the East side of Heber. I think that would be a big mistake. We certainly don't need two corridors built and the West has been the one that has been planned on for a number of years and some arrangements have made- been made to do that. So I would say certainly the best alternative for the corridor around Heber City is on the west side. Thank you.
202	Website	Ben S	I'm a resident of Heber and live near Mill Road close to and Old Mill Elementary School and Timpanogos Middle School. I recently learned of the new "East Bypass" proposal that UDOT has put forward and am alarmed that UDOT is considering a high traffic bypass that cuts through already developed areas and so close to our schools. I expect the costs will actually be much higher especially after lawsuits from impacted communities like Mill Road Estates, Cobblestone, Triple Crown, Red Ledges, and Valley Hills are introduced... not to mention all the new residential construction that will be impacted. I hope that common sense will prevail and UDOT will abandon all proposals to develop a bypass on the east side.
203	Website	Lizzie Christensen	As a resident of eastern Heber, the eastern bypass would be a horrible option. I am sure you've received many comments about this, but I strongly urge you to edit your map of the proposed routes for the eastern bypass options. The highlighted areas with parks left out both Timpanogos middle and Old Mill elementary- both of which are quite literally less than 2 blocks from the proposed bypasses. I think this mistake is a huge oversight. The people making the decisions need to know there are very young kids going to school adjacent to and crossing this proposed bypass. Please edit this map to include those 2 park areas! All other schools are already highlighted. I'm not sure why those 2 were left out. Thank you!
204	Website	Lizzie Christensen	I am a current resident of eastern Heber, and think all of the eastern bypass proposals are horrible. I am sure you've received a lot of comments about it. I do, however, plead with you to edit your map of the eastern bypass proposals. Both Timpanogos middle and Old Mill Elementary, which are directly next to the bypass routes, were not highlighted as park areas. All other schools in the maps are already highlighted, but both of these schools standing less than 2 blocks from the proposed highway were missed. This is a huge oversight! I want those making the decisions from those maps to be completely informed of the neighboring buildings and the negative impact this bypass would have on the small children having to cross it for school. One tiny child getting run over would outweigh the benefit of this entire project. Please edit your map to show the 2 schools as highlighted park areas! Thank you
205	Website	Michelle Stevens	These bypasses impose on home and landowners impacting the value of property in potentially extreme ways. My home would be directly impacted by the east bypass - lower valley hills is a family neighborhood with walking distance for elementary schools and church. This will directly impact the safety of the area. This will also decrease the value of all homes that have a visual line and audible range of the proposed bypass. These neighborhoods are part of the annual value reassessments, our taxes from this area are over \$4k per household. The decrease in selling value will have a negative impact on tax collection - all of the taxes in this area will be challenged. Beyond that, this is all residential with no facilities to support commercial traffic. There is absolutely no benefit to this proposal other than diverting traffic (taking one problem and moving it to create another). Although I like the proposed western bypass better, it impacts other residents the same way the eastern would impact myself and my neighbors. The western bypass would not impact as many home/land owners in comparison, putting less risk on our tax economy. The impact of the eastern bypass area also puts risk on the property that covers a lower income bracket than the massive land owners of the western. That being said, it needs to be considered that main street is improved to handle the current traffic instead of ruining our town with new bypasses. Our main street is filled with commercial businesses anyway and a walking improvement plan will not be utilized by visitors or locals. There is not enough draw and local business to support this enhancement - no one takes causal walks to visit McDonald's, Karl Malone's, and car washes. Until we have a desirable local commerce to support such visitation, we do not need a bypass that impacts the hard-working lives of our community. Please think about where we could create a new main street-area, expanding the desire to visit and stay in Heber, rather than creating a plan that does nothing for anyone and creates a negative impact on home value/residential safety/environmental impact etc.

Comment Number	Comment Origin	Name	Comment
206	Website	Dena Blood	I urge you to not choose the East option. The proposed road will run parallel to two schools. The amount of fumes and pollution will clearly affect our young children. Additionally, there is already horrible congestion dropping off and picking up our children at the school, so the added traffic from this road would make it a nightmare. Also, a lot of kids walk to school and they would be negatively impacted as well. Second, it is not fair for you to build a road destroying a lot of people's dream homes—and the whole community of triple crown. When people bought their homes in this development, there was no notice of a major highway being on top of it. Please show fairness and consideration to these People. Thank you.
207	Website	Bill Becker	I support option 40D. The expense would be offset by the costs of the other options that are not environmentally friendly. The on-grade east options impact safety from the many schools off Old Mill Rd and create another stoplight entering 40 on both ends.
208	Website	Deon Fuller	Surely you won't put the highway bypass on or around Mill Road. As my husband and I are retired educators, we know it would be catastrophic and so dangerous for our precious elementary, middle school and high school children and their families to have to navigate through a busy and dangerous highway just to get to and from school and school activities daily. The proposed eastern route through Heber also goes right through beautiful neighborhoods full of 100's of children and families that would destroy the neighborhood peace and increase the stress and anxiety within families for their parents desire to keep their family safe, stable and happy. We love the Heber Valley and feel so blessed to live here and be surrounded by such wonderful families and loving neighborhoods. Please remember our precious Heber children and families and don't choose the heavily residential populated eastern route along Mill Road to build a fast moving, dangerous highway that will destroy and negatively effect 100's of homes and families. Please stand strong and have the courage to direct the Hwy 40 truck route to an area that won't devastate families and directly effect our children.
209	Website	S Matthews	I believe that the goal of having main street a pedestrian friendly environment is an astronomical goal. The current main street is basically a strip development . Building an alternate road will not change that - It will take an astronomical amount of cash to change the patchwork nature of mainstreet. Building a highway to go around it will make two unsightly blemishes in a relatively narrow valley renowned for its beauty. Not to mention the impact on neighborhoods, schools , property values and open space. I hope UDOT will consider the roundabout options, or the option of going under or even over the current main street. I would also hope you might explore limiting truck traffic to off peak hours, along with one of these other options. The western and /or eastern route, will not solve the problems or character of main street,.
210	Website	Sean myers	I don't think a high speed artery should be put anywhere near schools - anywhere near Mill Road - when there's a much safer, less intrusive route on the south side of Main Street. There are plenty of fields and open areas of the valley (which are already crisscrossed with roads and railroad tracks) and sure it will take a couple bridges to go over the river and maybe some wetland area but this entire valley used to be a river bottom - We can use common sense and realize that "wetland" protection is not as important as , citizens , pedestrians , bikers and children who live and prosper on this east side.
211	Website	Tiffany Weber	The East options especially the mill road options are awful and should not be allowed! You will displace so many people from homes they have been in for YEARS! What is going to happen to the beautiful Heber we love to live in!? And our kids? Will they still be able to walk to school? Are they suppose to cross a major high way to get to elementary school or middle school!? That's right, there are two large schools right along that path. Please, make the west options higher on your list. The low residential impact that it would have as well as keeping some of the natural Beauty would far out way the East valley options.
212	Website	Ann Balls	I have looked and studied the HVC EIS Alternative Bypass concepts. I would like to comment and appreciate the opportunity to do so. I feel the West Concept is a better options comparing to the East Concepts. The reason for the West being better is due to the impact of the Bypass on existing neighborhoods, housing developments, Public Schools already existing and the safety of the public on the East Side. The West shows more fields and undeveloped land causing way less impact. The option on the east side creates an unsafe environment for school children and pedestrians when a high traffic road is constructed regardless of elevation and wall barriers. The existing roads are already busy due to travel to and from neighborhoods and schools. More congestion could potentially cause more accidents and unsafe roads for an already high populated area. I trust UDOT will evaluate the impact and seek out safety for the public. The West is by far the safest and cost affective options and low impact option.
213	Website	Andrea Wilcock	Please do not consider any of the East alternative routes. There are hundreds of children who live along Mill Road. There are 2 schools with about 2000 kids total that travel to and from those schools morning and afternoon. There are hundreds of teenagers who are crossing Mill Road to get to the high school which is just a few blocks from Mill Road. Currently, the speed limit is 35mph on Mill Road. There have already been accidents during the school hours. If anything, we need the speed limit on Mill Road to DECREASE to 25 mph due to all the residents and the school traffic. There are neighborhoods being developed south of 1200 South on Mill Road which will bring many, many more children crossing Mill Road to get to Old Mill Elementary and Timponogas Middle School. Keeping the bypass on the West side of Main Street where it would travel through the north and south fields would have the least amount of impact on residential areas, families, children and school zones. Please do not consider bringing in a highway with speeds greater than 35mph on Mill Road where it would pass or go through 2 existing school zones and soon more as developments are finished.

Comment Number	Comment Origin	Name	Comment
214	Website	Krista Atkinson	Using Mill road as the bypass would be dangerous or children—it is next to neighborhoods and schools.
215	Website	Jacqui Ames	I strongly oppose the eastern bypass options. Not only does this seem like a bigger financial undertaking due to the home values in the area being affected, but also creates a dangerous situation around schools that are already busy with traffic. This option should have been considered years ago before all the developments were approved. No to an Eastern bypass!
216	Website	Julie Doud	Hi! My name is Julie Doud and I live in Heber with my husband and four children. Both my parents and my husband's parents also live in the valley and plan to stay here long term. I spent some time looking into the potential alternatives for main street and the western bypass. It is my opinion that WA1 is the best option. I think the main goal of the project is to alleviate the trucking and traffic just passing through Heber and allow a slower pace of life for Heber Valley residents on their reclaimed down town area. WB and WC both seem to invite more development along the bypass road which is unnecessary and undesirable. I can see a reasonable argument being made for the bypass being started further north or even as far north as the juncture with River Road like in plan WD but I am against the turbo roundabouts, and still think the WA starting point might be better. I find features like the turbo roundabouts obnoxious and anxiety-inducing and would prefer normal freeway exits where needed. If the bypass were to start around 800 North as in WA-WC I would hope care would be taken not to develop roads north of that bypass to new neighborhoods in the NE section of town that would necessitate multiple intersections with lights between River Road and ~800 N/the western bypass. I do care about the North Fields and would hope any plans that are made do the best they can to preserve the character of the fields and the valley without encouraging any further development in the North Fields.
217	Website	Kelli Gomez	Hi, I'm a Heber City resident. I attended the bypass meeting earlier this month. My thoughts on the bypass route is that it needs to be something the trucks and traffic will actually use. If it has too many stops or is too out of the way I don't think it will be worth it for the truckers, etc. it also needs to make sense for future growth. The eastern bypass would be very expensive and would disrupt many neighborhoods. It also wouldn't collect any traffic from 189 so that is a big negative. The WA route makes the most sense, it disrupts the least amount of home owners/ neighborhoods and I believe it was already the intended route for the bypass from before. I think for it to make sense for growth in the future it should not end at 800 n but maybe around 1200 n or even further north instead. I also think if the route needs to go through the north fields it should hug the 40 as much as possible - not go through the middle of the north fields. Thank you for listening!
218	Website	Sheila	I wish you would just stop letting people build here! Those of us raised here and the surrounding areas can't afford to live here and it's showing through all the business that are closing! But something needs to happen with traffic on Main Street because it's been an issue for years with strawberry and all the other places people camp fish, etc! But for the love of the heavens above stop making it unaffordable for those of us that run (work) all the business in Heber, Park City, Kamas, and Coalville! Without us working everything is gone. It's hard enough to get people to work in Park City from the city. Let alone the other three towns! It's pathetic! Stop worrying about the people who may come, and start taking care of the people who got you into your positions!
219	Website	Jason Wilcock	The use of the Eastern Bypass seems beyond a plausible option for the Heber Bypass. I could point out several points about the schools and hundreds of students who walk to schools, or the disruptions of the cemetery, or the catastrophic decline of residential areas which will incorporate several hundreds of homes, but these have all been mentioned hundreds of times already. The fact that Mill Road is even an option seems utterly ridiculous when there are open fields and no schools, cemeteries and far fewer residential areas being disrupted. The feasibility of putting this type of traffic on Mill Rd seems to be about as silly as making an hotwheel loop de loop as a bypass option. A bypass through the West Fields will serve better for the occupants of Midway who currently have growth pains and traffic issues along River Rd and will only get worse at growth continues. I will, with all my effort, oppose the Mill Rd bypass and will wage huge support opposing this option
220	Website	Deanna Wright	Do not like a lot of these plans! All of the bypass plans on the East side are horrible, and make no sense. The traffic will not be addressed in the areas it needs to be addressed, it just bypasses main street. i think the improvement plans for 40 should be considered before ever going into the neighborhoods and open space. The growth has not be properly addressed, and these plans enable the growth and penalize those of us who currently live here.
221	Website	Amy Johnson	I think keeping the traffic on main street is the best option. I would like to see the speed limit lowered to 25-30 though. I would like to see either a couple tunnels or bridges over main street for pedestrians, especially one near 600 S Main, 700 S Main and 500 N Main where school kids tend to cross. My 1st choice would be 40C and 2nd choice would be WA1
222	Website	Becky Goode	I have some concerns about the bypass placement options, particularly the East Side locations. The bypass options on the East side will go through residential areas already established and go right by a middle school and elementary school where safety for kids getting to and from school is already a concern. 20 years ago, these residential developments were not in place, but now that homes, schools and churches have been allowed in this area it is no longer a good option. People move to the area and pick homes specifically because of the type of environment and life they want to create for themselves. This bypass would affect many people and would go against the atmosphere that these neighbors are looking for. I feel like if this was going to be done it needed to take place years ago before Heber experienced the rapid growth it has during the past 10 years. I feel like at this point the best option would just be to try improve Main Street where businesses are already located.

Comment Number	Comment Origin	Name	Comment
223	Website	Pam Stone	All of your East byway suggestions are extremely unsafe. I have a 27 year old auts Your East by way proposals are not well thought out. I live [REDACTED] and already see hundreds of school children make poor choices on my busy street. The speed of 35 mph is very dangerous. So to make things less safe add a bypass where those children walk everyday. Also, I can't imagine having a very busy street in front of my property and an even less safe major highway behind my house. My severely autistic son will be in extreme danger with your new proposal. My concern for his safety has amplified with the added traffic on Mill Road and now to make matters worse this terrible, unsafe proposal! What are you people thinking? One of the worst ideas I've ever seen. What doesn't mix? Middle school and Elementary students walking by a major highway everyday is just a disaster waiting to happen. Plowing a highway through several million dollar developments, schools and churches is a terrible idea. Stay on the west side of town!
224	Website	Lindy Reioux	I feel that an East A or B or combo of the two is a cost effective solution. With the North Bypass already approved, it makes sense to use that connector. My only suggestion would be to also tie the bypass to 1200 S to the 189. So basically the southern end would have two entrances/exits. This would give the trucks the needed bypass as well as address the growing traffic to and from Provo. My biggest concern with the West options is the closing off entrance and exits to residing within the "Y". Currently the only access to Heber is Airport or Daniels Road. It would be unsafe for all residents if this was reduced to one road.
225	Website	Janet Colley	It makes no sense to use the East bypass. This area is already developed, it makes more sense to use the west bypass. This will greatly impact the property value of those of us living in the east side. In fact this bypass will be 2 houses away from my house in Red Ledges. I will be need to move because of this bypass but will it be soon enough before my property value declines all because some people think that running a bypass through already developed area is a smart move compared to open farm land that has yet to be developed. Makes no sense!
226	Website	Stephanie Davidson	I don't understand why Heber City and Wasatch County allowed all of the development that's happened on the East side in the last decade, if you are going to go forward with the East bypass. The amount of homes that will be impacted, along with having a 65 MPH highway going right next to an elementary and middle school, just seems like terrible planning. I truly hope you use one of the other concepts.
227	Website	Glenn Colley	I have been looking at the maps of the proposed by pass highway through Heber. I have lived here long enough to know that the vast majority of truck traffic is oil tankers, but I have not heard anything about a proposal for a pipe line to the refineries. Why is that? I have experience with pipelines and know for a fact that a pipeline would be far cheaper and of less impact than a road that will eventually have to be enlarged as time goes on. A pipeline would only have to be about 3 feet in diameter and could be run under the "green spaces" on the west side of town. Once in place, it would no longer be seen and farming could continue. Pipelines that are installed correctly never have to be replaced like roads will have to be in this climate. Of course the pipeline would have to run from the point of origin all the way to the refineries in the valley. This would also eliminate the truck traffic all the way to the valley. I must say that if the idea of a road carries the day that I believe that it should be on the west side where it will not effect so many homes or a cemetery where some of the graves are around 150 years old. These are my relatives who first settled this valley and I will be highly offended if construction crews desecrate any of the graves.
228	Website	Heather Fillmore	My comments are on the proposed East bypass road. Why are we even considered my send a high speed, high volume road right through the middle of an existing residential neighborhood especially when there are non-residential alternatives available? This doesn't make a lot of sense to me. Mill road isn't that wide and are you planning to displace several long term, established families when there are other options the would displace no homes or disrupt existing, decades old neighborhoods? Furthermore, if it is supposed to be a bypass road why is it coming nearly to the start of town before it begins to bypass? If it truly is to be a bypass the it should bypass long before it gets into town.

Comment Number	Comment Origin	Name	Comment
229	Website	Gordon Mortensen	The best options for this bypass road are found in the west side of Heber. The WD options on the north end of Heber is the best option. and the WA options appears the best in the south end of Heber. The west side options are the best because they are consistent with what Wasatch County and Heber City have been planning for many yeas and these West side options offer a good solution with minimal impact on the current residents in the area. The west side options create a road that "bypasses" the populated portion of the Heber Valley and the Heber main street area. The west side options provide for traffic a viable connection and "bypass" for traffic on highway 189 and highway 40. The west side options are consistent with the long term planning of both the city and county. The East side options, EA,EB,EC&ED do not provide a solution to "bypass" Heber and they propose a solution which cuts thru the populated section of the Heber valley. All East side option is I my opinion just ridiculous. The east side options cut a road thru residential and small farm neighborhoods. This route does not provide a reasonable "bypass" route from highway 189 to highway 40 north. The road on the east side will create a barrier to east/west traffic flow that does not exist today. Additionally, this route is nearly on top of a middle school and an elementary school, Nothing about the east side route makes any sense. The Heber main street does not need to be widened, once the bypass is in place. Travel in both directions with parking on both sides of main street exists today and once the big oil trucks are not on main the street will become a quiet and safe feeling street. Summary: No to all East side options. Yes to West wide option WD (north end) and WA or WD, or both (south end). Main street needs a bypass not a new concept. Thank you, Resident Heber Valley
230	Website	Gordon Mortensen	One more thought that I missed on my last feedback. The light industrial section of Heber is predominantly located on the west side of main street. The new bypass road on the west side of town provides good access to shipping and receiving trucks to the industrial section of town to the airport and to the growing town on Midway. This makes sense. The east side options fail to provide good access to Midway, fail to provide good access to the airport and fail to provide good access to the light industrial section of Heber. East side bypass, NO! West side bypass, YES!
231	Website	Julie Doud	Thought I would also submit a comment on the Eastern bypass. I am not a fan of the current plans for an Eastern bypass. I've long been under the impression that the western bypass would be the alternative route for trucks and fast through traffic and the Eastern bypass would be a separate road to help divert East Heber/Lake Creek traffic from Center Street and a section of Main. So I'm a little confused at the way it is presented here as an alternative to the Western bypass or as a highway. I am not in favor of that at all. Additionally if it were to be a full five lane arterial or four lane highway with exit ramps I would like UDOT to reevaluate and consider a route that rejoins Main Street north of Coyote Lane rather than the current plans that run just north of the cemetery. Town is growing northward at a rapid pace and it makes more sense to have the bypass circumvent a larger chunk of these new neighborhoods and not put so many families and children across a major street from their elementary school. There are many families in the established and newer neighborhoods of Valley Hills whose children walk, bike and scooter to school at JR Smith and to the church buildings to the east of JR Smith using 550 E on a daily basis... they shouldn't have to cross a major arterial (or freeway) to get to these community buildings. I really think ideally this would run and intersect Main further north... but if it must go on this trajectory it seems like it should be more minor than the 5 lane arterial described in the options explored here - even Midway Main isn't that big. Another compromise might be some kind of bridge at 550 E but that also doesn't seem ideal.
232	Website	angie andrews	Angie Andrews [REDACTED] I strongly oppose the east bypass. I have 3 children that attend Old Mill Elementary and Timpanogos Middle School and bringing busy traffic through neighborhoods is not only dangerous it makes zero sense. What is the entire point if we are going to take traffic away from the middle of town from a business area and bring it through a residential area? I do agree that something should be done. By creating the west bypass that will take a significant amount of traffic away from the city which should relieve the pressure of the traffic through town.
233	Website	Derek Newhof	I believe the 40C proposal would be the most effective for traffic flow. Could synchronize the East West interchange between W100 and Center Street to increase the flow of traffic on Main street. I am opposed to any bypass!
234	Website	Renee Waas	The East Bypass options are terrible for Heber City. Planned to travel through subdivisions, schools, churches, agricultural land makes no sense and will forever change the fabric of our town. The Western options are the best for the Valley and has for years been the focus of addressing increased traffic, as well as options to improve Route 40 directly.

Comment Number	Comment Origin	Name	Comment
235	Website	Josh	The east bypass is a bad idea. It would impact schools and put kids in danger not to mention traffic on the bypass from kids throwing things at school. Or all the residential neighborhoods it would go through putting those houses in danger of people crashing into their homes. This is a big safety concern and shouldn't even be suggested with how many people are put at risk over this. The west bypass is the best option with on and off ramps no stops or lights. Development can be safely planned around the bypass. Don't put kids and families' lives at risk with an east bypass
236	Website	Hilarie Dunham	No to any relocation plans.
237	Website	Trisha Gurney	You cannot put a corridor West through town were most of the development has already happened.
238	Email	Michele Steen	Heber valley corridor EIS response
239	Website	Sara Smith	Hello, thank you for taking the town's residents into consideration on these upcoming projects. The 40 alternative concept that I feel would be most beneficial to the Main Street area it would be 40B. It would be the least impact on the existing businesses and still leave the fast growing town of Heber looking like a town and not a bustling suburbia. I don't really support the West Bypass Alternatives solely because it is going to have more impact on the undeveloped land in town. Why not focus on areas that have already been built up with subdivisions and businesses rather than take over more vacant land that is dwindling more everyday by humans? If I did have to choose one of the given options though I would select WD. Again, because it looks like it has the least development impact of all of the choices. Clearly I'm leaning for the an East Bypass Alternative. I would select EA. My only question is why can it not be a closer connection to River Rd like the WB alternatives though? Again, thank you for your consideration of our opinions. I am sure that our undeveloped land along with the city and county's best interests will ultimately be maintained in the decision making.
240	Website	N Peterson	Please consider creating the bypass on the western side of town. Moving semi trucks, RV's, and a large volume of traffic through the proposed eastern bypass would endanger more individuals given how much more densely populated the eastern side is.
241	Website	Tom Mercer	Simple request. A pipeline would reduce at least 50% of the big rigs on the highway, ever considered?
242	Website	Ed Shaul Jr	Please do not build a bypass road through the scenic Heber Valley! I am totally against this endeavor and any of its proposed routes. The need to move traffic off Main Street is short-lived. As we as a society move away from greenhouse-producing fuel sources, the need for oil or shale coming out of the Uinta Basin will subside, as will the number of trucks moving through Heber. It is critically important to be more forward-thinking, and not be concerned with traffic in the next five to 10 years, but to think about impacts any short-term solutions will have in the next 20 to 50 years. It is way more important to invest in enhanced public transportation options, such as light rail or enhanced bus service. Light rail and other public transportation options will reduce the amount of traffic going through Heber Valley in both the short and the long terms. Do not waste more money on putting in highways for single-use automobiles, and for truck traffic that will go away. Do not further ruin the beautiful Heber Valley with yet another road. The bypass road is a horrible solution, especially given the increasing urgency of dealing with climate change and all of its impacts. We are at a critical time in history, when we could actually make an impact and possibly save the world for our children and grandchildren, and theirs as well. We need to get away from our car-centric society and do it quickly! Be a maverick and get out there and make some change! Think ahead and save your, and our, money and resources and put it where it really matters, which is in the realm of public transportation. This is the future and we need to get the cars off the roads and then miraculously, traffic issues will subside. Do not put in a bypass!
243	Website	Chance Roberts	There are a few things I do want to point out, especially on the ones that would benefit traffic flow as well as left-turning traffic. I'm actually from Fruitland but have had to travel through the Heber City area when congestion has been bad. On the Main Street improvements concepts, I feel that the one-way couplets and the tunneling/bridging designs would help alleviate some of the traffic flow. (An example is Interstate 90 being on a viaduct as it travels through downtown Spokane WA.) On the west alternatives, though, there is something I do want to point out. The turbo roundabout concept seems to be the only one that connects to Utah State Route 32/River Rd according to the provided materials. I feel that it would be better for any selected west alternative to be routed to River Rd/UT-32 and tied in to the existing limited-access facility, especially with the limited-access and parkway concepts on the west side. It would also be better if US Route 189 had a tie-in to the west alternative, even if the actual US-189 happened to be the "business route" for the existing US-40/189 corridor through Heber City. Also on any of the alternatives (Main Street, West or East), it may actually not be a bad idea to have appropriate tie-in for any widening and improvements to US-40 on the southern end of the valley (going towards Daniel's Canyon) that may also be made in the future.
244	Website	Tom Clamont	First viable would be to wooden main street and eliminate parking it! The fact there is still parking on main is unbelievable! Second is that the only realistic plan would serve Midway as well! Main street, and any eastern bypass would be useless to the massive population in Midway! Currently it is unacceptable to have a single lane coming through a residential neighborhood serving the entire Midway population! Lastly all of the Eastern bypass solutions are ridiculous because there are all ready viable roads to provide all traffic needs, with the planned parkway between red ledges and stone creek!

Comment Number	Comment Origin	Name	Comment
245	Website	M Smith	Moving traffic through residential areas and near schools is a terrible solution. Not only will property values plummet, you are endangering hundreds of children by making the walking paths to their schools- Timp Middle School, Old Mill Elem, Rocky Mtn Middle School and Heber Valley Elem - highways. Please use some common sense and keep the traffic to commercial areas that are built to handle and expect heavy traffic.
246	Website	Melody Gritton	ABSOLUTELY "NO" to WD. The one thing all the residents of Wasatch County have in common is the desire to preserve the North Fields. WD would run right through the middle of this. WE DO NOT WANT THIS!!! The best alternatives I see are WB & WC and EB. All of these should be at a speed limit of a maximum 45 MPH. All of these are close to or are in residential areas and the speed needs to be limited. Most of us have resigned ourselves to the westbound routes over the eastbound ones.
247	Website	Melody Gritton	ABSOLUTELY "NO" TO WD. The North Fields must be preserved. WB, WC & EB are preferred with limits to a maximum 45 MPH as these are in residential areas or close to them. The residents of Heber are resigned to WB or WC and EB was a surprise. So preferences are WB or WC with EB as a third alternative.
248	Website	Alexandra Ziesler	I like the idea of allowing Heber to have a more historic town feel. I can understand why they would want this and I think more families moving in there requires the town to look at how kids can get to and across Main Street safely. With this in mind, I have the following comments: consider some pedestrian tunnels under existing Highway 40 and leave Highway 40 as-is. East side alternative: 1 - We travel from Park City to Strawberry often and this bypass seems that it would take us out of the way of key businesses, food options, and gas stations. 2 - I question the value of re-routing to the east because it would ruin the more rural feel of that area now. I'd recommend putting the pipeline for oil in and removing tankers from the roads. This would greatly enhance the Heber experience. 3 - If Heber is willing to sacrifice the rural nature of the Eastern area, I'd prefer alternative EA. West side alternative: I like WA1, and want to say eliminate the 189 section. But what is the mileage difference from 189 to 40? People travelling from Provo area to Strawberry look like they would be doing a funny workaround to get to 40. I don't know how much traffic is going from Utah County to Strawberry, but it seems like it will continue to increase as the eastern portions of Wasatch County grow in recreation and residential use. Further comments: Can you align the intersection from Hwy 40 to the east and west side alternatives (on the side by 500N closer to Park City)? Right now they appear to enter Hwy 40 at slightly different areas. Perhaps there is logic to this, but there is not a picture showing it, so I cannot easily understand it. Have you considered tunnelling under Hwy 40, through center of Heber, for trucks and pass-through traffic, while leaving the upper portions for more residential and local traffic? The city of Boston, Massachusetts, did this, called The Big Dig, and vastly improved the usability of the city while still allowing commercial vehicle bypass. The cool thing about this is that it doesn't sacrifice other land or residential, rural feeling communities, which both Heber and Midway value highly. https://en.wikipedia.org/wiki/Big_Dig https://www.mass.gov/info-details/the-big-dig-project-background Thank you for the opportunity to comment.

Comment Number	Comment Origin	Name	Comment
249	Website	Jason Curtis	I would like to comment specifically on the east bypass alternative concepts and why I think they would not be feasible and should not be considered. I live in [REDACTED] and am very familiar with the proposed routes along the northeast section of Heber City. As such, I think I am qualified to outline the problems of these alternative concepts. First, the proposed routes as presented on the website and in public presentations are depicted on an outdated satellite image. Heber City and the surrounding valley have grown substantially since this image was obtained. Entire new neighborhoods have been built in areas which were just dirt fields on the images used for the published proposals. No proposal should be considered until an updated image of the region is used that will accurately reflect the environmental, safety, and civic impact of the possible routes. Any other course of action would be negligent, ignorant, and reckless. Because the images used for the proposals are outdated, it is possible those making the east bypass proposals were unaware of the entirely new Stone Creek neighborhood and western portions of Red Ledges that have been built in the past few years. The proposed routes for the east bypass alternatives could not be constructed as proposed without the destruction of multiple newly built homes, in particular the EA and EB routes. The problem with these routes as proposed is the turn they make at their most northeast aspect. As demonstrated on the map, this turn for the EA and EB routes would require the destruction of nearly half the Stone Creek neighborhood. Specifically, there are already people living in dozens of new homes right where these routes are proposed. Numerous additional homes are being built and will be built in this neighborhood where these alternative routes are proposed to go. Given the wide turn necessary for the expected highway traffic, these routes will displace dozens of families from their newly built dream homes. These routes cannot be moved east to accommodate the turn without the destruction of multiple homes in Red Ledges. The routes cannot be north to accommodate the turn because of homes in Five-Acres and on Mill Road. Even route EC as proposed would necessitate destroying several homes as it cuts through the corner of Stone Creek. In order to not destroy homes and displace families along the east side of Heber City, there is only room for a road to make a sharp 90 degree turn at low speed. This is hardly what one would want for a bypass route to accommodate highway traffic, especially one which ideally will handle large trucks. Second, if these bypass routes are intended to divert highway traffic, in particular large trucks, the terrain of the proposed east bypass alternatives would not be suitable for such traffic. Unlike most of the remarkably flat Heber Valley, the northeast portion of the city begins to extend into the foothills. The proposed routes would require vehicles to go up a sizeable hill, make a sharp turn at the top of the hill, and then have to control speed as they immediately begin to descend the sizable hill again. Given that one of the reasons for the bypass is to accommodate the big trucks, making big trucks go up a steep hill, make a sharp turn, then control their speed going downhill does not make much sense. It makes even less sense when the bypass could be made elsewhere in the valley where the road would be flat. The proposed eastern routes would introduce substantial unnecessary safety concerns and increased risk due the terrain involved. Third, the proposed routes do not provide the access out of our subdivision that was promised when our residents purchased land in Stone Creek. We have been told from the beginning that a residential access road would be built between Red Ledges and Stone Creek that would provide access out of our subdivision to Center Street and Mill Road. At the moment, that road has yet to be built and forces traffic out of our subdivision onto residential streets to the south and west. While it is a minor annoyance for us in Stone Creek, it is a huge increase in traffic and danger for those previously-quiet subdivisions we drive through to get to Mill Road and Center Street. Though this has always been viewed as a temporary problem, if the proposed alternative routes are built (in particular EA and EB), this problem will be made permanent because the routes as proposed do not provide access to our subdivision. Stone Creek residents will not be able to get out of our subdivision, except by driving through the quite residential streets to the south and west. These roads and neighborhoods were not designed for such a huge increase in traffic. This increased traffic through residential streets is a huge safety concern for the large number of young children in the area. Fourth, the proposed eastern by-pass routes pass next to Timpanogos Middle School and Old Mill Elementary School. This is a massive safety concern to make the children from neighborhoods to the west of Mill Road cross such a large and busy road. If overpasses are made in the area to alleviate children crossing the highway, they would have to go under an overpass of a major highway on their way to school which also present safety concerns. For example, an overpass would require all children to use one route to get to and from school which would cause overcrowding on the sidewalks and would cause children to walk in the street, increasing risk of auto-pedestrian accidents. Having a major highway pass next to schools also introduced environmental and health concerns for the children, one of the most vulnerable segments of our community. Finally, the northeast section of Heber City is home to dozens of deer year-round and likely more during certain times of the year. The deer population in this area is far more than any I have encountered elsewhere in the city and around the valley. While they are a pleasant part of our neighborhood as presently constituted, they would be an extremely dangerous addition to the proposed eastern bypass highway routes. The human safety concerns about increased high speed auto accidents with wildlife cannot be understated, especially when they can be avoided by using a

Comment Number	Comment Origin	Name	Comment
250	Website	Grant Baird	hi and thank you not only for your hard working team but also for sharing your to-date results and for the opportunity we have to give you feedback. pls keep any road expansion away from southfield road or the north, middle and south fields. pls also keep any expansion well away from mill road. i'd prefer any expansion for thru traffic go via river road thru midway down to the north end of deer creek reservoir on roads that already exist. my opinion and what i'll support is doing nothing, no expansion. please leave our little community alone, let's not encourage growth. so what if it takes traffic using hwy 40/main street 20-30 minutes to get thru? our local population can use side roads to get across town and, i believe, will use them more and more as thru traffic on hwy 40, the non-local traffic, increases. our valley CAN remain the wonderfully rural and unique place it has long been for us if we stop encouraging unbridled growth thru our roads, transit and zoning. if people want growth, and all the locals i talk with don't, they can move to the towns in utah that already have larger traffic, infrastructure and populations. why ruin heber valley so a few people with vested interests can make exorbitant sums. once our valley becomes all concrete and development, it's gone. thanks VERY much for allowing my feedback, please share it. grant baird, heber valley, utah
251	Email	Ryan Stack	I have reviewed the design for a western bypass provided by the Lythgoe Design Group, and I support it 100%. This is a great plan for our valley!
252	Website	Gladys Aadland	To whom it may concern: I am writing to let you know that I am strongly voicing my concern, disappointment, and opposition to the Eastern Bypass alternatives. When we bought our property in this beautiful community just one year ago, our family along with our neighbors were told that a calm, neighborhood road with one lane going in each direction is what would pass behind our development - homes that we all have worked hard to save and pay for. The bypass road that is supposed to be built by our community was disclosed as a bypass for homeowners and local traffic to use, and to lighten the traffic needs to get to the eastern side of Heber Valley to help alleviate the traffic caused by Main Street congestion. However, the current alternatives that have been put forth where never disclosed. There is no room or need for a "Highway"-type multi-lane road or a parkway-type facility, or arterial at-grade on the east side of Heber Valley. I totally oppose building a bypass that is designed as a highway and these alternatives will pass directly through residential areas that have already been established. It seems that there is a short sightedness by the folks by the city leaders and planners when putting these options together. They obviously do not care about the ramifications to the homeowners, the schools, and the children that play and ride their bikes in this quiet residential area. These options are disruptive to our way of life, causing stress, panic at times, and well-being of the residents of this area and communities that are being established by hard working families and retirees. These current options would, at times, pass or disrupt homes that currently have been built in the area over the last 20 years, and in the last 1-3 years and are currently being built These properties areas are primarily owner occupied residences and infringe upon our quality of life. Adding a highway of any kind that allows 26-wheeled trucks carrying hazardous and flammable materials to pass within 20 feet of residential property, schools, and parks is totally irresponsible on the part of any department that serves the public! In addition, this option of a highway would cause the communities on the eastern side of Heber Valley to lose the peace, quiet, beauty and cause danger to the residents and neighbors, (adults and children). Homeowners and renters picked this area to live for a reason and raise their families for the peacefulness and community that it brings to their lives. These options are totally inconsiderate and not in the best interest of the Eastern citizens that live in this area. In addition, this plan would significantly decrease the value of the communities and the property values, in addition to the loss of peace, quiet, and beauty in this part of Heber Valley. UDOT failed to plan and take care of this 20 years ago when it should have been addressed. Our families and neighbors on the eastern part of town should not be punished simply because the state and local authorities cannot determine a suitable bypass route. These alternatives should not, in any circumstance, be considered simply because Main Street is slightly delayed at certain times of the day. UDOT needs to find viable alternatives to these plans and come up with a proposal that doesn't disrupt the heavily populated communities on the eastern side of Heber City. Thanks for your attention to this critical quality of life issue Gladys and John Aadland (Homeowners Heber Valley East)

Comment Number	Comment Origin	Name	Comment
253	Website	John Aadland	John Aadland [REDACTED] Heber City, UT Homeowner [REDACTED] Comments: "To whom it may concern: I am writing to let you know that I am strongly voicing my concern, disappointment, and opposition to the Eastern Bypass alternatives. When we bought our property in this beautiful community just one year ago, our family along with our neighbors were told that a calm, neighborhood road with one lane going in each direction is what would pass behind our development - homes that we all have worked hard to save and pay for. The bypass road that is supposed to be built by our community was disclosed as a bypass for homeowners and local traffic to use, and to lighten the traffic needs to get to the eastern side of Heber Valley to help alleviate the traffic caused by Main Street congestion. However, the current alternatives that have been put forth were never disclosed. There is no room or need for a "Highway"-type multi-lane road or a parkway-type facility, or arterial at-grade on the east side of Heber Valley. I totally oppose building a bypass that is designed as a highway and these alternatives will pass directly through residential areas that have already been established. It seems that there is a short sightedness by the folks by the city leaders and planners when putting these options together. They obviously do not care about the ramifications to the homeowners, the schools, and the children that play and ride their bikes in this quiet residential area. These options are disruptive to our way of life, causing stress, panic at times, and well-being of the residents of this area and communities that are being established by hard working families and retirees. These current options would, at times, pass or disrupt homes that currently have been built in the area over the last 20 years, and in the last 1-3 years and are currently being built These properties areas are primarily owner occupied residences and infringe upon our quality of life. Adding a highway of any kind that allows 26-wheeled trucks carrying hazardous and flammable materials to pass within 20 feet of residential property, schools, and parks is totally irresponsible on the part of any department that serves the public! In addition, this option of a highway would cause the communities on the eastern side of Heber Valley to lose the peace, quiet, beauty and cause danger to the residents and neighbors, (adults and children). Homeowners and renters picked this area to live for a reason and raise their families for the peacefulness and community that it brings to their lives. These options are totally inconsiderate and not in the best interest of the Eastern citizens that live in this area. In addition, this plan would significantly decrease the value of the communities and the property values, in addition to the loss of peace, quiet, and beauty in this part of Heber Valley. UDOT failed to plan and take care of this 20 years ago when it should have been addressed. Our families and neighbors on the eastern part of town should not be punished simply because the state and local authorities cannot determine a suitable bypass route. These alternatives should not, in any circumstance, be considered simply because Main Street is slightly delayed at certain times of the day. UDOT needs to find viable alternatives to these plans and come up with a proposal that doesn't disrupt the heavily populated communities on the eastern side of Heber City. Thanks for your attention to this critical quality of life issue Gladys and John Aadland (Homeowners Heber Valley East)
254	Website	Natalie Lundquist	I am writing in response to the proposed east side bypasses. I don't know how these options can even be considered considering the multitude of housing and schools right along the route. Currently the amount of children that flood Mill Road from TMS and OME, there are dangerous situations with vehicles and pedestrians that would only jeopardize the safety and security of hundreds of children going forward. Also, so many homes would be destroyed and families would be forced to move and relocate. Those able to stay will be impacted by having a raised highway in their back or front yard including the pollution and noise that would come from that. I am sure I am one of many voices but I wanted to comment about how unsound these east options seem and wanted to express my concern for the safety of the many many children as well as the numerous lives that will be greatly affected should one of these plans is approved. The option that makes the most sense to me is the bridging tunnel option on mainstreet. The amount of traffic and especially large tanker trucks is very concerning and for the most part for safety.
255	Website	Hillary Dummar	Please do not put a bypass on mill road. There are os many neighborhoods and schools that would be impacted. There are much better alternatives that don't involve uprooting so many neighborhoods and school grounds. Please consider keeping traffic on hwy 40. At this point that is the safest option
256	Website	Steven	The best route would be 189 to Southfield road thru to the intersection of river road highway 32 and 40
257	Website	Brent Baker and Ginger Baker	Reviewing the alternatives we feel the best choice would be the western alternatives that allow for less impact on existing homes and schools, traffic noise to affect much fewer homes on the west side, move traffic more efficiently with less stops and tie in seamlessly with Hwy 40 and 189. It appears to have much less impact through denser neighborhoods found on the east side and was originally intended to be there where land has been preserved for this bypass. Thank You for your careful consideration.

Comment Number	Comment Origin	Name	Comment
258	Website	Tonya eveleth	After reviewing the concepts, I prefer the 40a or c or any of the western bypasses. Those routes seem to disturb the least amount of people. I am opposed to the eastern routes. There are too many houses and schools on the eastern side. There is significant pedestrian and bicycle traffic already on the east side.
259	Website	Liz Charles	I believe we need both the West and East bypass in order to meet the needs of our own growing community and those around us. I believe we need the largest roads we can create, to avoid future congestion. I like the WD and EA concepts, as they make for the easiest flow of traffic. I wish the Western option had a continuous flow, merging connection onto the south west portion of highway, instead of the more abrupt round about option.

Comment Number	Comment Origin	Name	Comment
260	Website	Joe Coombs	I am concerned that wetlands on the west side corridor will carry more value than the personal property, homes and lives of the people that reside along Mill Road who will, most assuredly, be severely affected by the east side bypass options. Using federal dollars brings NEPA review requirements (NEPA may have been required anyway). While it is important to consider the environment, the environment does not trump people's lives. It is known that the EPA and special interest dollars of environmental groups can drive the narrative of a project like this in favor of the environment and stifle the desires and will of the people that actually live in the valley. I wonder how it was even possible to build the "Legacy Highway". Heber valley is unique because it is a hub for recreation destinations, a hub through which citizens of several surrounding counties must pass to obtain their objectives. This fact adds extensive traffic to Heber Valley. Additionally, traffic is intensified because a large percentage of household breadwinners travel out of the valley for employment in other counties. Large portions of all traffic pass through the intersection of US 189 and Highway 40 at 1200 South in Heber, flowing to and from Main Street. Somehow, Heber City thinks Main Street should be in "Mayberry" somewhere but, in all reality, Main Street IS Highway 40, a major corridor of traffic flow. Locals are finding alternatives to Main Street to avoid the congestion and decrease their travel time. I'm sure frequent visitors to our valley are doing the same. There is no doubt that a bypass is needed. That being said, many of us that live on the east side, along Mill Road, have lived here for 30+ years, in fact, ancestors of some of the families along Mill Road settled this valley. We all know the west side corridor has been the best option all along. I have been contacting everyone along Mill Road and they are shocked to hear this east side bypass is a possibility. They are not happy. I have encouraged them to get on this site and voice their concerns and express honestly what options before us are the best, in their opinion. I also have to ask, if the eastern bypass is chosen and we stand to lose millions of dollars of property collectively (those of us that live along Mill Road) why were we not considered "shareholders" and included in the shareholder briefings and comment periods that UDOT gave the various city and county councils, as well as Real Estate and the Truckers Association? We stand to lose our homes, our sense of peace, security and community. If the east side is truly not an option or it is only an option because of some water, frogs, fish, or wetlands, I have to ask, how on earth did we ever get highway 40 past Jordanelle dam, across the Provo River, through the mitigated wetlands of the remainder of Mr. John Jordan's ranch (Jordan's ranch was taken for Jordanelle Reservoir dam) and into Heber City? Wetlands are not sacred. It is also known that UDOT has rebuffed requests to move forward on this project over the years because there was not enough "need" to do so. Now here we are, with plenty of "need", asking for or using federal dollars and, all of a sudden, the west side corridor is not necessarily the best option. One is left to ask why? The answer seems to be, "because the NEPA does not think so". I live on Mill Road. The east side corridor will affect me and my family immensely. The option east of and parallel to Mill Road will cut my pasture in half, leaving the east portion without access. It will take the building lot we invested hundreds of thousands of dollars in to prepare for our retirement home and render it useless. The corridor will utilize the majority of another small pasture we own, again splitting it, and leaving it unusable. It will separate our existing house from our culinary water well, It will split and disrupt our piped, pressurized irrigation system. It will remove us from greenbelt status because it will take 2+ acres of our property. It will leave our house but it will be untenable living between two very busy roads. Forget about selling. Who in their right mind would want to live between a parkway and a collector road? I don't see traffic on Mill Road magically going away because the corridor parallel to Mill Road is used to build another road. Basically, utilizing this corridor makes my farm, my land, my lifestyle and my very existence null and void. I do not think I will get reimbursed for that and I do not trust UDOT to compensate me for it either. That's just me, there are hundreds of people living along Mill Road whose real property in the form of land, agricultural buildings, and houses will be destroyed, removed, or useless if the eastern parallel corridor is used. The cost of acquiring (I prefer the term taking) that property will be astronomical. Widening Mill Road will not solve these problems either. It will create more. Think large trucks, day and night, 24 hours, seven days a week, through a residential neighborhood. No City, County, State, or DOT would allow this in any planning stages whatsoever. Why are we even considering it now? It makes no sense. There are many homes facing Mill Road that will not be able to access the road, the highway will be so close to their front door they will not have a driveway to park in. Think safety, children, families, homes, access to their own homes and property. They will be taking their lives into their own hands every time they try to leave their property. Here again is decreased property value, safety, access to schools, school zones etc. With the widening of Mill Road, versus the parkway parallel to Mill Road, the issues are the same with less actual destruction of structures and homes along Mill Road but that destruction is replaced with decreased property value, inability to sell property and inability to utilize the existing property for what it was originally created for. Huge investments of personal effort and finances will be lost. I do not have enough faith in UDOT to compensate these homeowners for their losses, in fact, it is well known UDOT is not expected to compensate intangible losses. This is nonsense. Let's talk about access to the schools, the traffic past the schools, the safety by the schools, the pollution (noise and air) by the schools, the Children's Justice Center, access to the churches. If the elevated option to the east is used it will bring overpasses that will obscure views and vistas. The eastern bypass will effectively split the valley, and create an east side and a west side. If it is not elevated with overpasses, the trucks will not use it. They will not be willing to stop at every intersection and prolong their trip when they can just go down Main Street, save time and have less

Comment Number	Comment Origin	Name	Comment
261	Website	Elizabeth Rigby	Having viewed all 13 alternatives, I am most in favor of Alternate WD. It seems that it would impact the least number of residential neighborhoods and school areas. It would make for the best way to get large truck traffic off of Main St. for safety, and I like the idea of roundabouts at intersections instead of traffic lights. Roundabouts keep traffic flowing instead of waiting for lights and left turn lights. We have lived in areas where there are many roundabouts and found them to be a better choice than traffic lights. I think trying to make an east alternative for all the traffic Heber sees is a very poor choice. There are so many residential neighbors and schools and churches in this area that it would negatively impact that area terribly. I also did not like any of the alternatives for adapting Main St. Thank you for the opportunity to voice my opinion.
262	Website	John Murphy	I believe that WEST BYPASS PARKWAY TURBO ROUNDABOUTS and the East options would be most attractive for motorists. I'm not in favor of the other west options as they are too close to the current city proper, nor do I have a strong opinion on the various east concepts other than not favoring the one with access at every intersection. I'm not quite sure how traffic will be diverted to these options as both are longer than staying on 40. Will there be a requirement for trucks to take one or the other route (preferably not through town)? The various transit concepts are also interesting and would be useful to many residents, but may not alleviate much of the traffic. Thanks for the opportunity to comment.
263	Website	Sean Kay	The Eastern option is a terrible option with the extensive negative impact to current residential homes and neighborhoods.
264	Website	William	I like option 2 on the western bypass and EA on the eastern bypass. Whatever gives trucks and others the easiest way to pass between park city, Provo and Vernal if they are not interested in stopping in Heber.
265	Website	Bruce and Christine Maak	This is a supplement to prior comments. In our last comments, we suggested that West Option 2 seemingly had no benefits but entailed significant disadvantages. That it still is being considered makes no sense unless the goal is a push by Heber City' politicians to facilitate airport expansion. Airport expansion is almost universally vehemently opposed by the Valley's residents, but is inexplicably advocated by the Heber City politicians. Expansion brings more pollution and noise and is inconsistent with the priceless aesthetics of this Valley. The airport flies in a mere handful of privileged people who are whisked away to Park City leaving over 15,000 of us normal residents to deal with the noise, pollution, and visual degradation that they leave behind for us. The Salt Lake and Provo Airports are just about 25 more minutes away. That minimal burden cannot justify the adverse consequences that will necessarily flow from airport expansion in beautiful Heber Valley. It is not reasonable, rational, or fair to keep expanding this airport right next to our beautiful mountains, homes, and pastoral community. If facilitating airport expansion is the reason for Option 2, it is in most assuredly not an environmentally sound reason. Thank you for considering our comments.
266	Website	Joe Coombs	With regard to the east side bypass parallel to Mill Road, does the term "grade separated" mean there will be overpasses across all existing east west roads or does it mean the entire bypass road will be elevated? There has been some conversation from the general public that the whole road will be elevated. Can you clarify?
267	Website	Joe Coombs	I need to correct a statement in a previous comment I posted. In a previous lengthy comment I erroneously stated that the traffic study for the Sawmill development located between Mill Road and Highway 40 estimated 8000 car trips a day. That was in error. The estimated number of car trips should have been around 1800 per day at buildout. That is a huge difference and no were near accurate. I apologize for that error. Thank you for taking my comments.
268	Website	Gabor Lingauer, Klara Daranyi, Eric Lingauer	As residents of [REDACTED] we strongly oppose the East bypass option as it would add to the noise pollution to residential areas as well as create a hazard with trucks carrying hazardous material. We are in favor of improving Main Street traffic flow as well as improving traffic flow on other residential streets in Heber running parallel to Main Street. In our opinion the West bypass option would be least intrusive to existing residential neighborhoods.
269	Website	Raegan Hindman	I am opposed to the East Bypass Alternative plans. The proposed routes would cause more congestion near the schools, cause noise & air pollution, could influence property values in a negative way, and would ruin the solitude and peace and quiet we live here for.
270	Website	Jane Marsh	Keep it on West side away from residential
271	Website	Paula Dean	The east alternative would function better for the heavy truck thru-traffic, plus avoid the sensitive wetlands. Spring Creek already suffers from water quality issues (E.coli and phosphorous). Runoff from highways can be very polluted and should be as far away as possible from the Provo River.
272	Website	Pamela Provetto	The East side alternatives to the Heber Valley Bypass do NOT make one bit of sense. As has been stated by others, commercial traffic belongs on commercial streets like Main Street, not through residents' backyards. Improving US 40 with tunnels and bridges, leaving commercial areas commercial instead of turning residential property into commercial property seems to make more sense.
273	Website	Lisa Meisner	The main problem is huge oil tanker and 18 wheel trucks barreling through town creating dangerous driving conditions, noise and traffic. Drivers take unnecessary risk making left turns in front of fast approaching truck traffic. East bypass options make no sense as they all disrupt heavily residential areas. None of the options to improve existing 40 make sense to ease the issues mentioned above. Is rail an option to move the oil products from vernal to get these vehicles off the road? If not, I'd support a west bypass option that is least invasive to farm land (which we should preserve) and existing residences. Hard to tell which one that is from the options presented. Any option adopted should make safety top priority and minimize noise. I support either rail to get trucks off the road (most efficient) and/or west bypass which could help support business/industrial district on that side of town?

Comment Number	Comment Origin	Name	Comment
274	Website	Elizabeth Griffith	Please do NOT add traffic along the Eastern corridor. That goes right in front of two schools. It would require students to be crossing major intersections. No bussing is provided for kids due to the current ease of walking and biking. Bringing additional traffic anywhere near 1200 E/Mill Rd. Is just asking for a student to be hit. I can't fathom how this is under consideration.
275	Website	Jessica Lee	Hello, so any of the east side proposals would be a horrible idea. With the proposals both running next to 2 schools. The most populated elementary school and the new middle school. So many kids go around this area you are asking for someone to be hit by a large vehicle or killed. Then with so much housing already going up it would be so awful to have that much traffic diverted to that road. Also if you made a new road instead of using Mill Road you are taking out so many homes and then you are even closer to the schools. Who ever thought of these concepts obviously did not take into the account of how many homes are going in area. High density and single family. Any of the east side proposals are a horrible idea.
276	Website	George Bennett	George Bennett [REDACTED] Alternative 40A: This is NOT an option: I have owned commercial property along US 40 for 20 years, and the widening of US40 to 7 lanes will increase the traffic speed, limit curb parking and adversely affect my business and all other business along the US 40 corridor. Alternative 40B: This is NOT an option: The additional space needed for the 5 roundabouts along US 40 will require condemning privately owned property along US 40 and eliminate existing business. Alternative 40C: This is an option. The Traffic light at only Center street (realign UTAH 113) is a good idea, existing 82.5 ft wide r/w in Heber City, elimination of the traffic light at US 40 and 100S. Alternative 40D: This is NOT an option. Access would only be at the North and South end of US 40 within 500N to 1200S. This would eliminate all business interaction and create difficulties with the start and end of the tunnel or overhead bridge. Alternative 40E: This is NOT an option. The reversible lanes would aggravate left turns from US 40, and the increased lane would increase the traffic, ie faster traffic, ie less business interaction. Alternative 40F: This is NOT an option. The one way couplet, North bound along US40 and South bound along 100 West will adversely affect the residential homes along 100W, and all east-west traffic would need to cross two high volume roads, the increased traffic would limit business interaction along US 40 and drive higher volume to 100 W. Alternative WA1: I like this option but DO NOT like Grade-Separated limited access. Alternative WB1: I like this option with Turbo Circles Alternative WC1: I like this option with Turbo Circles at 189, 1200 S, Midway lane, US40. Not in town. Alternative WA, WB, WC, option 2. I like this, it eliminated a piece of 189 and redirects all East/West traffic to the new alignment. Alternative WD: I like this BEST. The extension north thru the North Fields to US 40 and River Road is a possible, turning at Potters Lane is also a good choice. The Turbo Traffic circles are GOOD, and diverting southbound US 40 traffic at UVU is a good diversion point. Alternative EA, EB, and EC are NOT a good alternative. The residential buildup along Mill Road makes this unworkable for all local residents. This is a good N/S arterial road alignment for Heber City, just NOT a US 40 bypass.
277	Email	Melinda Asbell	Dear Committee, I'd like to leave our community just the way it was....But I think we are running out of room. Everyone has found out about our country life here in Beautiful Heber Valley and they loved it too! Moving here because they loved this small friendly community and they want to be a part of Heber too ... This is all wonderful! Until the people moving in miss the life they came from and then they want to change our community into a BIG tourist attraction because they want money money money to fill their pockets! Our community is what is because we are a very content people who love the beauties that come with our changing seasons. It takes a very special people to make a community like ours. We are willing to share what we have...please leave no trace as you enter our community! We love the peace and tranquility and we share and long to feel it's presences ever more! A Life Long Concerned Citizen of Heber Valley
278	Website	Michelle Denton	The east bypass is a horrible idea. Mill road is too fast for all the kids walking to school K-8 graders now. I can't imagine having traffic allowed to go even faster on the bypass. This "bypass" has been in the works for the valley for over 20 years. I've lived on the east bench for 15 years and can't believe this area is being proposed. Don't pick the east bypass concept for the kids sake!
279	Website	Daniel Lyman	The west side WD seems to make the most sense to me. Any connection up that way and then routed along the west seems to provide the greatest growth potential, connections to incoming growth, as well as the least amount of immediate disruption in the near term. However, I'm not sold on those funky roundabouts, but I suppose I like their idea better than stoplights.
280	Email	Hugh Smith	The east side routes are all way too close to Timpanogos Middle School and Old Mill Elementary School. The only west side route that makes sense is the one that does not destroy the North Fields visual corridor and goes west right before it comes to town. That is the only route that would be better than not having a bypass route. This should have been prepared for and land purchased 20 years ago!

Comment Number	Comment Origin	Name	Comment
281	Website	Bruce Bartholomew	Remving through-traffic including trucks and commuters from Main Street remains the primary objective and permits the development of a safer and more scenic downtown Heber. The Hwy 40 options do not accomplish this and should be excluded. The bypass should move traffic quickly past the city without unnecessary stops rather than offer access points to various parts of town. Divided 4-lane options seems safer and should be given preference. Wetland concerns must be addressed as the Western options remain the least disruptive to the community regarding pedestrian and bicycling obstacles, unobstructed access to schools and businesses by residents, minimizing noise pollution, while maximizing the use of existing open space. The higher-speed western options therefore accomplish best these priorities.
282	Website	Tamara Lindsay	If you have not already done so, completing a life cycle cost analysis on all the alternatives will provide useful information. My suggestion is to complete the needed traffic flow improvements on Main Street including a couple of pedestrian overpasses or tunnels as Park City has done. After that, the tunnel alternative will be the least disruptive to the peaceful life in the valley which is the reason most people are drawn here. I recently visited Boston, where a network of tunnels successfully diverts traffic out of downtown. It would be useful to study data from that project. Both the east and west bypass alternatives will negatively impact many homes, bringing noise, exhaust fumes, loss of pastoral views, property values and especially quiet enjoyment. In addition, more snow removal and road maintenance will be required.
283	Website	Mimi Nuelle	Please preserve the North/South Fields so that Heber continues to have these beautiful areas for horses, cows, and other wildlife. This is what makes Heber special - the rural feel. Please choose the Eastern options, not the Western options.
284	Website	Mindy Kohler	The east and west alternatives are terrible. Every option for both routes traffic through neighborhood areas at 45-65mph. Every east route option is next to Timpanogos Middle School and Old Mill Elem, putting hundreds of students at risk. The main street traffic needs to stay on main street and the improvements need to be made there to ease congestion. Routing traffic through neighborhoods and rural areas has a negative impact on everyone in those areas. Keep the traffic in the Commercial area.
285	Website	Amy Lee	Hello! I am a resident of [REDACTED] and have children in elementary school on their way to middle school in a few years. I am horrified to think that one option being considered to improve the traffic circulation in the valley involves creating a high traffic corridor along Mill road. It seems frankly insane to me to choose to fundamentally change an established residential area when it seems possible to create, instead, thoroughfares further East, north OR west - all of which have much more undeveloped space (for now). If we were to direct traffic to what is now the outskirts of the residential parts of the valley, new residential and retail areas could be developed around existing roadways which seems a far better option than the other way around, as with the plan currently being pursued. Displacing homes and fundamentally changing the nature of this part of town will have an enduring negative impact on the quality of life and aesthetics of central Heber. People around here are obviously concerned about the consequent impact of this shift to their property values. Of course, all of these concerns are secondary to the safety issues - currently, Mill road is a well worn road but still one that can be safely crossed by kids wanting to go visit their friends. If this change takes place, the desirable central Heber walkability/bikeability will, I fear, be forever destroyed. I wish there were more I could do than submit this ineffectual comment, but I really hope someone reads these thoughtfully, picturing the ways that a change like this will impact a part of Heber that is currently beautifully constituted when a solution could certainly be found that had an eye to future development and the ongoing sensibility and beautification of this growing city. Thanks for reading!
286	Website	Brantley Eason	If the goal is to improve mobility and alleviate traffic on Main St then I think a combination of East and West alternatives would be best, like a belt route around the city center. This would include 2 alternatives, for example EB and WB1. This paves the way for future growth and use. The concern is that if there is only one alternative put in place it does not address the entire issue, it is only part of a solution. An East Bypass will not be used by traffic on the west side and vice versa. Even with a small connecting road in the south end of town I do not believe traffic will take a substantially longer route from 40 on the east around the west side. Combining East and West alternatives could possibly do away with the southern most road altogether and would address traffic concerns on both sides of the city.
287	Website	George Dymalski	I think we need both a west bypass option and an east option. Not only do you have traffic on U.S. 40 traveling to and from Hwy 189 to Provo but you also have heavy weekend traffic from campers, etc. and also numerous semis with Hazardous emblem 1267 on U.S. 40 (nearly one every mile to 1.5 miles on a 7/24 schedule). There also needs to be a truck lane added (a 3rd lane) from the Heber Valley to the Summit County line past Mayflower to accommodate the slow moving semis (many times climbing at around 25-30 mph up the grade).
288	Website	Matthew Sullivan	Heber Valley's economic future, like most western mountain towns will be dependent on tourism. Knowing this, Heber with UDOT must work to build a vibrant walkable Main Street area with parking and less traffic. Hopefully this will help foster local businesses beyond fast food chains, car washes, dealerships, and auto parts. Heber is at a crossroads of becoming a soulless cultural void or a picturesque, sustainable vacation destination with jobs and a future.

Comment Number	Comment Origin	Name	Comment
289	Website	Ben Siefert	Hello, I see 40C as the most cost effective real world solution that could be implemented almost immediately . - Reduction of 1 stop light and aliening 2 major roads. (we always talked about a walk able Main Street, but the fact is most of main street it auto centric, 2 car dealerships, 3 hov dealerships, 4 auto parts stores, 17 drive throws) WD makes the most sense long term but I do not want to see a freeway built threw the center of the north field. (noise, environmental concern, wetlands,) NO to rerouting 189 to enlarge the airport seams like a huge disservice to the community of Heber, allowing for more air traffic noise and road traffic. for convinces for people who are not a members of the community or pay any local taxes. Truck traffic has been the major concern at all of the meeting I have attended. If truck traffic is the concern on main street all of the east alternatives seam like the best way to mitigate this concern. (little to no wetlands on the east side of town) EA or EB seam like the best options. I think we should explain the costs of these options to the community and let the people deside the best uses of their tax money. At the end of the day most of the traffic in Heber is locals for one hour at the end of each day.
290	Website	Brady Flygare	Rerouting Highway 189 will make room for an expanded airport. Please make the neighborhood impacts regarding safety, noise and loss of value a priority in the screening process. I believe the common theme from the community regarding all of the concepts is to keep any route away from existing neighborhoods. The transportation needs have changed over the last 20 years and are now outdated. Using a route that will last 50 years into the futures, instead of circling the city would be a better option.
291	Website	Michael R	The bypass needs to take place on the West side of Heber. There are too many existing neighborhoods on the East side to make that a practical path. Additionally Main Street offers short term solutions but would be a poor investment as it is limited by space and would only bring additional traffic to the town center which is what most residents are wanting to avoid. All considerations for the western bypass should include the continuation of the bypass to at least the UVU campus if not all the way to River Road.
292	Website	Cory Uhrich	Please don't put roads in residential areas, We don't need more high speed traffic in Heber, Main Street is working just fine, yes it's a little congested during the morning hours and evening hours but it's not that bad.
293	Website	Jason Curtis	The proposed eastern bypass routes will insufficiently improve the traffic situation in Heber Valley because it does not address traffic on U.S. 189. If one of the eastern bypass routes were built, traffic traveling between northern Wasatch County/Summit County and Provo Canyon will go right through the center of Heber City, unchanged from the current situation. A significant portion of Heber Valley's traffic problem will not be improved by the proposed eastern bypass routes. Since these eastern bypass alternatives do not wholly address the traffic situation on Heber City Main Street, these routes would be waste of scarce resources and time while simultaneously devastating eastern Heber City. Because the proposed Main Street alternatives and western bypass alternatives would address all the traffic passing through Heber City, they should be the only proposals considered. The eastern bypass routes only address a part of Heber Valley's traffic situation and should not be considered when there are clearly more appropriate solutions.
294	Website	mitchel burns	I am very opposed to the "eastern bypass" road (either on Mill Road or next to it). It would require the removal to too many existing homes and a brand new public park. It seems too expensive and punishes the people that bought homes in that area. I understand that you want to get the fuel/oil trucks off of main street, but sending them through peaceful neighborhoods (Stone Creek, Red Ledges, Triple Crown) just seems wrong.
295	Website	Lane Lythgoe	I am submitting an updated drawing based upon the past meeting and the valuable input from others. This input came from local citizens, Heber City leaders including the Mayor, and City Council and other local leaders. If there are any questions please feel free to contact me directly at 
296	Email	Lythgoe Design Group	I am sending this drawing as part of my comments for the past round of reviews. These adjustments to the WD concept is from the public meeting and general input from many involved. I sent this drawing via the UDOT site but wanted to send a back up to make sure your received this. Please call me if this does not come through.
297	Website	zach maxwell	I like the looks of the west routes. It looks like they would keep traffic away from middle of town the best. Not sure what adverse effects it could have to the river but other than that I think it would make the biggest impact.
298	Website	Bill Meisner	Hi, wondering if there is an option to simply restrict truck traffic during certain hours on Hwy 40 through downtown Heber. The problem is really with 18 wheelers and tanker trucks. If they were restricted to nighttime hours for example that would greatly reduce the impact on the community. This is a pretty common practice across the world to reduce congestion (e.g. London) and the shipping companies would figure it out by changing either travel times or finding alternate routes. Not ideal but perhaps better than building a super expensive bypass through residential neighborhoods or farmlands...

Comment Number	Comment Origin	Name	Comment
299	Website	Lindsay Egan	I am very against the proposed eastern corridor. To keep this short, some of the negative impacts of having a highway through a residential neighborhood include: noise, increase of CO2 emissions, dust and debris, pedestrian and public safety, wildlife migration... This proposed highway is not a 25 MPH road, it's a highway with a potential of 65 MPH and semi trucks through a residential area. NO!
300	Website	RaCail Hays	After reviewing all the the concepts, it would only make sense to use any of the west bypass alternatives. It seems it would do the least amount of damage to the homes and schools surround the roads.
301	Website	Matt & Sarah Christensen	The following are our primary comments and concerns with any of the East Bypass proposals: - extreme closeness in proximity to Old Mill Elementary School; most of the attention has been directed around cars and traffic but consider the safety of students that walk or bike to school by themselves - extreme closeness in proximity to Timpanogos Middle School; most of the attention has been directed around cars and traffic but consider the safety of students that walk or bike to school by themselves - extreme closeness in proximity to Marbles Farm, a pre-school (ages 3-5) and kindergarten school (ages 5-6) - close proximity to three houses of worship and the Children's Justice Center - destruction to primary residences, businesses, agricultural structures - increased air pollution, lowering the air quality and directly impacting families and residents in close proximity to the proposed bypass - the Eastern Bypass does not address US 189 traffic from Provo Canyon turning North on US 40 to Main St or South on US 40 to Daniels Canyon - the flow of traffic as proposed on the Eastern Bypass does not incentivize the 250+ trucks driving daily when they would need to stop at more lights than are on Main St - the valley's growth shouldn't change the original planned location of the bypass on the west side Thank you for your consideration and review of the public's comments.
302	Website	Christian Heimbürger	Due to the tremendous growth of this valley, there are no perfect alternatives. However, it is clear that we must act proactively before our options are severely limited by future growth. In general, I am in favor of proposals that will expand parks, create a vibrant, walkable community, and give us a Main Street where people can shop and eat at restaurants with some outdoor seating (I do not currently eat outdoor at Main Street restaurants because of the air and noise pollution). Expanding Main Street (i.e., Hwy. 40) or trying to control traffic on it with traffic signals or roundabouts seems like an exercise in futility—none of these proposals, it seems to me, are good long-term solutions. While I am intrigued by and open to the idea of a tunnel under main street for those who are simply traveling through the valley to another destination, I don't think it will effectively alleviate congestion as the population continues to grow exponentially. Given these factors, it does not appear to me that physical alterations to Main Street itself would give us the kind of community many of us want. The western bypass option seem like the best long-term solution in my opinion. With that said, I am very interested in preserving as much of the North Fields as possible, and it pains me to see any of it paved over. I would support the WA1 proposal because it minimizes damage to the ecology and aesthetic beauty of the North Fields more than the other plan (additionally, the less cars need to stop the less noise and pollution). By that same logic, I would be very opposed to the WD proposal as it would bisect the last contiguous piece of our rural, undeveloped land in our valley. It is a priceless heritage that cannot be replaced. Finally, a bypass alone is not a panacea for all of Heber City's congestion or pollution issues. A bypass must be coupled with incentives or ordinances to steer pass-through commercial traffic (noisy semi-trucks, etc.) away from downtown and encourage investment in building practices that will preserve the distinctiveness of Heber City.
303	Website	Sarah Ward	I think Heber would be best served by a western bypass to preserve our main street and keep heavy traffic away from our residential areas. I am strongly opposed to realigning U.S. 189, putting it literally in the backyard of my neighborhood.
304	Website	Joe Meanea	I am strongly in favor of alternative EA for the east side, and alternative WA for the west side. Therefore that would probably allow keeping Main Street as is. If alternate west and east side routes are not selected then widening main street, 40A would be my preference. That would best help maintain and preserve the looks and feel of Heber's main street.
305	Website	Chris Crittenden	I've reviewed the concepts and am strongly opposed to any of the west bypass concepts. I strongly prefer the east bypass options of 40F or 40D. Thank you for considering my feedback.

Comment Number	Comment Origin	Name	Comment
306	Website	Jo Jo Jensen	I am writing to express my concern about the proposed Heber Valley Corridor EIS Alternative Concepts. I am whole heartedly AGAINST the east bypass concepts EA, EB, and EC. The purpose of a bypass road is to expedite the flow of traffic from the town center. Given that all of the east bypass alternative concepts route traffic through already developed residential neighborhoods, I am concerned about the safety of pedestrians in these neighborhoods. The flow of traffic is already too fast in these neighborhoods as evidenced by the recent hit and run of a dog in the Stone Creek Neighborhood. Drivers seeking out a bypass are likely in a hurry and/or navigating via cell phone, thus their full attention may not be directed towards the safety of children riding bicycles or walking to the local schools. Furthermore, increased traffic is likely to inhibit individuals from running, biking, and dog walking in the residential areas. These exercise enthusiasts are the first line of defense against theft and vandalism in our neighborhoods. Finally routing traffic away from the Heber business district hurts our locally owned restaurants and retail establishments that are already struggling as a result of the recent pandemic. I am in favor of Alternative 40C to improve intersections with turn lanes and green arrows to improve the safety for commuters and pedestrians in Heber.
307	Website	Matthew Westover	I am most supportive of the plans that make efforts to improve the existing Highway 40 thoroughfare. These all appear to be less invasive to the rest of the Heber Valley and keep the traffic centered around its current flows while working to improve them. I am significantly less in favor of efforts to redirect traffic to other areas of the Heber Valley. This will not only be extremely disruptive to the neighborhoods but also introduce traffic and speeds in areas where schools currently reside. Of particular concern are the East side proposals which would route traffic incredibly close to the high school and would introduce high speed traffic through what are now residential streets populated by families with small children. I would like the project team to find ways to keep the traffic patterns as close to the existing ones while exploring ways to alleviate the occasional backup with tactics like reversible lanes, dedicated lanes, improved signal settings etc. Thank you.
308	Website	Carmen S Hardy	The beauty of the Heber Valley is through the rolling green fields that connect three different communities, Midway, Charleston, and Heber. Only the East alternative eliminates the division of these communities. The East alternative eliminates the visual division of the beauty of the valley. Most large trucks do not stop in Heber but are moving through. The East alternative allows this type of transportation to move unimpeded from one end of the valley to the other. With the use of sound walls, berms, and slower speed limits, much like the Legacy Park Way, the East alternative would enable the valley to continue to develop as a rural area.
309	Website	Justin moon	All are excellent ideas but what are you going to do about all the hazmat semi truck traffic? We can't go in tunnels do to regulation and roundabouts will be near impossible unless you want use to constantly have wrecks, why not a truck route around town? And while we are on the subject when will anyone consider an overpass out by mile marker 13? And if you're going to widen the hwy through town how about a 5 lane to Daniels so the residents on that side can safely exit the hwy as well as merge on the hwy? Your box thanking is on point but you need to address these issues, I drive this route everyday I see the hazards everyday. Stop trying to bandaid a problem, do it right the first time, otherwise the bottle neck will still be there.
310	Website	Julie Button	I am very interested in the potential bypass plans. I particularly do not wish to see the bypass go through the north fields with all the roundabout options. Not only do I think it will be a less liked option with the many roundabouts I also think it will ruin so much of what makes the Heber Valley beautiful. It will draw commercial real estate to that area and significantly hurt our home values as the valley will no longer attract the people to it in the same way. A large road going through the north fields will scar the land in a way that the residential planned for the area will not. My favorite option is the main street option. I think it will manage the traffic while keeping main street busy. If we want the truckers off main street, which I think is wise. We could devote a separate road for them to traverse, such as the East route that has been proposed.

Comment Number	Comment Origin	Name	Comment
311	Website	Marilyn Crittenden	My overall concerns: Maintaining a main street: I have never seen it be successful when a main street is bypassed. What usually happens is the businesses on the Main street die. I have had people say look at Logan. Their Main street is still thriving. It is working, but the bypass is filled with commercial and industrial businesses. This is not what we want on the Eastern or Western options. Our valley does not have enough population to support the businesses on Main street without having the tourists going through the center of Heber. We need that tourism in our valley as it is our main economy. Our citizens voted by a super majority to protect the North fields (the area between highway 40 and the Provo River) in a ballot referendum in 2016 proposing to increase density. THEN the citizens voted to protect open space by passing an open space bond to protect our rural feel and agricultural lands. The citizens of Wasatch County are willing to pay for open space. It is really important to protect the North fields. If there is a bypass in the North fields it will attract commercial development and that would destroy what the citizens of this valley have already strongly voiced their opinion on. It would hurt our tourism economy as our valley would lose a lot of the appeal that we have now. The Western bypass options: All concern me because of the above statement. All would take tourism traffic off of Main street. All bring potential commercial development to the north fields. If any thing were done as a western bypass, you should consider a route from 189 on south field road and continue north to the 113, at which point it should swing east to 600 West and exit to Hwy 40 before 1200 North. BUT this still has potential of bringing commercial to 113 and removes tourism traffic off of Main street and I can't see it helping much at all with local traffic. US 40 options: 40F One Way Couplet is the best solution that I see to solve the traffic issues and address Heber City's concerns. If the need to take the semi trucks off of main street is still a concern then putting a truck route on the eastern bypass would achieve that goal. Eastern bypass options: EC is not a good option. This is the Mill Road Option. There are driveways, school crossings and other options that make it difficult. EA and EB are options for a truck route. These options address semi truck and local traffic, which are needed.
312	Website	Marilyn Crittenden	My overall concerns: Maintaining a main street: I have never seen it be successful when a main street is bypassed. What usually happens is the businesses on the Main street die. I have had people say look at Logan. Their Main street is still thriving. It is working, but the bypass is filled with commercial and industrial businesses. This is not what we want on the Eastern or Western options. Our valley does not have enough population to support the businesses on Main street without having the tourists going through the center of Heber. We need that tourism in our valley as it is our main economy. Our citizens voted by a super majority to protect the North fields (the area between highway 40 and the Provo River) in a ballot referendum in 2016 proposing to increase density. THEN the citizens voted to protect open space by passing an open space bond to protect our rural feel and agricultural lands. The citizens of Wasatch County are willing to pay for open space. It is really important to protect the North fields. If there is a bypass in the North fields it will attract commercial development and that would destroy what the citizens of this valley have already strongly voiced their opinion on. It would hurt our tourism economy as our valley would lose a lot of the appeal that we have now. The Western bypass options: All concern me because of the above statement. All would take tourism traffic off of Main street. All bring potential commercial development to the north fields. If any thing were done as a western bypass, you should consider a route from 189 on south field road and continue north to the 113, at which point it should swing east to 600 West and exit to Hwy 40 before 1200 North. BUT this still has potential of bringing commercial to 113 and removes tourism traffic off of Main street and I can't see it helping much at all with local traffic. US 40 options: 40F One Way Couplet is the best solution that I see to solve the traffic issues and address Heber City's concerns. If the need to take the semi trucks off of main street is still a concern then putting a truck route on the eastern bypass would achieve that goal. Eastern bypass options: EC is not a good option. This is the Mill Road Option. There are driveways, school crossings and other options that make it difficult. EA and EB are options for a truck route. These options address semi truck and local traffic, which are needed. Sincerely, Marilyn Crittenden Wasatch County Council member
313	Website	Jared Jacobsmeyer	Scrap the Eastern bypass idea (to many schools near mill). On the western bypass use WA for south half (south of 100 S) and use WD on the north half (but scrap the turbo roundabouts).

Comment Number	Comment Origin	Name	Comment
314	Website	Ben McNaughtan	The West bypass route seems to me to be the least disruptive and most cost effective route. It could be done in such a way as to maintain the beauty of the north fields with minimal disruption. On the other hand, the East route would send massive traffic through densely populated areas, past three schools and create a major safety issue.
315	Email	Britta Davis	To Whom it May Concern, As a concerned citizen and parent in the Heber Valley, I request that you PLEASE DO NOT USE any of the east bypass options. It cuts through a school area and a road that hundreds of children cross every day. It also runs through way more neighborhoods and would displace more families than the west option. The residential density is too great. It should not be considered as a viable option. Regards, Britta Davis XXXXXX
316	Website	Joyce Olsen	Having this pass near 2 schools where children are walking sounds very dangerous. I hope you all look for a safer solution for our community.
317	Website	Jake Bradshaw	The sensible options are the western corridor routes. This would impact fewer homes. The east options are less reasonable and would impact more homes. A bypass is needed. I don't believe Heber businesses will be adversely impacted. Recreators will make their last shopping stops as before. The commuters will take the bypass.
318	Website	James DAngelo	It appears that any of the Eastern bypass alternatives are not an overall benefit to the community. A highway route on or adjacent to Mill Rd. would have a devastating impact on many of the residences on the East side. There are multiple schools as well as many of the nicest family neighborhoods in the valley along the Mill Rd. corridor. A highway in this areas would drastically reduce the quality of life and potentially the property values for thousands of residents in this area. Safety of the school children would be impacted negatively. West side alternatives seem to be much more reasonable and with less impact to residences and school children.
319	Website	Benjamin Volden	40A - Would cause main street to essentially become a freeway with too large of a highway. This would cause the public to not be able to have as many community events downtown because there is a giant 7 lane road running through the middle of main street. 40B - Taking out stoplights and putting in roundabouts does not seem like it would solve any problem. 40C - Seems like a good option for the short-term, but wouldn't solve anything in the long-term. 40D - I, and I think a good majority of the public, doesn't really understand what this option would be. 40E - I have lived in cities that use many of these reversible lanes and while it does help, the learning curve for the public seems to take a long time for some reason for people to figure out how to use them, causing too many crashes with wrong-way drivers until people figure them out. 40F - This is a GREAT option that would split the traffic onto 2 roads. Have also lived many places that do this and it works great. It would be the easiest for the public to figure out, would greatly improve the traffic flow through town, and I HIGHLY support this option. This option would also allow for a safer main street and more community events, parking, etc which would greatly improve downtown Heber and provide better access to the downtown businesses. WA / WB / WC - I support realigning US-189 and removing the section between the bypass connections. I also support making any western bypass have at least 4 lanes instead of 2 so that it won't have to be widened again in a few years. WD - This seems to be the best route for a western bypass as it would connect with the existing freeway at the SR32 intersection north of town. All the other options the bypass would not start until you are already in town, which just moves the bottleneck a little north of the current downtown location. With WD, it would allow all of the through traffic to truly bypass all of Heber, meaning more traffic would choose the bypass instead of continuing to go through town. This would also have an economic impact because it would allow for new areas of development along the bypass route instead of everything continuing to be built along US-40. EA / EB / EC - No comment on the eastern bypass options.
320	Website	David Scott	The proposal to develop an eastern bypass destroys open space, decreases property value and is a waste of UDOT and tax payer money. The idea of any bypass does not solve the root of the problem. The best option for dealing with traffic is to improve 40 as the current corridor and refocus the efforts to revitalize downtown away from main street.

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321	Website	David Scott	The proposal to develop an eastern bypass destroys open space, decreases property value and is a waste of UDOT and tax payer money. The idea of any bypass does not solve the root of the problem. The best option for dealing with traffic is to improve 40 as the current corridor and refocus the efforts to revitalize downtown away from main street.
322	Email	Bradley Hugh Colton	I support the Hwy 40 bypass using the East side of Heber. Thank you for considering my opinion. Bradley Hugh Colton Midway, Ut
323	Website	George Fisher	I am strongly opposed to the East Bypass alternatives. Of the proposals, I support the 40D tunnel and also WA 1 or 2. US 40 through Heber City is certainly congested. But at least it runs through retail and industrial areas. The East Bypasses would run through dense, growing residential neighborhoods. Routing heavy traffic into residential neighborhoods is a very bad idea. I have lived through projects that sank major downtown roadways underground in Philadelphia and Boston, which were great improvements to both cities. I am strongly opposed to the East Bypass alternatives. Of the proposals, I support the 40D tunnel and also WA 1 or 2.
324	Website	Michael Burrow	I'd like to make some comments about the proposed ways of routing traffic through or around Heber City in the Heber Valley Corridor Environmental Impact Statement. It is not clear, to me at least, whether-or-not we are talking about an east or a west route or an east and a west route or trying to better route traffic through Heber City itself. In my opinion an east or west route alone will not address the issue of moving traffic away from downtown Heber. While an east route (only) may encourage traffic from US 40 to bypass Heber, it would do little to address the traffic from US 189 and conversely a west route (only) may encourage US 189 traffic to bypass Heber, it would do little to encourage US 40 traffic to bypass Heber. The only way to make either of those (alone) even remotely have a chance to work would be to regulate the truck traffic to the bypass (if that is even possible) but that would still leave the non-commercial traffic taking the shortest route down main street. It seems to me that the best and most inexpensive way would be to choose one of the routes going down or adjacent to main street. With the possible exception (expense wise) of the tunnel. However, would a tunnel be that much more expensive than building an east and west bypass route? If the west side option were chosen, the main concern for me and others in this area is the impact to the area that has been designated as desired "open space." Living in this area and near the option 2 route through the Heber Valley Special Service District property, I am concerned about the impact on the wildlife we enjoy here as well as the noise pollution. We can already easily hear traffic on US 189. Moving the road closer is not desirable nor necessary. If the west route were chosen, I see no need to use option 2 as it will only increase the cost of the road (it would require the construction of a little over ½ mile more road) than simply running it down the existing Southfield Road corridor. I don't see a significant difference in instilling the desire for its use over just keeping it on the already existing corridor of Southfield Road. Extending the north portion of the west bypass through the north fields to River Road would have many of the same concerns with the addition of the impact to our vital "wetlands." The East bypass route would impact many property owners as well along with the schools that are located there but without the open space and wetlands impacts that the west route would have. Still not desirable. Realigning US 189 is unnecessary. The only reason I can see to do it is to encourage traffic from US 40 to use it if a west bypass were the only option but for reasons stated above, I don't believe it would work. Since this project is not concerned with nor is it addressing any rumored changes at the Heber City Airport, I won't address those either. My choice would be to route traffic through Heber City by tunneling under main street and not realigning US 189. This would leave the tunnel as the shortest route through the area (for both routes) and causing the least amount of disruption to existing property owners along the proposed bypass routes. In my non-scientific research the cost would be about the same as building both an east and a west bypass (tunneling about 1.2 miles vs. building 7 to 12 miles of road depending on the route chosen). The impact on business owners along main street during construction would be a concern but could be dealt with and Heber City would be able to enhance the old town appearance and feel as they would like on the ground over the tunnel.

Comment Number	Comment Origin	Name	Comment
325	Website	Elizabeth Crittenden	I strongly discourage a West bypass option as it will be most disruptive of the open space in the center of the valley. That green belt through the valley is a major component of what makes the valley uniquely beautiful and attracts tourists to the area. It would be an irreversible scar. The east bypass at grade and slower/moderate speeds appears suitable for removing the oil tanks of Main Street without so much destruction to the landscape. It would hurt the main street economy to remove too much traffic that may stop at the small businesses and restaurants along the way. But encouraging semis and trucks to use the east bypass seems like a reasonable option.
326	Website	Anne Tumulty	After reviewing all of the bypass options, these are my comments: 1. All of the Eastern bypass options go through already heavily developed neighborhoods which doesn't make any sense to me at all. The amount of property that would need to be acquired, the number of people displaced and the number of property values impacted negatively makes these options a non-starter for me even though I am not directly impacted myself. 2. The bypass needs to be two lanes in each direction, otherwise, in a few years I think we will be looking back and saying we should have made it bigger. 3. For safety reasons and to avoid the horrible accidents we see regularly on 40, there needs to be a wide median and/or a guardrail between opposing lanes. 4. As much as I hate the idea of a freeway running through our town, ultimately I think an elevated road would be the least disruptive to the locals everyday life (fewer busy intersections/lights) while getting the bypass traffic around our town efficiently. 5. I do like the idea of starting the bypass further north as in alternative WD. However, the idea of roundabouts is terrible! I can't imagine the double tanker trucks going around roundabouts. Moving the bypass further north would avoid some of the concerns about the other options being too close to current/proposed developments. 6. I do not like the idea of realigning 189. It seems counterintuitive to remove roads when we are trying to create roads to allow more traffic flow options. In summary, I guess I am leaning more towards some version of WA1 with possibly starting the bypass further north.
327	Website	Teresa Salcido	Our house sits at [REDACTED], which is part of the [REDACTED]. After reviewing the options for the bypass, I believe W-D option is best. I think W-D option addresses concern with traffic as well as taking care of its community. It scares me to have such heavy traffic so close to my neighborhood which is very active with children and pets.
328	Website	Tyson Bolduc	When people drive into the Heber Valley, they see fields and the mountains in the distance. Putting a highway through the fields or even along the edge would cheapen the appeal of the town. The point of this bypass road is to direct traffic around Main Street, and the problematic traffic in question are gas trucks and through traffic originating from Highway 40. The proposed route to the east along 1200 E accomplishes this by skipping Main Street as well as making less turns and the circuitous routing that the west proposal would create. Either proposal has pros and cons, But the simple reality is that we're trying to get Highway 40 traffic through town in the smoothest possible manner. The West proposal does not solve this issue, as why would an individual traveling through town drive on a detour route having to make multiple turns and meander to the east, when they could just drive through Main Street anyway? However, the eastern route offers a smooth alternative route around Main Street, with less turns and stoplights, which is the purpose of this project
329	Website	JD Andrews	The eastern routes parallel to Mill Rd are the best choices, IMO. BAU is not realistic. The western route choices are too disruptive, unjust to middle and lower income residents, and are also at greatest risk from flooding and other climate related hazards.
330	Website	Lindsey	Please don't put it on mill road. There are too many houses and children.
331	Website	Wanda Taylor	Wanda Taylor Please do not use option D and Destroy the fields and peaceful environment we have in the muirfield section of town. Go down river road with this project
332	Website	Susan Creager	I'm a new resident in the Heber Valley. My husband and I recently moved into our new home on [REDACTED] in [REDACTED] development. I've reviewed the various alternative concepts for the current US 40 and I'm very concerned with all of the East Alternatives Concepts. Each of these proposals would require a significant cost to purchase many newly constructed homes that already exist on the land required for any of the proposed eastern alternatives. I'm also concerned that this major road would be very close to existing schools, putting our children at risk because of safety, noise and air pollution that are all endemic to heavy highway traffic. As a newcomer to this valley we are astounded that the eastern alternatives are even under consideration. It seems that the major highways proposed in these alternatives should have been considered years, even decades ago before new communities, schools and parks were approved and erected. I understand the desire to keep all the beautiful green space on the west side of the Heber Valley. I honestly believe that there must be a western alternative that can be designed and built to maintain green space and avoid the locations where future communities and schools will be built. I also recognize that this project will ultimately require the use of eminent domain to procure land necessary to build a much needed road to address the traffic on Heber City's Main Street. I hope that eminent domain will not be used to tear down countless homes. I hope Heber Valley and UDOT will do the least amount of harm and disruption to existing homes and neighborhoods.

Comment Number	Comment Origin	Name	Comment
333	Email	Shayne Norton	To whom it may concern, I am writing to express in as strong of language as possible that I am adamantly against all three of the East Bypass concepts. The reason for my opinion is I live [REDACTED] my children walk to school at Old Mill Elementary and Timpanogas Middle school. The traffic is already horrible in the mornings during school drop off and pick up times and adding a major highway right through the middle of this is insanely dangerous regardless off any overpass or under pass put in. I work in Law Enforcement and I have been on too many car crashes and semi truck crashes. I've see the distance theses vehicles travel when they are driving at the purposed speeds listed for the bypass, and crash. There is no way anyone will convince me that the East bypass can be built in a safe way that won't put my 6 kids lives at risk going to and from school. In addition the roads would destroy the quality off life that my family live in Heber to enjoy. We regularly walked around the school areas on the bike paths to enjoy a quiet evening as a family, the East bypass wound bring so much noise pollution that it would ruin that opportunity. In addition the purposed bypass would effectively divide the Heber area in half and ruin the cohesive atmosphere of our community. Lastly to put in this bypass on the east side would require taking homes from people and families that have been in this community for generations and with the cost of land and building in Heber many of theses people would be forced to move to other places because they can not afford to replace there home in Heber. This is unacceptable. For these reasons and in support of the many others reasons listed by other concerned citizens I respectfully request that the all of East bypass options be rejected. Respectfully, Shayne Norton

Comment Number	Comment Origin	Name	Comment
334	Website	Dan Simmons	Re: UDOT Study for the Heber Valley Environmental Impact Statement November 1, 2021 Having reviewed the various proposals regarding Highway 40 and potential bypass routes for Heber City, and having listened to the presentation to Heber Valley in which UDOT said that they are seeking a single general solution to the traffic problem in northern Heber Valley, we are writing to give our views. We live on Highway 40 in the North Fields and are very familiar with the traffic issues on Highway 40, the proposed developments by Heber City east of Highway 40 in the North Village Overlay Zone (NVOZ) and Sorenson Development, and the diverse environmental problems and costs regarding any new highway into the North Fields. It is clear that a large percentage of traffic on north Highway 40 involves local people going in and out of Heber Valley, particularly Heber City. This traffic greatly expands in the morning and evening commutes, when traffic is highest. The plan of Heber City is to greatly expand development east of Highway 40 by encouraging developers in that area to annex into Heber City To entice them, Heber City has enacted the NVOZ with higher density than what Wasatch County would allow. Thus, the future of Heber City foretells high density development east of Highway 40 with its attendant traffic. The above information functionally dictates that Highway 40 continue to be the primary route from Park City/Salt Lake City to Heber City, Daniel, and Charleston. Midway can be accessed via River Road, but some regions of Midway may still use Highway 40 into Heber City to access the south eastern areas of Midway. Therefore, in order to have a single general fix to the traffic in Heber valley it will clearly have to focus on the stretch of Highway 40 from the intersection of River Road to the current northern semaphore at 500 North Main Street. This is the route most travelers will need going to and from their homes. Increasingly, those homes will be east of Highway 40 along this stretch of highway. Any proposed bypass must first take into consideration that a large percentage of traffic needs Highway 40 to get to Heber City, Daniel and Charleston, with increasing traffic volume in the future going to the east of Highway 40. This must be the preeminent fact as one addresses so-called "pass-through" traffic. With that view in mind, Highway 40 alternatives A-F clearly go to addressing the core problem. However, it is likely from our perspective that an amalgamation of some of these alternatives may be the best solution. For example, alternatives B and C may be combined and used as needed at different points along this corridor (between River Road and 500 North Main street). Alternative A would be a simple fix for downtown Main Street if it didn't disrupt virtually every business on Main Street. We need more information on how this option could be done without massive disruption to these businesses. Option D is enticing but seems too difficult and expensive. We need more information! We are not certain that Alternative E would fully solve the problem, given the growth Heber City is expecting. Again, more data are needed. Alternative F, seems to be the most doable fix to The Main Street traffic problem. Traffic on current Main Street and on 100 West could conceivably be fairly light and speed limited under Alternative F, if additional traffic is branched off of Highway 40 by East and, possibly, West Corridors intersecting Highway 40 at around 900 North Highway 40. Right now we favor Main Street Options B,C and F done judiciously and in combination. Clearly, there needs to be some sort of East corridor(s) to handle the heavy development anticipated in that area. However, the question is whether that should also be the primary corridor for "pass through" traffic. Option EB seems most likely to meet both "pass through" and East Heber-destined traffic. EA-EC all address these needs, but require more local input from the east side. Clearly something must be done with new and significant east routes, as this area will experience highest development through Heber City's plans All West bypass options will impact the North Fields, aka the "Jewel of Heber Valley", but one, WD, is particularly destructive. The least environmentally impactful options from WA, WB, WC should be considered further, although, we, like many citizens, are concerned with ultimate environmental and monetary costs. Any alternative selected should be for "pass through" traffic only with no options for development along the bypass route. Restricted to "pass through" traffic only, one lane per direction may sufficient, but that must be data driven. The worst scenario of options WA,WB, and WC will be one built as an artery for developing the North Fields and disrupting the quality of life in other areas along its route. Maximum input should be obtained from those affected. Option WD fails on all counts. It ignores the primary problem of traffic going to Heber City and seeks instead to accommodate supposedly "pass through" traffic by the most expensive, environmentally destructive, long, and esthetically and culturally damaging method possible. This route would destroy the North Fields that have been protected by citizen referendum. It would disrupt the iconic view of the North Fields and Mount Timpanogos from Highway 40 that citizens cherish. It would require the massive purchase of expensive land, instead of using land already acquired for a potential western bypass near 900 North Main Street. It would completely disrupt the historical agricultural use and function of the North Fields. It would seriously impact many irrigation ditches and wetlands that go throughout the North Fields. Most importantly, it would open the North Fields to commercialization and development through its rotary hubs. This is likely the reason behind those who are pushing for this route. In sum, it would have highest cost, highest negative environmental, visual and cultural impact. It would do the least to address the main traffic needs of

Comment Number	Comment Origin	Name	Comment
335	Email	Kamila Yourstone	Hello, I am concerned with each of the 3 East Bypass alternatives and wish to make a comment. It is alarming that the bypasses would be so near to two of the largest schools in the valley. Old Mill Elementary has 840 students and Timpanogas Middle School has over 1000. With over 1800 children commuting to this area each day there are many who walk and bike to school as they are not old enough to drive. Placing a bypass this near to two large schools is a major hazard for the children of this valley. Further, there are already many car accidents on the intersection of Old Mill Rd and Old Mill Dr. due to high traffic during school start and end times. Placing a high speed road in this area would cause accidents to be more frequent and damaging, even fatal. Would the bypass follow the school zone speeds of 20 mph? If not, again it is a major hazard to the children of that area. If it will follow school zone speeds, I feel that it would be frustrating for those wishing to bypass Heber without traffic and at higher speeds than that of the current Main Street. In regard to the Westbound alternatives, please consider the children of Heber Valley Elementary. These bypass options run near to this school as well. Although I feel that this is a better option than the Eastbound bypasses as it runs around the major neighborhoods attending that school rather than through the neighborhoods (as the eastbound options do). Thank you, Kamila Welling
336	Website	Marlee Davis	As a parent of young kids who have to walk to school, the East versions of the alternative concepts on Mill Road will severely endanger my kids (and the very large amounts of children in the area that go to old mill elementary as well as timponogos middle school). Having that many students cross at a busy, multi lane highway with semi trucks and high speed limits is just asking for trouble. This is a heavily populated area and a highway cutting the school boundaries in half just doesn't make sense.
337	Website	Ann Zimmerman	Because the Committee did not meet to fully review the bypass options, I am submitting these comments as an individual rather than the position I hold as Chair of the Heber City Open Space, Trails, Parks and Trees Advisory Committee. The need for safe trail crossings was discussed and agreed to by the Committee. 1) Regarding data collection and presentation in the maps: Please consult the Heber City Parks, Trails and Open Space Master Plan (HCPTOSMP) approved Jan 2021. Note these inaccuracies: ~ The Muirfield Park is inaccurately and somewhat demeaningly labeled "Dog Park." See page 48 of HCPTOSMP. The City has purchased the designated expansion area to the north and is in the process of negotiating for additional property for Muirfield Park, tentatively secured funding from the Wasatch Open Lands Board, and is entering it into a conservation easement with Summit Land Conservancy. ~ There is no designation of Tabernacle Square as a park. See page 40 of the HCPTOSMP. This park is located between Center Street and 100 South on Main Street. 2) Open Space Conservation and Conservation Easements: There is no mention that central to Heber City's general plan is open space and open space preservation and that Wasatch Open Lands Board is currently expending bond funding to purchase land and conservation easements. There is no documentation in the mapped data of land currently under or pending conservation easements. 3) The eastern options EA and EB remove portions and greatly affect property in the Red Ledges Park and disrupt the continuity of the trails running through the park. Additional park land is needed to compensate for any taking and the trails should be planned with improvements to provide for safe circulation. 4) The bypass options do not designate trail/bike path crossings. Either bridge or subway crossings are needed for all options for safety of the trail users. Minimally there should be a bridge or subway crossing of Highway 40 where the east and one of the west bypass connections are made. To connect the commercial areas and school to the east of highway 40, there should be subway or bridge crossing east of highway 40; at the northernmost Mill Road alignment; at Center Street; and at 1200 South. For the western bypass options, consideration should be made to the pedestrian and cyclers use of the North Field roads for recreation. There should be a bridge or subway crossing at 600 West to ensure full use of the park, and crossings at River Road; 2400 N; 1200 N; Highway 113; 650 S; and 1200 S. 4) Option 40 F, the one-way couplet, isolates the Tabernacle and Main Street City Parks to restrict use and enjoyment. Also numerous historical buildings, including public buildings like the Timpanogos Theater would be affected by reduced access and noise. 5) What is the policy for taking and replacing mature trees?
338	Website	Brian Tolbert	The Eastern alternatives are a terrible alternative to the the western routes, not only does it take high speed truck and tanker traffic through school zones and have to take out dozens of houses but will do nothing to remedy any of the traffic coming up from Provo canyon or the increased development on the north end of the valley

Comment Number	Comment Origin	Name	Comment
339	Website	Eric Sullano	UDOT, I have a home in construction in [REDACTED] just outside of [REDACTED] in Heber City; I'm a mother of two, soon to be three, young children and we plan to raise our family here in Heber. We appreciate the need to find solutions to mitigate traffic and that it's UDOT's job to consider all alternatives. As you, all stakeholders and the rest of the community consider these alternatives, please note that the East alternatives would effectively destroy our newly built home along with many of my neighbors in the area. -Michelle, Eric, Athena, Aria, and baby (coming soon) Sullano
340	Phone	Linda Stevens	Hello, I'm Linda Stevens. And I would like to pose my concerns for the plans to make the Eastern bypass. Um, I go to Timpanogos Middle School and the bypass would run right by there and the elementary school and I'm concerned for the safety of my peers and um I'm also concerned that we wouldn't be able to ride our bikes to school which is like a huge part of what a lot of kids do and thank you. Please consider my, uh, comment.
341	Website	Lindsay Curtis	Some of my main concerns are the following: - Number of houses that will need to be removed (primarily involving Stone Creek, unclear if any Red Ledges homes). - Devastating for our neighborhood and extremely detrimental to our children and their safety and environment. - Noise and pollution into a heavily populated residential area. - Proposed route introduces unnecessary safety concerns as it requires a climb up a substantial hill, a sharp turn, and an immediate downhill slope. Particularly problematic for the large trucks expected to use this route - The proposed route and its proximity to Timp Middle School and Old Mill Elementary. Introduces safety concerns, environmental issues, and detrimental effects for children. - The maps presented to the public are outdated and do not demonstrate the recent development that will be disrupted, therefore the NEPA process needs to start over. - It would reduce access to our neighborhood because the promised residential street between Red Ledges and Stone Creek will not be built causing more traffic in the neighborhoods which will also be unsafe for children. - Does not alleviate traffic traveling on highway 189 down Main Street.
342	Website	William Bordy	Why disturb surrounding neighborhoods, parks and school with a bypass? The improvement of the current route 40 is the proper course needed to maintain Heber Valley's businesses. The multiple options to improve route 40 seem fantastic.
343	Website	Cheryl Fox	I am commenting as the Executive Director of the Summit Land Conservancy, a nonprofit organization that works with landowners to protect the lands and waters that are important to our communities along the Wasatch Back. Our organization receives pleas to save the fields north and west of Heber City all the time. Individuals, local governments, and community organizations have long been working to save the very fields that all of the proposed west-side routes would destroy. In addition to running contrary to the wishes of many citizens, the proposed western routes transverse wetland areas that are critical for the long-term sustainability of the broader Utah community. Placing a highway through these fields will endanger the underlying aquifers and substantially damage the water quality that flows into Deer Creek Reservoir. This reservoir provides drinking water to the populous Wasatch Front. Building a highway through this beautiful farmland will forever ruin the landscape that so many are working hard to protect. Please abandoning the idea of a bypass through these critical lands.
344	Website	Christy Bordy	I think the alternative concepts are the way to go. I do not see the need for the bypass road. If the bypass road is put in, Main Street businesses will suffer when everyone drives around and bypasses their businesses. I'm glad that the alternative concepts were developed. Tunnels, widening Main Street, and many of the other suggestions seem like a much better idea than ruining our open space land in the North Fields with a bypass road. The new power lines are bad enough. I moved here 21 years ago for the open lands, not to drive through in a hurry. I would love it if the open lands are preserved by keeping the traffic on Main Street with one of the alternative concepts proposed
345	Website	reint smit and latifa rainbow	We vote for the W-D Option for the bypass we have a home in [REDACTED] of Heber the below grade bypass road construction looks to be the best option thank you
346	Website	Kelton smit	please go with option W-D option

Comment Number	Comment Origin	Name	Comment
347	Email	Joe Coombs	Heber Valley Corridor EIS Project Team Thank you for your response. Since your correspondence I have made comments on the EIS web site and may repeat some of those issues here because I'm getting older and do not remember everything I said in the past, sorry. In all seriousness, I was not able to attend the last virtual meeting (I have since viewed it) nor the open house held in Heber City because I am too busy working for a living and completing my obligations to my family. Honestly, the meeting was not a big deal to me because I had attended most of the previous meetings and EVERYONE KNEW the bypass was going to be on the west side. Boy was I wrong. I just spoke to Mrs. Skoy. She did attend the recent open house meeting (so this is second hand) but she came away from that meeting feeling like the east side was viewed as a very viable option by UDOT and was being pursued due to the wetlands found on the west side. UDOT has known about the western corridor and the wetlands for years and now the wetlands are a huge issue? The wetlands have always been there and have not changed. It makes one think the wetlands are being used as a hammer to drive the bypass to the east side. I have to ask, how on earth did we get HWY 40 to Heber City Main Street over the Provo river and through all those wetlands below Jordanelle Dam if wetlands are that important? I would think the community of people that exist on the east side, complete with houses, farms, pastures, fields, and businesses would carry a little more weight. I understand the federal government requirements for review of all options but the east side option has recently grown out of obscurity to an elevated hierarchy in the solution process. I wonder if UDOT is aware of what this east side concept has done to me and my family and the rest of the community we live in? Thank you for your response. Since your correspondence I have made comments on the EIS web site and may repeat some of those issues here because I'm getting older and do not remember everything I said in the past, sorry. In all seriousness, I was not able to attend the last virtual meeting (I have since viewed it) nor the open house held in Heber City because I am too busy working for a living and completing my obligations to my family. Honestly, the meeting was not a big deal to me because I had attended most of the previous meetings and EVERYONE KNEW the bypass was going to be on the west side. Boy was I wrong. I just spoke to Mrs. Skoy. She did attend the recent open house meeting (so this is second hand) but she came away from that meeting feeling like the east side was viewed as a very viable option by UDOT and was being pursued due to the wetlands found on the west side. UDOT has known about the western corridor and the wetlands for years and now the wetlands are a huge issue? The wetlands have always been there and have not changed. It makes one think the wetlands are being used as a hammer to drive the bypass to the east side. I have to ask, how on earth did we get HWY 40 to Heber City Main Street over the Provo river and through all those wetlands below Jordanelle Dam if wetlands are that important? I would think the community of people that exist on the east side, complete with houses, farms, pastures, fields, and businesses would carry a little more weight. I understand the federal government requirements for review of all options but the east side option has recently grown out of obscurity to an elevated hierarchy in the solution process. I wonder if UDOT is aware of what this east side concept has done to me and my family and the rest of the community we live in? We are seriously considering moving because of this mess. Moving was not an issue until this east side concept was presented as viable. Ironically, a viable east side option, in effect, makes us unable to sell because, who in their right mind would buy this property with the possibility of it being destroyed by a road? I wouldn't. Having this eastern option on the table effectively holds hostage any plans for our family and others along its route. Just having the east side concept on the table, as an option, projects no process even remotely able to mitigate the consequences of the east side option, if it is chosen as the perfect solution to traffic flow in Heber Valley. I don't know how it could be perfect when it does not address the west side traffic from U.S. 189 that flows through Heber City Main Street and Daniels Canyon. It only addresses half the traffic volume and brings heavy truck traffic through, not around, neighborhoods and communities. The east side option would certainly have to be disclosed in any real estate transaction regarding my property. This destroys our life's work and our means for obtaining funds for our retirement plans in the future by severely curtailing our ability to sell, move, or expand our business due to loss of value and desirability of our property. I am sure none of that can be compensated for if the eastern route is chosen and we are affected by condemnation or eminent domain. Next, I have been contacting as many people as I can that live on or around Mill Road. We have organized as a community to get this word out. Very few people knew about this east side option and were shocked by it. Mrs. Skoy mentioned that her conversation with UDOT at the town hall meeting left her with the impression that there was not much comment for or against the east side corridor in the past and that lack of input somehow translated into "no one really cared about the east side bypass option, therefore, let's do it". That concept is false on all premises. Not one person or household on or around Mill Road that I have spoken to about the east side option, surprised or not, was in favor of it, NOT ONE. We have contacted hundreds of people, everyone said, "the bypass is going in on the west side", EVERYONE. The impression that the East Side does not care about losing their homes, safety, peace and quiet, property values, etc is an absurd fallacy. The fact that everyone I contacted that was knowledgeable about the need for a bypass, uniformly stated, "that is going in on the west side" cannot be an anomaly. It has been the expectation of this community, by that I mean Heber Valley residents and government agencies, that the bypass would be going through the western corridor.

Comment Number	Comment Origin	Name	Comment
348	Website	SaraSyphus	My concern is with the Mill Road option. We live [REDACTED], the population of children and teenagers riding, walking, and driving along Mill Road to get to Timpanogos Middle School, Old Mill Elementary School and Wasatch High School is something that needs to be considered. People already drive too fast along the road, I can't even imagine how much more difficult it would be for our children to navigate school nearly 180 days every year with semi trucks, and vehicles moving at 60+mph.
349	Email	Jordan and Donna Sparks	To Whom It May Concern: It is with great respect that I share my comments. I fully understand that each option under consideration will affect homes - a place many of us have envisioned being in for a long time, possibly even a lifetime. After reviewing the options under consideration, I did want to submit my opinion. The item of greatest concern was the East Bypass option. This is close to a large number of neighborhoods and homes, and most importantly a place where hundreds of children walk everyday along Mill Road and 1200. Putting a Bypass right next to schools would put the children and our homes in danger. Not only would that increase the physical nature of a car accident or hitting of a pedestrian, it would put our children in danger of being exposed to a predator. I have lived in a big city where human trafficking exists, this is a reality in our world. We should be very aware of this and not increase the risk of this happening even to one child in our community. Additionally, putting a high volume of traffic through our neighborhood would make it unsafe for our children to walk home from school and play in the neighborhoods without adult supervision - possibly even at all. Many of us have chosen to live in Heber because it is safe and currently enables us to allow our children to learn age appropriate responsibilities. This consideration should also be taken for the other bypass options. Additional comments include the possibility of a tunnel or bridge to "improve" the current road to allow for quicker traffic through town. I think that a bridge would definitely not create a historic Main Street atmosphere that would be something to look forward to. It would still be very loud and an eyesore to the Main Street atmosphere. A tunnel seems like a good compromise, but it does seem more challenging to build and expensive. Prior to hearing of the many different options, I originally thought that the plan was to build a Bypass that went through the West side of town. This seems to be the most direct route and least impact to established neighborhoods. However, it still would greatly impact the property owners of the surrounding area. In summary, the West Bypass or the Tunnel Improvement seem like the best options to me. However, I would be least impacted by these options and would like the homeowners' opinions in those areas to be properly considered. Thank you for reading and allowing me to share my opinion. With respect, Jordan and Donna Sparks Heber City Homeowner and Residents [REDACTED]
350	Website	Marilyn Crittenden	Addition to my previous comments I am concerned that if any of the Western bypass options are used that the semi trucks will start using the 189 more because they have already gone that far west they will prefer that over going over Parleys summit. I don't think anyone wants to see more semi's going through Provo canyon. BUT if the decision is to take a road on the west side it should only be for a truck route with limited access. In addition to my comments about 40F One Way Couplet option. As I stated I think it is a good option BUT it does not need to go the full length of Main street. Heber City just wants an area where they can create a safe walkable destination. Which only needs to include the downtown blocks. This would make it easier to get across Main street in the areas that do not have the one way streets.

Comment Number	Comment Origin	Name	Comment
351	Email	Gordon Mortensen	Feedback on HeberValleyCorridor EIS - Heber bypass options November 2, 2021 To: Heber Valley Corridor EIS Feedback and alternate proposal for Hwy 40 Heber City bypass. Feedback on current proposals Routing the bypass road on the west side of Heber is the best proposal for many reasons. This west side rout has been supported for many years by the Heber City government and by Wasatch County government. All routes plan for many years. The route is nearly flat all the way which should keep construction cost at a minimum. The best north side starting point for the west side route is included in the WD option. Routes WB and WC are preferred over WA and WD on the south end attaching to Hwy 189. However I have included what I think is a better route for the south end of the bypass in my alternate proposal later in this document. The east side routes EA, EB, EC and ED are not desirable in my opinion. All these routes go right thru very populated residential areas and do not really "bypass" Heber but rather bisect Heber. The west side routes are preferential for light industrial area access as these areas are located predominantly on the west and south end of the Heber City area. Alternate proposal (Wasatch County Resident) Please consider this alternate proposal which starts the bypass near the current weigh station on Hwy 40 south of Heber City. The starting point should be south of 3600 South Street an proceed West hugging the hills. Build roughly following Daniels Creek the route continues west of South Field Road, approximately 2000 West and intersects Hwy 189 just East of the Hwy 189 and 300 South intersection, west of the airport end of the runway. The north bound route continues basically following the WA, WB, WC and WD described routes. The key is that the bypass is started at the Weigh Station and is predominately south of the Daniel residential area. This route provide minimal impact to residential areas, full bypasses the Heber City Main Street area, provide a Hwy 189 North to Park City route, provides nice Hwy 40 to Hwy 189 to Provo link and follows the mid valley plan which has been in the Heber City and Wasatch County plans for many years. Summary No to all East side alternatives. Yes to West side alternatives WD on the north end and WC on the south end. Alternate proposal for better routing of traffic starting near the Weigh Station on Hwy 40.
352	Email	Dawn Christine Ulvi	To whom it may concern, I am a resident of [REDACTED] Heber City. My family and I moved from Alaska approximately 3 years ago and build our home in this beautiful neighborhood. Our address is [REDACTED] I am very concerned about the proposal to put any of the three proposed East bypass options near our neighborhood. [REDACTED] was our final choice of neighborhood for our family of five, due mainly to its community and safety for our three young daughters. With the proposed East bypass coming very close to our own home, I am very concerned about the safety of our neighborhood kids, noise and air pollution, visual and community impact, as well as an impact on the value of our home. Please consider other options on the westside of our valley. Our children deserve to grow up in a safe neighborhood. Sincerely, Dawn Christine Ulvi Heber City, UT [REDACTED]

Comment Number	Comment Origin	Name	Comment
353	Email	Starla Phillips	Hello; My name is Starla Phillips and I am representing the Phillips family. We live at [REDACTED]. My husband and I purchased our property exactly one year ago. We used our retirement and all our savings to make our dream come true and live out the rest of our lives on our 9 acre piece of paradise. Eight weeks after moving in, my husband died unexpectedly, leaving me to run our mini-ranch alone. Luckily my son Tanner, wife Shelby, and young family came to live with me and are helping run the ranch and care for our animals. Can you imagine our horror when we were notified of the possibility that two of the newly touted east side bypass options ran right through our property, cutting our 6 acres of pasture in half and decimating the value of our home and property? With this plan we would have an overpass in our front yard, cutting our land in half. We have made contact with several of our neighbors and friends who live on [REDACTED], whose homes and lands could be affected or eliminated and none of them were aware of these proposals. We are all shocked, dumbfounded and angry. Where and how did this proposal even come about? Why would you want to disturb the 18+ properties in this area and create a new option when the old western bypass was the expected route and meets all demands? We're devastated with the thought that we could lose our ranch when other options will meet the needs of the community and will solve the problems at hand. Not to mention the two schools and soccer fields that are in this route corridor. My grandchildren walking to school and car access to the school and soccer fields will be dangerous and difficult. There is a much better option. Alternative WA with realignment of US189. This gives the best undisturbed flow without intersections and sharp turns while accommodating traffic from all directions i.e. US189 flowing north or south onto or off of US40 and traffic from US40 flowing from north or the south onto US189. The City already owns the south fields. This option utilizes the expected corridor already preserved. All that is left is the issue of the small portion of the north fields and that should not be impossible. You were able to complete the Legacy Highway right through the wetlands west of Interstate 15. We should be able to accomodate the small portion of the western bypass here in Heber. We are pleading with you to take the east side bypass option off the table and go with the original west side option. The east side bypass will literally destroy what we have worked and saved our whole life for. Thank you for your consideration. Starla Phillips Tanner Phillips Shelby Phillips [REDACTED]
354	Website	Brianne Field	I believe the main issue is Main Street (Highway 40). I would ask that any improvements made, be done to Main Street itself, and no other bypass route. The proposed bypass routes will be incredibly expensive as well as affect many homeowners and residents of Heber City. I live on 1280 South so I am strongly against having a major highway/bypass in my backyard and 3 of the 4 options on the west would realign Highway 189 to 1300 South, which is literally my back yard! There is a park that many children frequent that is also on my road and the elementary and middle school are within a 1/2 mile from my house as well. Realigning Highway 189 to 1300 South would negatively impact many families. We shouldn't make many neighborhoods unlivable just to make Main Street nicer to walk around. It makes no sense! Keep the traffic on Main Street, but just improve the traffic flow by either widening the street or an overpass or tunnel.
355	Website	Katie Bavasi	I, a North Heber Resident, write in support of the W-D bypass alternative and strongly in opposition of all other west route alternatives. Thank you.

Comment Number	Comment Origin	Name	Comment
356	Email	Elias Ulvi	To Whom it May Concern- I'm writing this evening to formally submit my concerns regarding any consideration to an Eastside bypass. I submitted public comment in the very early stages of this process. Much of my initial concern stemmed from the high traffic volume and safety issues surrounding the logjam of traffic running through downtown Heber on highway 40. Heber City is a thriving community that really needs more family-friendly/family-safe opportunities to enjoy our downtown businesses and parks. Walking and biking options are currently limited and dangerous. Placing the bypass on the Eastside would defeat the purpose as it would bring more traffic, noise, lowered air quality, and lowered quality of life through robust and growing densely populated neighborhoods full of families. Essentially bringing the same issues from downtown to our residential areas which would exacerbate the issues tenfold. Conversely, placing the bypass on the Westside and connecting to the area near the intersection of River Road and Highway 40 and running through sparsely populated lands, seems to be the best approach by all accounts. Very little grade changes would need to be made on the Westside while the Eastside would require a fairly drastic grade climb and drop. I imagine this in itself would save Heber City taxpayers quite a bit of money. I'm appreciative that UDOT is addressing the downtown congestion and am hopeful common sense prevails. Respectfully, Elias Ulvi Heber City
357	Website	Adam Bowman	Please note my strong opposition to the bypass road on the east side of Heber City. My concerns include environmental and noise pollution as well as safety concerns for the children in our neighborhood while traveling to and from school. I intentionally built a beautiful home in the quiet Stone Creek neighborhood to avoid the bypass road. I'm disappointed to learn that it is even under consideration.
358	Website	Richard Holland	"I bought a home in East Heber to AVOID such traffic. The East Heber neighborhood will vigorously fight any attempt to put a high traffic, busy BYPASS roadway through East Heber." "Putting a major new BYPASS road through EAST Heber through the middle of the Stone Creek/Red Ledges communities would be a disaster. Many homeowners would rather sell and leave Heber then live near such a high-traffic BYPASS road." "A high traffic BYPASS roadway through the family homes of East Heber would be met with stiff resistance. The city could lose much of its tax base as many residents would move away rather than live near such a high traffic, high noise, dangerous bypass road"
359	Website	R Chris Barden, Ph.D., JD	COMMENT: I bought a home in East Heber to AVOID such traffic. The East Heber family neighborhoods (Stone Creek, Red Ledges, etc) will vigorously contest any attempt to put a high traffic, busy bypass roadway through residential East Heber. Many East Heber residents would simply move away rather than live near the proposed Bypass road. Thank you for your consideration.
360	Website	Erika Sehestedt	Please do not move forward with any of the plans for an East Side Bypass. There are multiple schools along the proposed route and it would put so many kids in danger. I think the best option is to do a West Side Bypass, 65 mph with limited access points and no additional development of gas stations or rest stops. If travelers need gas or bathrooms they can go to Main Street. The other West Side options with lower speeds and roundabouts may not help traffic get through the valley any faster and then what is the point? I fully realize those currently living along the proposed West Side route do not want a highway in their backyards but there is more room in the area to work with, compared with the East Side, which is already densely developed.
361	Website	Erika Sehestedt	After further consideration I believe the turbo roundabouts might just be a brilliant idea. Also, I'd like to remove my vote for the 65 mph option, I feel there may be great loss of wildlife on a road through the valley with that speed limit. Would it be too costly to build an elevated, streamlined, straight shot through the proposed West Side? So, the wetlands would remain and so there were no intersections to stop at?
362	Website	Mark Miller	100 W. is an extremely high residential area with a lot of foot traffic especially around the City park which invites people to walk to the park. It is a horrible idea to turn that into a one-way street. It is only a matter time before people start getting hit and killed. I think the alternate routes make the most sense and I am willing to wait. Sincerely, Mark Miller resident of [REDACTED]
363	Website	Mike Smiley	I am surprised that the eastern routes have even been suggested. Why would we want a by-pass through a residential area? This is not safe. There are schools nearby with children that need to travel east/west. It would clearly be expensive, either in terms of harming property values or the cost to buy properties from the community to construct the roads. The eastern options do not reflect well on those involved in the planning process and is a disservice to our community.
364	Website	Robert Thorsen	Please find my comments in your considerations for this project. I think its not in Heber's interest to destroy the eastern homes and schools to create the eastern bypass. I firmly believe that no bypass is the best option but certainly the eastern one is beyond stupidity.
365	Website	Brooke Price	The East side bypass would impact so many homes, schools, businesses, and neighborhoods, requiring a lot of money to buy out residents and businesses that would be forced to move. It would be incredibly detrimental to multiple schools, detracting from Heber's excellent school districts and harming home values incredibly. There is much less development and impact on the west side behind the south fields and would not hamper as much growth in Heber or our schools as much.

Comment Number	Comment Origin	Name	Comment
366	Website	Ryan Trimble	I have reviewed the alternatives outlined in your documents to improve the traffic flow through the Heber Valley. The West Bypass Alternative Concepts seem to me worth consideration, especially the one that starts at where Utah highway 32 and US 40 intersect. It is a natural place to provide alternative routes for traffic through the valley and impacts the least number of people. I also think some remediation of main street, US 40, would be helpful. Least appealing are the east bypass alternatives, in fact I would like to register my opposition to them. Those seem to be routed right through or near all new residential developments. It would disrupt those neighborhoods, provided added danger to the children in them, and depress property values and the city's tax base – a very bad idea.
367	Email	Drew and Wendy Jex	Hello! Thank you for requesting public comment on this important decision. We are against all of the Eastern bypass solutions for several important reasons: 1. Eastern bypass solutions don't address traffic from 189 at all - it would only affect traffic coming from US 40. No one coming from 189 would drive south, only to turn around and head back north on the bypass road. 2. US 40 has a higher concentration of trucks coming through Heber than 189. They would be going through the east-side in a residential area at a high speed, causing lots of loud road noise through a previously quiet area. 3. There are several major neighborhoods that would be destroyed with an eastern bypass, as they are sitting right in the path of the proposed roads. 4. There are 2 major schools (Old Mill Elementary and Timpanogos Middle School) that are right next to the proposed bypass. I am concerned about the safety implications and congestion a bypass would create going right next to an area with lots of children. 5. There is a large planned community being built just to the east of Heber Hospital which will include nearly 600 units called "Sawmill". This entire community will be negatively affected with noise and traffic coming from any of the eastern bypass solutions. 6. The eastern bypass solutions are overall more intrusive than a western bypass solution. It affects more residents and more schools as it completely divides residential communities as opposed to going around them. Regardless of where a future LDS temple is built, I don't think there is any justification for an eastern bypass based on all of the negative impacts to residents of the valley. We believe some version of the western bypass is probably best. I know there are some that are concerned with ruining the tranquility of the north fields. Is it possible that we could include an animal bridge of some kind for wildlife? We are also for the idea of creating a berm + trails + trees that would go along the bypass to make it as desirable as possible for the community. We are also for lower speed limits (max 50 or 55) so it doesn't feel like we created a freeway through Heber. Thank you!
368	Website	Karen Drinkard	Hello, I recently purchased a home in the Muirfield neighborhood. I love the peace and tranquility of Heber, especially at night. This place is amazingly special and it will be so worth preserving this for future generations. My choice would be for option D. It would make for a quick and simple interchange at River Road and keep the neighborhoods of Heber safe for children to run and play. Please choose option D for the bypass. Thank you for your time.
369	Website	Karl McDonald	Improving existing US 40 would be the BEST choice and not damage our valley and existing residences. It would be the best for traffic & public SAFETY as well.
370	Website	James T. Marsh	I bought a home in East Heber to AVOID such traffic. The East Heber neighborhood will vigorously fight any attempt to put a high traffic, busy BYPASS roadway through East Heber. If a high speed road is put in next to my home, it will completely diminish its value and usefulness with noise, congestion, etc. In my head, I can already hear semi-trucks coming through at 65 and their Jake-brakes.
371	Website	Sarah Dempsey	I support the East Bypass A-B. If looking to the west side the least intrusive option is the W-D Option. Thank you

Comment Number	Comment Origin	Name	Comment
372	Website	George Hansen	I wish to comment concerning the Hebe Valley Bypass in support of Alternative WA. As an effective activist for open space and holistic community planning in the Heber Valley for over three decades, there are some important observations: The east routes do not accomplish the intended major objective of a US 40 to US 189 to Utah Valley corridor. The Main Street alternatives are both disruptive and expensive. That leaves the west alternatives. The WD alternative, though the "straightest shot", drives a wedge straight through the North Fields. This in turn will stimulate growth into the corridor, along with the associated problems with traffic and congestion. This then leads to an irreversible reduction in air quality and water quality into the federally protected Provo River corridor and Deer Creek reservoir water supply. These of course, then become public health issues. The proposed highway, even in limited access, will not mitigate the associated growth and encroachment. This leaves alternatives WA, WB and WC. Of these, the WA alternative (divide highway, limited access) is the preferred, for the same reasons as above. The local communities have worked together diligently to preserve the North Fields and the Provo River Corridor at all levels, Wasatch County, Heber City and Midway, through Planning and Zoning, through public referendum (on a 75% to 25% favorable public vote), through bonding, through working with conservation organizations (such as Utah Open Lands) and with regional, state and federal resources. Alternative WD drives a stake into the heart of this. But if WB or WC are chosen, it also acts to initiate long term encroachment. The county and cities (and public) have a long term coordinated vision for where growth should be, and where it should not be. Perhaps this is an opportunity to consider, with UDOT as an active equal partner, to participate in reconciliation of the opposing forces of growth vs open space. Both are needed, both are good, and both can be accomplished to complement each other. I point to the Legacy Highway as a great of all parties working together to resolve and fulfill the open space/growth enigma. I believe that something can (and must) be done as a part of alternative WA, to perpetually preserve those lands to the west of the corridor. I am not suggesting that this is solely a UDOT issue; but I am suggesting that UDOT become an active and significant partner in applying public/private partnerships to assure that the transportation and growth objectives vs. the open space and air/water/public health objectives of the local and regional communities are both advanced together in a mutually beneficial manner. . Finally, thank you for your service. Your job is often thankless and divisive, but such is not the case, Regards George Hansen PO Box 356 Midway, Utah 84049 435-671-1663 ghansen@conductive.com
373	Website	Kendall Crittenden	As a member of Wasatch County Council, I have worked on and supported bypass ideas for over 15 years. I recognize that UDOT has to study all suggestions, but the only routes that make any sense are the western options. The eastern options do nothing to take the Provo to Park City traffic flow, which from a traffic study several years ago is around 60% of the thru traffic, as you are well aware. The improvements on the current 40, with tunnels and bridges down Main Street are almost comical. The western routes are the ones that the county and city have been working on for many years, with a good portion of the route already obtained, either by purchase with corridor preservation funds or thru annexation into Heber City. I think the WA1 route would be the cleanest and least congested bypass option. WB1 would also work, but would have intersection congestion. I have spoken before about the WC1 option as a possibility, but if it were chosen, I think it would eventually evolve into the WA1 or WB1 options as traffic continues to grow. All of the western options show the route turning and following the sewer farm alignment back to the east, but also continuing over to connect to US189. I would like UDOT to look more at the possibility of not turning east at the sewer farm but following South Field Road on to US189 and then have an interchange there sending traffic east and west. using the current US189 instead of building new. Once that route gets close to the Hub intersection, it could then follow the route around towards Daniels or cut across behind the hotel and join US40 closer to the Hub intersection. I am glad that UDOT has recognized the critical need for a bypass and is moving forward with the process. The county and city have worked with you for many years on this in various ways and it is good to see it moving forward.

Comment Number	Comment Origin	Name	Comment
374	Website	David Blood	Each one of the Eastern I-40 Bypass options is a disaster: • The highway will be within 1-2 block of several schools all along the road, raising obvious concerns impacting the health and safety of our children (including from noise and air pollution) – many of whom walk and ride bikes to school. • The eastern proposals only solve half the problem. Each proposal connects with existing I-40, but does not provide any connection to highway 89, which will continue to drop in and clog main street. • The actual expense to the government will be significant as 100s of homes, including newly built residences and communities directly in the path of the planned route will be destroyed or severely disrupted. • For many years, old and new residents have been conditioned to expect a much-needed by-pass along the western route where the city/county has already purchased land for this very purpose. Consequently, much of the negative externality effects of the proposed bypass will have already been absorbed in the price of land/homes that have been built, sold or purchased in that part of the valley – with the expectation that eventually the bypass will likely be built in that area. In contrast, there has been no reasonable expectation that the bypass would be built through the newly approved and built communities along Old Mill Road. Even if the owners of new homes that will be destroyed by the bypass are fairly compensated (at great expense) there will be no compensation to the hundreds of residents with homes that will now neighbor the highway with no expectation that such was even a possibility at the time such communities were planned and sold. In addition, the options of creating one-way streets up and down main street are short sighted and only serve to put a bandaid on the problem that will only increase as the population of the valley continues. We should build a proper highway along the path that will allow for uninterrupted through traffic (without lights and stops of a main street) and will result in the minimum impact on established homes and communities – especially newly built communities. The long-expected western bypass options are the obvious choice for that much needed highway. David and Dena Blood 1370 E 400 S, Heber City UT 84032 davidoblood@yahoo.com
375	Email	David and Dena Blood	Each one of the Eastern I-40 Bypass options is a disaster: • The highway will be within 1-2 block of several schools all along the road, raising obvious concerns impacting the health and safety of our children (including from noise and air pollution) – many of whom walk and ride bikes to school. • The eastern proposals only solve half the problem. Each proposal connects with existing I-40, but does not provide any connection to highway 89, which will continue to drop in and clog main street. • The actual expense to the government will be significant as 100s of homes, including newly built residences and communities directly in the path of the planned route will be destroyed or severely disrupted. • For many years, old and new residents have been conditioned to expect a much-needed by-pass along the western route where the city/county has already purchased land for this very purpose. Consequently, much of the negative externality effects of the proposed bypass will have already been absorbed in the price of land/homes that have been built, sold or purchased in that part of the valley – with the expectation that eventually the bypass will likely be built in that area. In contrast, there has been no reasonable expectation that the bypass would be built through the newly approved and built communities along Old Mill Road. Even if the owners of new homes that will be destroyed by the bypass are fairly compensated (at great expense) there will be no compensation to the hundreds of residents with homes that will now neighbor the highway with no expectation that such was even a possibility at the time such communities were planned and sold. In addition, the options of creating one-way streets up and down main street are short sighted and only serve to put a bandaid on the problem that will only increase as the population of the valley continues. We should build a proper highway along the path that will allow for uninterrupted through traffic (without lights and stops of a main street) and will result in the minimum impact on established homes and communities – especially newly built communities. The long-expected western bypass options are the obvious choice for that much needed highway. David and Dena Blood 1370 E 400 S, Heber City UT 84032
376	Phone	Eileen Boshard	Hi, this is Eileen Boshard. My number is 801-231-1600. I am calling to comment on the bypass route. I am strongly against any of the routes going down Mill Road on the East side. This is a large residential area with many schools along the way and schoolchildren. Our homes have great value and I feel like this bypass would devalue our properties and plus we don't want trucks speeding along at 65, 55 or 45 miles an hour. We have bike routes along Mill Road. And this is just such a beautiful part of the city. Please do not ruin it. Put the bypass somewhere else. Thank you.

Comment Number	Comment Origin	Name	Comment
377	Phone	Terry Boshard	Hi, my name's Terry Boshard. I live at 276 Waterside Heber Utah 84032. I'm strongly against the bypass on the east side in Heber Valley. It's not a good idea. We've got all the schools, all the growth, all the new families. We need to keep those big stinky trucks away from the kids. Um, I love the West Corridor but I'm opposing the East. I personally think ought to put all the crude oil in railroad cars and build a train out of the junction- out of the Basin and not even run them through Heber. Run them by train. It'd be safer and cleaner for everybody. Anyway, that's- that's my two cents worth, but I strongly oppose the east side. You would not believe how many little children live in our neighborhood. Especially the new tech workers that have moved in they all seem to be following Utah ways and having a big families. Okay, that's it, bye.
378	Email	Crystal Norton	To whom it may concern, I totally disagree with the bypass coming on the East side. The reason is because of the high density over on the East side and the amount of school children attending the elementary school- Old Mill Elementary and middle school-Timpanogas Middle that will be affected by it. There are hundreds of children that bike, scooter or walk to school on a daily basis. And the safety for the children and drivers would be in jeopardy. We live in a community that our children should be able to be safe and walk to school. Next the noise level all day and all night of the semi trucks would effect the community that is over here. This highway would be taking out beautiful homes and going through peoples back yards throughout the entire highway, which would disturb normal life. This is not okay! The West side seems way more appropriate for a highway like this because it wouldn't be disturbing as many people, homes and schools and it would be going through more rural area. All these things need to be considered when making this decision. Thank you for your time! Crystal Norton
379	Email	Eileen Boshard	Please Do Not consider an East Bypass Route!! We have beautiful homes and our east side community has many children who ride bikes and walk to school. The increase in speed and more traffic will be a detriment to our quality of life. I have asthma. I moved to this location for better air. Truck exhaust pollution will increase my illness and shorten my life. Please keep the ByPass out of my beautiful neighborhood. Thanks, Eileen Boshard
380	Email	Kristi Carter	To Whom It May Concern: Please do NOT put the Main Street Bypass on Old Mill Road. This is a ridiculous solution to the problem. I understand there are no great solutions at this point, but placing that kind of heavy traffic/fuel tankers/etc. on a street heavily populated with homes, schools, children, pedestrians is unacceptable. Please consider placing the bypass on the west side of Heber. At least with taking the bypass on the west side of the city, it can be run nearer to open fields instead of homes, etc. Thank you, Kristi Carter 889 Cornerstone Lane Heber City
381	Email	Ron and Shauna Pulver	Dear Heber City/UDOT We are writing with great concern about the Proposed East bypass route that has been proposed for Mill Road. We feel that this is a very poor decision for the location of this bypass on Old Mill. We don't understand why they would propose putting a bypass in the middle of a residential area where children are constantly accessing routes to schools, churches and and are present in that area for general living and play. We understand that a bypass is very needed in our community, however, there needs to be reconsideration of where the bypass takes place and would hope that those making important decisions regarding the bypass will consider the dangers in this proposed route. Thank you for your time and consideration. Ron and Shauna Pulver 1000 Cobblestone Dr. Heber, Utah 84032
382	Email	Abby George	Please see the attachment, If you have any questions, please reach out to Ms. Brittany White at blwhite@usbr.gov Thank you!

Comment Number	Comment Origin	Name	Comment
383	Website	Carson Brown	The neighborhoods on the East side of the community (mill road area) would be drastically effected by putting this corridor in on this side of town. It would negatively effect the quiet neighborhoods, it would negatively effect the traffic, it would destroy property values for a booming part of the residential community, and it would cause commuting issues for kids to and from school as the proposed plans go right next to schools. I strongly discourage the eastern bypass options as there is a much more practical route through largely open fields on the west side of Heber. The locals in Heber have always thought this bypass would go in through the 'North fields' and are outraged by the thought of it going in on the proposed Eastern Bypass. Thanks for your consideration
384	Email	Matt Hubner	Dear Naomi and Craig, Thank you for the September agencies presentation and subsequent opportunity to provide feedback on alternatives for this project. Attached are our comments based upon the review of information. If you have any questions, please do not hesitate to reach out to me. Further, if we can be of any assistance as the project moves forward, again, please don't hesitate to reach out. Best regards, Matt
385	Website	Victoria Bustamante	I live in Hebercity ,, I DO NOT WANT THE HIGHWAY TO PASS THOUGH THE FILEDS ... I want the highway to stay on Main Street... we're it is now ... Make it work ,, I didn't pick my place to live to have my beautiful fields taken away
386	Website	Tim Munsell	After reviewing the maps and various proposals, the best option seems to be undoubtedly the WEST BYPASS PARKWAY TURBO ROUNDABOUTS. 1) It shares many similarities to the Legacy Highway in Davis County including safety (the data is plainly clear that roundabouts are the safest possible intersection and a straighter stretch of road in inherently safer especially during inclement weather) and transit speed. 2) All the other proposals will serve to divide the community with another boundary, furthering the risk of concentrated wealth and poverty. WBD is the only alternative along pre-existing community boundaries that won't further or create a hard line between "good" and "poor" neighborhoods, a serious consideration as the valley continues to grow and in a social climate that is beginning to recognize the importance of integrated diversity. 3) Each of the EB alternatives will require tearing down or significantly disrupting already existing developments. The WB alternatives have far fewer unintended consequences upon the people who ALREADY LIVE HERE. There will still be negative impact, but on the whole, the effect will be less, and on fewer communities.
387	Website	Daniel Ellis	The East Bypass alignment has by far the most impact on the residents of Heber. It moves traffic into a residential neighborhood. It does not take truck traffic off of Main Street. Hundreds of children walk and ride bikes to the elementary and middle school that will not be possible with a parkway to cross. It will displace families that have lived on the same property for 5 or 6 generations. It will destroy the beauty and value of the triple crown neighborhood taking away the front entrance and several homes to align with Pimlico dr. I understand that the west alignment has challenges but the cost to residents is much less. The tunnel under main street is a fun option let us know when you have the \$2 Billion to \$3 Billion dollars to build it.
388	Email	Daniel Ellis	The East Alignment Bypass has the most impact on the residents of Heber. It tears down homes it divides neighborhoods it takes away the walkability of Heber. Hundreds of kids bike and walk to school crossing Mill road they will not be safe doing that any longer. Families will be displaced that have lived on the same property for 5-6 generations. You will destroy the beauty and value of the Triple Crown neighborhood. To align with Pimlico you will destroy the front entrance, the community water retention park and several Very nice homes. The alignment also goes right through the new and unfinished Red Ledges Park. I know there is impact to the west side residents of the West alignment but that is mainly farm land. You also proposed a tunnel under Main Street as you know there are several tunnels being built in US cities the least expensive is \$600 million a mile the average is about \$1.5 Billion a mile. If we have that kind of money let's consider the West Alignment built below grade and decked in the most visible and impactful areas. The impact of construction including noise , dust and traffic disruption is much less on the West. Daniel Ellis
389	Website	Johnny France	The East bypass options have too many risks to the children within the neighborhoods and schools. The speeds that are being suggested will result in children, adults, and animals being killed on a frequent basis. If there was to be a road there, it should be a 25mph limit and the purpose is for residents to utilize to bypass Main Street. Under no circumstances should this road be used by tracker trailers, RVs, buses, etc... However, we are spending enormous amount of energy and expense discussing a minimal problem of Main Street traffic. The traffic poses a 5-10min add to the trip of that individual's drive and these west/east proposed options will devalue properties, put children at risk of injury or death, disrupt the charm of Heber Valley for an inconvenience of the tourist extra 5-10min drive. Lastly, the East has nearly all neighborhoods developed, whereas the East proposed options have significant opportunities to develop without harming individuals investments and home lives.

Comment Number	Comment Origin	Name	Comment
390	Email	Douglas Morrison	I live in Cobblestone development. I cannot see how a bypass route through Mill road area will be beneficial to me, my property values, or the ease in which I go to and from. Not to mention the harrowing time spent with construction to install. there is much open land on West side, if you have to do it at all. a bypass for trucks that do not even stop in Heber would be great--and how much revenue downtown is expected to be lost by diverting. My vote is a hard no on the East Bypass proposal. I like my property value climbing, ot descending.
391	Website	Johnny France	The East bypass options have too many risks to the children within the neighborhoods and schools. The speeds that are being suggested will result in children, adults, and animals being killed on a frequent basis. If there was to be a road there, it should be a 25mph limit and the purpose is for residents to utilize to bypass Main Street. Under no circumstances should this road be used by tracker trailers, RVs, buses, etc... However, we are spending enormous amount of energy and expense discussing a minimal problem of Main Street traffic. The traffic poses a 5-10min add to the trip of that individual's drive and these west/east proposed options will devalue properties, put children at risk of injury or death, disrupt the charm of Heber Valley for an inconvenience of the tourist extra 5-10min drive. Lastly, the East has nearly all neighborhoods developed, whereas the East proposed options have significant opportunities to develop without harming individuals investments and home lives.
392	Email	John France	Hello, Please see my comments below regarding why the East bypass is a terrible and risky idea. The East bypass options have too many risks to the children within the neighborhoods and schools. The speeds that are being suggested will result in children, adults, and animals being killed on a frequent basis. If there was to be a road there, it should be a 25mph limit and the purpose is for residents to utilize to bypass Main Street. Under no circumstances should this road be used by tracker trailers, RVs, buses, etc... However, we are spending enormous amount of energy and expense discussing a minimal problem of Main Street traffic. The traffic poses a 5-10min add to the trip of that individual's drive and these west/east proposed options will devalue properties, put children at risk of injury or death, disrupt the charm of Heber Valley for an inconvenience of the tourist extra 5-10min drive. Lastly, the East has nearly all neighborhoods developed, whereas the West proposed options have significant opportunities to develop without harming individuals' investments and home lives. Thank you, John
393	Website	Leesa Quade	If UDOT's mission is "enhancing the quality of life", how does putting a bypass through a residential area do that? The 1200 East(Mill Rd) area is 100% residential. Mill Rd is used by children and families to walk and bike to schools and church. Additionally, there are busy bike lanes on Mill Rd. that would be affected by your plan. Roundabouts in this area are a bad idea because they are dangerous for pedestrians and bicycles. It seems that any plan to "keep Utah moving" should focus on improving traffic on Main Street in Heber City. Most of the historical buildings are located on the West side of the street, so improvements could be made using the east side. Many of the businesses along Main St do or could have access from the backs of the buildings. Many businesses could be relocated to other retail corridors near Walmart. Frankly, Main St could benefit from moving less than viable looking businesses and vacant storefronts.

Comment Number	Comment Origin	Name	Comment
394	Website	Jake Hindman	Dear UDOT, I recently moved into a neighborhood about a 1/2 block away from Mill Rd and have several concerns about each of the proposals to re-route traffic on the Eastern side of Heber Valley. My wife and I have two young boys, aged 2 and 4, and we invested a significant portion of our savings into a new house. Please see my concerns below: 1). The property value of our new home and everyone else's who reside on the East side of town would be negatively affected by having a 45-65 MPH road bisecting our quiet peaceful neighborhoods. 2). It would also substantially increase noise and pollution from having cars zipping by at all hours of the day/night. 3). Letting my children ride their bikes around the block when they become old enough to do so by themselves would no longer be feasible with a road like that nearby. 4). There are two schools just off Mill Rd where children from the surrounding neighborhoods often walk to and from each day. The new roads would create a safety hazard for these children when they try to cross them. 5). Our neighborhoods are walkable right now, putting a highway through it would change that for thousands of people who live near the proposed routes. 6). Businesses on Main St would suffer from having the traffic diverted. Thank you for providing me a platform to voice my concerns and take them into consideration. Cheers, Jake
395	Website	John Kennedy	Please send these trucks through the east side of Heber. We need to keep the western side of Heber, eastern side of Midway development free to the very best of our ability. Those farm fields, views of Timpanogos are what bring people to Heber Valley in the first place.

Comment Number	Comment Origin	Name	Comment
396	Website	Gordon Mortensen	November 2, 2021 To: Heber Valley Corridor EIS Feedback and alternate proposal for Hwy 40 Heber City bypass. Feedback on current proposals Routing the bypass road on the west side of Heber is the best proposal for many reasons. This west side rout has been supported for many years by the Heber City government and by Wasatch County government. All routes plan for many years. The route is nearly flat all the way which should keep construction cost at a minimum. The best north side starting point for the west side route is included in the WD option. Routes WB and WC are preferred over WA and WD on the south end attaching to Hwy 189. However I have included what I think is a better route for the south end of the bypass in my alternate proposal later in this document. The east side routes EA, EB, EC and ED are not desirable in my opinion. All these routes go right thru very populated residential areas and do not really "bypass" Heber but rather bisect Heber. The west side routes are preferential for light industrial area access as these areas are located predominantly on the west and south end of the Heber City area. Alternate proposal (Wasatch County Resident) Please consider this alternate proposal which starts the bypass near the current weigh station on Hwy 40 south of Heber City. The starting point should be south of 3600 South Street an proceed West hugging the hills. Build roughly following Daniels Creek the route continues west of South Field Road, approximately 2000 West and intersects Hwy 189 just East of the Hwy 189 and 300 South intersection, west of the airport end of the runway. The north bound route continues basically following the WA, WB, WC and WD described routes. The key is that the bypass is started at the Weigh Station and is predominately south of the Daniel residential area. This route provide minimal impact to residential areas, full bypasses the Heber City Main Street area, provide a Hwy 189 North to Park City route, provides nice Hwy 40 to Hwy 189 to Provo link and follows the mid valley plan which has been in the Heber City and Wasatch County plans for many years. Summary No to all East side alternatives. Yes to West side alternatives WD on the north end and WC on the south end. Alternate proposal for better routing of traffic starting near the Weigh Station on Hwy 40 then west of airport, then following WC and WD. Thank you, Gordon Mortensen Wasatch County Resident gordmortensen@gmail.com
397	Website	Nathan Zabaldo	The East Bypass would be a terrible option considering the danger to young children and neighborhoods in this area. It absolutely makes zero sense to me to put a bypass using the East alternative. Please, do not consider this an option and disrupt the lives of families and a huge number of families with young children that are constantly biking across Mill Rd. and in the general area of the proposed East Bypass alternative.
398	Website	John Evans	Please select the alternative that will best serve the patronage for the Heber Valley Temple and minimize disruption to the environment.
399	Email	Deborah VanLeeuwen	I am submitting an email as I did not receive an acknowledgement that my comment was sent from the website. My recommended option is #40D by tunneling under Main St. for "through traffic at higher speeds". This is a benefit to the trucks on Hwy 40, and the opportunity to create a pedestrian friendly downtown district which addresses our community concerns. Sincerely, Deborah VanLeeuwen

Comment Number	Comment Origin	Name	Comment
400	Website	Bruce Quade	I vehemently oppose a bypass through East Heber. I bought a home in East Heber to avoid such traffic. The East Heber neighborhood is a residential neighborhood with families, schools, churches and many school age children walking about. I will join my neighbors and vigorously fight any attempt to put a high traffic, busy bypass roadway through East Heber. Many of the homes in this area are relatively new and of high value. Many homeowners would likely sell and home values would plummet, both contributing to a reduced tax base.
401	Website	Heidi Harna	Heidi Ward Harmon 435-503-0037 heidibugmail@yahoo.com 669 West 1250 South Heber City, Utah 84032 I am for the "LEAST" disturbance of our beautiful open spaces, North/South fields, & existing neighborhoods on the West side as well as the East side. I want: 40D-Tunneling/bridging. *Getting out of town traffic off of main st. I also want: 40E to manage our local traffic into 2050. I feel "Very Strongly" about keeping & preserving Heber City's rural feel. These 2 accomplish both. We need all of our sewer fields intact. Part of the beauty of this valley, in addition to open space, is our migrating wild life. I DO NOT want Highway 189 moved!! We need to keep existing roads. * If this is not possible, I believe taking the road all the way out to 189 is best. 1300 South has existing neighborhoods that will be greatly impacted!! Property values will drop drastically, noise & air pollution will damage our quality of life. (The reason why we moved here in the first place) Please please please don't put the road up 1300 South to save trucks a few seconds of traveling time. It's not worth destroying people's lives!!!!!! Thank you for this chance to have a voice in what will effect the rest of my life
402	Website	joseph mara	I still like the southfield road concept.
403	Website	Eileen Boshard	Please take into consideration the fact that a East Bypass of any type would greatly change event day life for families living in the east area. It would be visual ugly to see gas tankers in our neighborhood, the noise pollution would disrupt sleeping, air pollution would cause illness, and the safety of children would be horrendous. Please do not put a bypass on the East side.

Comment Number	Comment Origin	Name	Comment
404	Website	LueShell Mortensen	To: Heber Valley Corridor EIS Feedback and alternate proposal for Hwy 40 Heber City bypass. Feedback on current proposals Routing the bypass road through the west side of Heber is the best proposal for several reasons: 1) The west side route has been studied and also supported for many years by both the Heber City and Wasatch County governments, and the majority of citizens. 2) The west side route is advantageous, as it is quite flat all along the way, which would alleviate the need for bridges, overpasses, etc., and should keep construction costs lower. 3) The western route will not traverse through established residential neighborhoods, where schools, churches, and small businesses, would be impacted by dangerous tanker truck, and other undesirable traffic flow. 4) Wasatch County and Heber City have already acquired right of way to accommodate a corridor for a western bypass road, and have been actively annexing land for the purpose of a bypass route. In addition to the above stated reasons, I feel that the best north side starting point for the west side route is included in the WD option. Routes WB and WC are preferred over WA and WD on the south end attaching to Hwy 189. The east side routes EA, EB, EC and ED are not desirable in my opinion. All these routes go directly thru very populated, residential areas and do not really "bypass" Heber but rather "bisect" the community. The west side routes are preferential for light industrial area access as these areas are located predominantly on the west and south end of the Heber City area. Alternate proposal (Wasatch County Resident) Please consider this alternate proposal which starts the bypass near the current weigh station on Hwy 40 south of Heber City. The starting point should be south of 3600 South Street and proceed West hugging the hills. Build roughly following Daniels Creek the route continues west of South Field Road, approximately 2000 West and intersects Hwy 189 just East of the Hwy 189 and 300 South intersection, west of the airport end of the runway. The north bound route continues basically following the WA, WB, WC and WD described routes. The key is that the bypass is started at the Weigh Station and is predominately south of the Daniel residential area. This route would minimally impact residential areas, fully bypass the Heber City Main Street area, provide a Hwy 189 North to Park City route, provide a reasonable Hwy 40 to Hwy 189 to Provo link, and follow the mid valley plan which has been in the Heber City and Wasatch County plans for many years. Summary: No to all East side alternatives. Yes to West side alternatives WD on the north end and WC on the south end. Alternate proposal for better routing of traffic starting near the Weigh Station on Hwy 40.

Comment Number	Comment Origin	Name	Comment
405	Website	Stacy	It seems that the least disruptive solutions are around either improving the current Hwy 40/Main street or optimizing the West Bypass options. Alternative 40F feel like the best of the options in terms of minimal disruption to existing structures, ease of use for both truckers and residents and minimal change to existing flow. The West Bypass options all seem viable with the except of Turbo roundabouts. All East Bypass seem dangerous and destructive - overall their are not many safe, awlkable neighborhoods in Heber that include sidewalks and appropriate crosswalks, light poles, etc. The East part of down has more family friendly, walking friendly, safe infrastructure. To put a massive highway through these residential and school adjacent areas would set the livability of the town back several decades and would be a blemish on Wasatch County. I do not support any East Bypass options.
406	Website	Kari Townsend	I am a resident of Cobblestone located in the East side of Heber City and very close to the location of the East bypass alternative concept. I am shocked that this alternative is even an option. The first reason for my opposition to the East bypass is of course safety. There are four schools within walking distance to the entire proposed route. Wasatch High School, Timpanogos Middle School, Old Mill Elementary, and J.R. Smith Elementary. There are hundreds of children and teens biking and walking to school each day starting at roughly 7:00 am and not ending until roughly 4:00 pm. The thought of increasing the speed to 45 MPH let alone 65 MPH in this area absolutely terrifies me. I personally know of two children that have already been hit by cars while riding their bike or walking to/from Timpanogos Middle School AND one going to Old Mill Elementary, this just in the last four years. Traffic during school hours is already concerning and the amount of construction in this area is only going to lead to more traffic and safety issues. Continuing on the topic of safety is human trafficking, another major concern. Utah is ranked 4th in the nation for human trafficking. If this bypass is approved and goes through the East side of town, you are giving traffickers access to thousands of children and teens within a 3-mile radius. Las Vegas is a major sex trafficking hub, a short 6-hour drive from Heber City. Last is the issue of displacement. Right now, there are close to three hundred homes that would be directly affected if this were built today. I feel confident in saying that these families will be forced to relocate out of Heber City if they were to lose their homes due to the East bypass. As you are very aware, Heber City is growing quickly and one of the top real estate markets. There will not be enough inventory, especially if they are priced out of the market, for them to stay. Families, some who are lifelong residents, will have no choice but to leave. You will be uprooting children from schools where they have made friends and parents with jobs that may not be able to relocate. This would be detrimental to them financially and emotionally. I have spoken to several neighbors and friends in surrounding neighborhoods, and we all agree that the East Bypass should not be an option with the amount of congestion already happening and building taking place. I feel the Alternative WD would be the best option since less people would be affected and land is available. Thank you for your time and consideration.

Comment Number	Comment Origin	Name	Comment
407	Website	Bryan Fletcher	I have been fortunate enough to call Heber Valley home. Throughout my time here I have enjoyed the small town feel, the recreational opportunities, and the serenity the valley holds. Since the beginning of the bypass discussions I have not seen it as an absolute need. I understand that our town will grow and that we should focus on planning and directing that growth responsibly rather than trying to stop it. Increasing the ability for traffic to flow through this area is a part of that inevitable growth. I have been to the information sessions and reviewed the options accordingly. My first thought is that this bypass road cannot go east. Bypassing 40 will destroy much of the character that Heber City has. Neighborhoods would be destroyed and divided, recreational paths for walking, biking, and getting kids to school would now have to go above or under a huge highway. Kids navigating to school would now have to fear, cars and semi trucks entering and exiting the highway never mind the occasional snowy day car crash where they may come off the highway into their bike lane or yard. There is already roads and brand new houses being currently under construction where this exact plan would go. Which means, this town, county, and the state of Utah would have wasted countless dollars in the construction and demolition of these already existing structures to build a new highway. The number of residents that would be displaced for this project would further exacerbate the housing crisis in this community. This option also does nothing to help the traffic coming up provo canyon on 189 which seems like the majority of daily traffic. Travelers to and from that direction would still navigate through main street as they would have to travel out of their way to get to an on ramp for the eastern bypass. This bypass was originally intended to relieve traffic congestion through town to create an acceptable main street for walking and shopping. However, the east by pass would simply bring the traffic problem to the neighborhoods without doing anything to solve the problem on main street. The west by pass would at least solve the problem for travelers coming from 189, it can be designed to accommodate travelers coming from both directions on 40. Additionally, it does not put the bypass directly in a neighborhood. However, it does destroy some of the character of the Heber Valley, it does destroy ranching property and wetlands full of wildlife, and it will add noise and light pollution to the neighborhoods that would be next to the highway. Unfortunately, deer and elk would now have cross two highways to get to the river and safety of the fields during the winter which would increase wild life fatalities and animal/MV collisions. So in my opinion, The tunnel is the best option for this valley for several reasons. It solves the traffic congestion on main street 40, it can accommodate travelers from both directions on 40 and 189, it leaves the neighborhoods, bike paths, wetlands, and wildlife alone. It will reduce noise and light pollution in the valley and could even be used to reduce environmental pollution through fan filtration inside the tunnel. The tunnel will truly service the intended purpose of a bypass road by actually bypassing Heber City without any interruption. Additionally, it can serve as a form of communication and marketing. Digital signs inside the tunnel can remind travelers to buckle up, slowdown, watch out wildlife or alert them to changing road conditions. The tunnel walls can highlight the Heber Valley, recreational opportunities, and the businesses that operate here. Further, it's sustainable and expandable when needed. It truly puts the traffic problem of this valley out of sight and out of mind for the residents that live here. If we as a community are going to do this by pass road, let's do it right the first time and make it the only time we have to construct a bypass.
408	Email	Jill Kowalski	To Whom It May Concern, I have reviewed all the bypass options you have posted and am appalled that an east option along Mill Road is being considered. The maps do not illustrate that the largest elementary and middle schools in Wasatch County school district are immediately adjacent to Mill Road. HUNDREDS of children walk or bike to these schools on a daily basis crossing Mill Road. This community currently functions very well as a walkable community. I have been a crossing guard and the walking/biking access to these schools is a huge asset to the quality of life in our community. Shutting access off across Mill Road would be a HUGE detriment to our community and create an even larger traffic problem during school drop-off and pick-up. The goal of any transportation entity should be to maintain, encourage and create walkable communities. I understand that a bypass is needed, but not at the cost of disrupting a well functioning walkable school community. Not to mention the high density of new homes on both sides of Mill Road. Please consider the community impact of dividing this community physically in half. The chance to build the bypass in this area has passed - it is already developed. Thank you for your consideration.

Comment Number	Comment Origin	Name	Comment
409	Website	Karen Ward	To whom this may concern; This letter is to voice our rejection of UDOT's proposal for a Eastern Bypass thru Eastern Heber City neighborhoods, which changes small residential access roads into a high speed by-pass namely utilized by semi-trucks and passing thru traffic connecting to Hwy 40. We respectfully request that UDOT and Heber Valley City Council consider a true bypass that directs traffic away from neighborhoods, homes, schools, churches, and considers the residents of Heber who live near the proposed areas. The proposed Eastern bypass does not reduce congestion or improve traffic flow for residents who live in the area. In fact, it adds heavy traffic, semi traffic, and cargo haulers onto our residential neighborhood streets. The proposed bypass would include new speed limits from 35 mph to 55+ mph. The proposed Eastern bypass along Mill Rd is in ridiculously close proximity to Timpanogos Middle School, Old Mill Elementary School, Mabel's, a pre-school as well as several churches. This is directly endangering elementary and middle school aged children who walk and bike unsupervised to school along this route every single day, year round. Currently, these students must cross at adult supervised cross walks to ensure their safety. Bus services are not available to these students who live in close proximity. Allowing UDOT to put a bypass with highway speeds is negligent when we consider the safety of students who cross this path. This will certainly be a traffic nightmare several times a day as students attempt to cross Mill Rd, those parents also pick-up or drop off their students and now must navigate semi trucks at high speed. This will be a disaster. Sjmotanesouly there is an increased danger and decreased safety for local residents and families who must cross Mill Rd as the only access for leaving or entering our homes. We have no back road to utilize to avoid a proposed bypass. There is high potential for fatal accidents due to the high speed vehicles and semi trucks that would certainly travel based on the recommended new speeds. This increased volume of traffic, and speed becomes a dangerous situation for those residents who live nearby. Residents of these impacted neighborhoods will also experience decreased local mobility and an overall inconvenience to access their homes. Mill Rd is the only access for residents and the proposed concepts greatly impact and burdens the lives of those who need to cross this Mill road as a daily part of our lives, trips to the grocery store, supporting local shops, and enjoying a quiet life. Emergency response could be heavily impacted as well, certainly as increased noise level is imminent, and poor air quality which could all lead to other abatements or impacts on the quality of life in the future. Residents most certainly will also see decreased property values as these family farms, homes, neighborhoods, churches, parks, are impacted by an Eastern bypass. We ask that UDOT reconsiders their eastern bypass proposal and thinks of these families and children who have live in this area and the life long impact this decision will have. Sincerely, Mike and Karen Ward Residents of Triple Crown Neighborhood

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Comment Number	Comment Origin	Name	Comment
412	Website	Larry Lees	UDOT Wasatch County Bypass I am against the consideration of an East side BYPASS for a multitude of reasons. The most important is safety. The proximity of high-speed traffic, including large truck traffic, to an elementary school, middle school and highly populated neighborhoods is enough to eliminate this option on its own. The fact that this route would include a significant incline in elevation then decline would necessitate higher speeds then a quick decrease in speed. This has the potential for increased accidents. Also to be considered would be the merging to and from main street which would create a significant back up. The noise and light pollution to highly populated neighborhoods, schools and recreation areas would be untenable. Where there is currently no impact, this would negatively impact the most populated arears of Heber City. The maps used for the Environmental Review process were old and outdated. Current homes and entire neighborhoods were not included in the study. The East proposal did not include the many neighborhoods that would need to be removed. This disqualifies the current public EIR process. Clearly if a BYPASS is to be deemed necessary, it should be on the West side of main street through the current open space where there would be minimal disruption including displacement, to existing communities. Although there may be a Wetlands impact to sensitive areas, those impacts are easily mitigated with mitigation banks already established in other areas. A very common solution used regularly. Thank you for considering my input. Larry Lees
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414	Website	Michele Dixon	I reviewed the maps to address Main Street development, bypass. I believe the SAFEST and best option is WEST BYPASS PARKWAY TURBO ROUNDABOUTS.
415	Website	Stephanie Schirman	It is of the utmost importance to have the Heber Valley businesses and residents best interests. With that being said, the best option in gaining better flow of traffic traveling 'past' our valley is to go with either WB1 or WC1. These options provide the least impact on the area (residential specifically) and get the large vehicles onto 189. It will also alleviate Midway and Charleston and Daniel commuters. WA will have way too much impact on the Southfield Park area, as well as ruin the look of our quaint valley. Going with WB or WC would allow Main St. to be used just the way it exists and is intended, to get locals and tourists alike into town. Please do not send high speed roadways with trucks, tankers, and trailers through the Eastern side of town. The entire area is full of residential neighborhoods, with children playing, riding bikes and walking to schools. Please do not make 100 W a one way highway through a residential neighborhood! And lastly, please do not go with more roundabouts. We have only one chance to get this right...
416	Website	Richard Getz	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.
417	Website	Richard Getz	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.

Comment Number	Comment Origin	Name	Comment
418	Email	Hannah Morris	Please reconsider putting the bypass through the east side of Heber. There are many homes and families that would be affected negatively. I do not support it coming through neighborhoods even if it is built above. Too much noise, traffic and potential crime could come with the bypass. The west bypass makes much more sense considering the minimal number of people that would be put in the middle of it. I know many of my neighbors and friends feel the same way. The east bypass would not be considerate of the many families safely living in their neighborhoods in Heber. Thank you, Hannah Morris
419	Email	Tim Morris	To whom it may concern, I find the East bypass alternative concept unacceptable, the impact on existing homes, neighborhoods, children, and families Would be devastating. Obviously the open fields on the west side of hwy 40 is the optimum route with less impact on homes, schools, and neighborhoods. I realize you will not make everyone happy but the east concept and the impact it would cause isn't worth all the lawsuits that will come If it's a serious consideration. Best Regards, Tim Morris 435-640-5825
420	Website	Teri Bell	To address the by-pass option, we need to think about impacting the community in the least possible way. I believe the option W-D Option is the best for moving traffic away from the schools, housing and businesses and off main street. Option W-D Option would also help with noise, light and hopefully not disturb the wild life or beautiful views in the Valley while continuing to allow traffic to move freely thru the valley. Thank you for your time and consideration of my opinion.
421	Website	Ryan Thorpe	For the Eastern Bypass, the ALTERNATIVE EC makes the most sense. Highway 40's max speed limit is 55 and it's not even close to being as close to residential. 65 and 55 are far too fast for this residential area. EC is the most appropriate with slower speeds and more intersections for safety being in residential.
422	Website	Simone Brown	I am opposed to the eastern bypass. It is dangerous to create a bypass in such a highly populated area. The bypass should go through the North fields. It would be the safest and less invasive for the residents of heber valley.
423	Website	Terri Caldwell	Putting the bypass on Mill Road would involve the disruption of many homes and yards and would go through the middle of residential property. Adding the bypass to the already clogged Mill Road--two schools, MANY new homes, many young children and pedestrians--would be neither wise nor logical. Children would have to cross a bypass to get to school. Please, do not consider this alternative!
424	Website	Larry Lees	I am writing this letter in OPPOSITION to the East Side Bypass in Heber City. This bypass would be met with stiff resistance from the neighboring homes affected. This is a highly populated residential area that also includes several schools. Having a high-speed major thoroughfare with large big rigs is clearly a safety issue as well as a noise issue for the residents in the vicinity. The East Side Bypass would have to involve an ascent and descent in elevation which would cause higher speeds involving merging traffic of cars and big-rigs. This creates a seriously dangerous situation. There are several new neighborhoods along this by-pass route including Red Ledges, Stone Creek, and Triple Crown. These brand-new homeowners would strongly fight this proposed route because it impacts their safety, noise, and quality of life. None of this was disclosed to these new homeowners when they were buying homes in beautiful Heber City. A by-pass road would be best situated on the WEST side of town, through the open space and sparsely populated area of town. Any Wetlands impacted could easily be mitigated with mitigation banks that is already a common practice. Please DO NOT build a Bypass Road on the east side of town. Thanks for your consideration to this matter. Toni Lees
425	Website	Soquani Wilde Corff	I feel that there is a serious injustice in the maps being shown, especially for the east alternatives. Where there would be a bypass or other option there is a new neighborhood that is not shown on the map possibly leading people to believe that there are no houses that would be impacted in the area. I can tell you as one of the owners of one of the houses that is directly where the bypass would be my life and livelihood would be very impacted by the decision to put a major thoroughway through my house or even neighborhood. We bought a house in that area because it was safe and far from major traffic. We were not told of any potential change such as this when we were sold the house. I feel like other newer developments may have also been left off the map and it's hard to determine the best course of action here without the community understanding the impact fully due to such omissions. Please remember that building this through a neighborhood is going to have a negative impact on those families livelihoods, safety and quality of life that so many of us love about Heber City.

Comment Number	Comment Origin	Name	Comment
426	Email	Grant Baird	thanks again for allowing feedback. i've spoken with all my heber valley family about this hwy 40 / additional alternate route. none of us baird's want to see this happen. nobody wants a busy road going by their house - we bought where we did (southfield, daniels, center creek, heber city) to be well off busy roads, highways (state or otherwise) and traffic. please consider putting speed bumps on main street and control the traffic vs rerouting it. i think all of us in this valley are fine with thru traffic taking 20 minutes to drive across town rather than ruining any more fields or adding to existing streets. thank you on behalf of myself and the baird family. grant baird zuluzen2011@gmail.com 435-503-0364
427	Website	Lynette Berg	My opinion is that WB or WC would be the best options, depending on which was least disruptive to the local community and neighborhoods. I think that WA is more than is necessary and that the grade-separated interchanges would ruin the small town, community feel of Heber Valley. WD, with the roundabouts seems to defeat the purpose of a bypass. I also don't like the idea of destroying more of the North fields. None of the East Alternatives are viable in any way. They disrupt neighborhoods, separate children from their neighborhood schools and churches, and destroy safe neighborhood streets by intersecting them with high speed highways. If it is possible to put in the northern section from Highway 40 to Center Street without destroying neighborhoods, as an arterial road, that would provide an option for people living east of Heber to get to their homes without going onto Main Street. It wouldn't need to be high speed, 35 MPH would be fine, and it could just have an intersection at Center Street. There is no need to funnel the traffic to Mill Road. At Center Street, the drivers could then proceed to whichever north-south road works best for them, Mill Rd., 2400 East, 3600 East or 4800 East. This would also spread out the north-south traffic instead of adding congestion on Mill Rd.
428	Email	Pamela Provetto	I understand that there are some options to put the Highway 40 bypass on the eastern side of Heber City. I am a Cobblestone resident and cannot understand how any of the eastern side options make any sense at all. Going through the backyards of residents with a heavily trafficked road and creating dangerous intersections in neighborhoods with thousands of children is a most unreasonable option. We already have a commercial area in Heber with Main Street and that's where it should stay. Tunneling and overpasses for the existing highway would be a much better option. Respectfully, Pamela Provetto
429	Website	Jamie Washburn	I have concerns with all of the east bypass options. This is a heavy residential area with many homes still in the process of being built. There are also three schools right off of Mill road and adding more traffic to the area causes major concern especially for walking/biking children, but also for teen drivers headed to the high school. The current 35 mph speed limit is too high in my opinion. The dangers will exponentially increase with vehicles traveling 45-65 mph. Overpasses and above grade roads will ruin the natural landscape and views that make Heber desirable. In my opinion, the best option is to improve Main Street and keep traffic in the commercial zone.
430	Website	Jennifer Tate	I would rank all western alternative over the expansion of Main Street for US 40. The eastern alternative offers some interesting ideas for local traffic but never for commercial our through town traffic. I thought the turbo round about where most interesting among the western alternatives. Allow Heber City to consider changes to Main Street based on their plans for the downtown area.
431	Email	Virginia and Doug Morrison	Wetlands. more important to this valley than the already crowded growth running unchecked? Any EAST BYPass options goes through Heart of population, schools, safety of kids, construction and detours for YEARS, and loss of property value. Noise and construction, coupled with all the kids going to and from school, and the detours and traffic controls will take the desirability out of this area we live in--Cobblestone. in our mid 60s now, we won't live long enough to avoid or see the result of construction...I cant believe it is even thought of as a potential with all the growth and established neighborhoods on the east side, not to mention the property values. shame on you Heber./UDot. Virginia and Doug Morrisosn

Comment Number	Comment Origin	Name	Comment
432	Website	Eric Gingras	Hello, I attended the Zoom meeting as well as the in person meeting so thank you very much for hosting. I was suprised at the number of concepts shown - a really great brainstorm of ideas! I will keep my notes as brief as possible Western By-Pass This seems like the logical choice to me. The road is flat, it's primarily in farmland, it causes minimal disruption and eminent domain issues and the construction costs must be reasonable. This would clearly pull the traffic off of main street and would accomplish most of your goals with minimal disruption. It's the clear winner to me. Main Street Changes I like the idea of round-a-bout as a way to improve traffic plus they would add a great design element to the down town area - (parks, plantings etc.) I also think the one way options are interesting as they would really reduce congestion and enable significant parking improvements. The tunnel is ludicrous and the bridge idea not much better. Eastern By-Pass This is a non-starter to me. First of all it would do little to alleviate traffic as only the Heber locals and eastern bound travelers would comply. Plus the noise, traffic and safety of having to drive through a established neighborhood makes no sense to me. I hope these comments help - please feel free to reach out to me if you have any questions - Eric
433	Email	Shayne Norton	To whom it may concern, I am writing to express in as strong of language as possible that I am adamantly against all three of the East Bypass concepts. The reason for my opinion is I live just off mill road, my children walk to school at Old Mill Elementary and Timpanogas Middle school. The traffic is already horrible in the mornings during school drop off and pick up times and adding a major highway right through the middle of this is insanely dangerous regardless off any overpass or under pass put in. I work in Law Enforcement and I have been on too many car crashes and semi truck crashes. I've see the distance theses vehicles travel when they are driving at the purposed speeds listed for the bypass, and crash. There is no way anyone will convince me that the East bypass can be built in a safe way that won't put my 6 kids lives at risk going to and from school. In addition the roads would destroy the quality off life that my family live in Heber to enjoy. We regularly walked around the school areas on the bike paths to enjoy a quiet evening as a family, the East bypass woud bring so much noise pollution that it would ruin that opportunity. In addition the purposed bypass would effectively divide the Heber area in half and ruin the cohesive atmosphere of our community. Lastly to put in this bypass on the east side would require taking homes from people and families that have been in this community for generations and with the cost of land and building in Heber many of theses people would be forced to move to other places because they can not afford to replace there home in Heber. This is unacceptable. For these reasons and in support of the many others reasons listed by other concerned citizens I respectfully request that the all of East bypass options be rejected. Respectfully, Shayne Norton
434	Website	Ryan Drinkard	Hello, I would like to voice my support for alternative concept "WD". I live in Muirfied Subdivision abutting the Heber City Dog Park and North Meadows. Right now my view is a quiet meadow with horses grazing. The currently planned route will replace this serene scene with noisy oil tanker trucks and speeding cars. Those trucks are exceptionally loud upon acceleration and deceleration and will make life utterly miserable for anyone living along the currently proposed Western bypass route. Concept WD avoids the mistake of placing a busy bypass road immediately adjacent to the Heber City Dog Park, Muirfield subdivision, and Elm Bridge Apartments. Option WD also allows higher speeds and will lessen future traffic along US 40 near the new Coyote Lane housing development and the large Wasatch Commons apartment complex already on U.S. 40. Option WD also helps prevent the reduction in property values for hundreds of homes in Heber, which means untold millions in extra property tax revenues to the local government over the next 50 years. Overall, I do not support any bypass road being built because its truly unnecessary, but if you must, Option WD is the most sensible solution for protecting the health, property values and sanity of those who call North Heber home.

Comment Number	Comment Origin	Name	Comment
435	Website	Jason Curtis	The proposed eastern bypass routes will insufficiently improve the traffic situation in Heber Valley because it does not address traffic on U.S. 189. If one of the eastern bypass routes were built, traffic traveling between northern Wasatch County/Summit County and Provo Canyon will go right through the center of Heber City, unchanged from the current situation. A significant portion of Heber Valley's traffic problem will not be improved by the proposed eastern bypass routes. Since these eastern bypass alternatives do not wholly address the traffic situation on Heber City Main Street, these routes would be waste of scarce resources and time while simultaneously devastating eastern Heber City. Because the proposed Main Street alternatives and western bypass alternatives would address all the traffic passing through Heber City, they should be the only proposals considered. The eastern bypass routes only address a part of Heber Valley's traffic situation and should not be considered when there are clearly more appropriate solutions.
436	Website	Jim Spellman	The easter bypass ideas will cause major disruptions and noise issues to a bunch of newly built homes and subdivisions that would have never built there if they knew this was coming. The parallel routes to Mill will cause traffic delays at these short sections where you go from one to the other. So would we be wanting the tankers then to use these routes in more residential areas at higher speeds? That is not safe. Also Heber is quickly be expanding north so the norther intersection with US 40 needs to be more forward thinking and be much further north. The Western bybass should go all the way to River Rd to be ready for the future. I know something needs done and the longer we wait the harder it will be. I know the wetlands are important but interrupting people and people safety is more important than that. There has to be a way to be wetland friendly on the Western side. I know this may sound crazy but is there a way to go across the Unitas from Strawberry to Francis or something that is much less inhabited at this time?
437	Website	Heidi Jones	For over 40 years a western bypass of highway 40 has been discussed. There has been land actually set aside in areas for this purpose. The idea of an eastern bypass should have been considered long before new homes and neighborhoods, elementary and middle schools were established. The cost and destruction of putting in an eastern bypass will sever the community we are trying to save with a bypass. Please withdraw these options as they are not reasonable in the first place.
438	Website	Martha Thorsen	It is of my opinion that the East ByPass is absolutely ridiculous! The Eastern Bypass would destroy several million dollar homes, both current and in the process of being built, it would put established neighborhoods in complete shambles and schools and open spaces would be gone! This makes absolutely no sense whatsoever!! The safety of all children would be imperial. Honestly, I can not understand how the East Bypass is even an option. I understand that this is a no win argument- no one wants a bypass in "their neighborhood", but common, logical sense is to put it where the least amount of homes, schools, and neighborhoods will be affected. That answer would be the Western Bypass!!!
439	Website	Nicholas Wood	1) There is an overwhelming need to improve traffic conditions that affect our local Main Street every day. A bypass would greatly improve Main Street conditions for business owners, pedestrians and local commuters alike. 2) The proposed West bypass appears to be a beneficial alternative to the alternative hwy 40 improvements. Additionally, the impacts to EXISTING neighborhoods, communities, schools and public land use is minimal. 3) The East alternative concepts do nothing more than to impact neighborhoods and schools (Timpanogos Middle School & Old Mill Elementary) and completely divides the community these proposed concepts reside. These proposed concepts should be in the best interest of its residents. The East bypass destroys the safety and well-being of these EXISTING communities, neighborhoods and schools.
440	Email	Gregg Griffiths	I am writing to voice my opposition to the East Bypass option. The east side of Heber Valley is densely populated compared to the west side of the valley. Building an overpass along Mill Road does not make sense in a Residential neighborhood. The increased noise of heavy truck traffic at all hours would be unacceptable. The air pollution in a densely populated residential area would increase significantly. The route passes our Elementary schools and a Middle school. The proposed speeds would jeopardize the safety of our children walking to schools. Please eliminate the East Bypass concept as an option. Respectfully, Gregg Griffiths. Resident in Timp Meadows

Comment Number	Comment Origin	Name	Comment
441	Website	Steve Allen	The eastern alternatives really should not be in consideration at this time. The planning and implementation of the planning for this area has been in place long enough for communities to be built and lived in. The easterly course could have been a viable solution, but too much community oriented growth has happened. Too many families have located in this community that would not have if there was any indication that a freeway would be constructed through the heart of it. The westerly route has been the clear route for many years. Right-of-way has been purchased, development projects have been conditioned to dedicate R/W and have in many cases dedicated that R/W. Obviously, if the solution for the easterly by-pass option is to elevate the roadway (ludicrously more expensive), then the same solution could be applied to the westerly option. This would mitigate any impacts to the wetlands. The number of residences impacted by the easterly route dwarf the impact to residences by the westerly route just from population density alone. Additionally, the westerly route residences have been aware of this route and have planned accordingly. The by-pass needs to be constructed and the westerly route has the support of a large majority of the citizens within Heber City and without. That support would evaporate if the route was moved to the easterly options. Please do the right thing and move forward with the construction of the bypass along the westerly route.
442	Website	Jim Spellman	Have you considered adding roundabouts to the EC option at a few of the major intersections? I think this would be good for locals to use and not necessarily for people passing through but would reduce the impact on main street. I still think the WD bypass has the best long term improvement for our area.
443	Website	Matt Krammen	In regards to the bypass through Heber, I believe that it is a necessary idea that needs to be well thought out as to impact the valley and its residents as little as possible. To protect the safety of our neighbors and their children, the Eastern routes of the bypass are not a good and viable option. The proposed routes near Mill Road currently run right through many developed, and currently being developed, neighborhoods where the families of Heber are putting down their roots. The safety of the children and adults needs to be assessed with running the bypass through these highly populated neighborhood areas. With the tanker traffic running through these areas, there is a large chance of a pedestrian being struck as they are traveling at high speed of 55-65 mph. Also with the traffic traveling at higher speed through these areas, there will be a large impact on the road noise and pollution of the quaint neighborhoods already established and those that are being built. My wife and I built our house there as to avoid the traffic and road noise that Main Street and 40 come with, as I'm sure many of our neighbors did as well. This would destroy the quality and peace of this area. With many schools and children in the area, I find this route to be dangerous and unnecessary. With the western routes, traffic would avoid heavily populated areas with less concern for safety and road noise. No route is ideal to not destroy our valley but with the community growing so heavily on the eastern side, I believe the western routes or those converting existing Main Street would be the most viable and smart options. Thank you for your time and consideration of our comments.
444	Website	Chris Watkins	Please record my comments as being strongly against the East options - they make a bad situation worse in my opinion. The impact of moving not just more traffic, but truck traffic, into neighborhoods will be devastating. The impact on kids trying to get to school, and the potential for additional risk to those kids, is unnecessary and short sighted. There are multiple goals in this needed change - 1) divert traffic off the busiest part of town but 2) preserve and protect the town and historic area. The development of areas in Heber leave a lot to be desired - but piling traffic into a residential neighborhood or ABOVE that neighborhood will be an eyesore that puts exhaust and noise exactly where it is should be avoided. Please put more attention on developing the other options and drop the consideration of the East options.
445	Email	Spencer VanLeeuwen	I object to all East Bypass options due to the negative impact it will have on the residents and schools. Spencer VanLeeuwen
446	Website	Gail Mitchell	I am highly NOT IN FAVOR of a bypass close to Mill Road. I live in the Cobblestone Neighborhood. I am concerned about the safety of the kids getting to and from school, noise pollution, visual impact and the community impact in general. I VOTE NO TO THIS!!

Comment Number	Comment Origin	Name	Comment
447	Email	Rachelle Mariteragi	To Whom it May Concern, I have looked over the projected options for the highway bypass through Heber and I have concerns. I am a resident that would be greatly impacted by the bypass going along or above Mill Road. There are thousands of kids that go to the elementary school and middle school just a block off of Mill road, not to mention that students walk from the Cobblestone and Triple Crown neighborhoods and others to the high school. That is literally thousands of students that are crossing that road multiple times a day. If the bypass had been planned a decade ago I doubt the schools would have been built where they are due to safety concerns and now it is too late. With thousands of students involved this route can not possibly be the best option. Of all three options, East, West and Main Street, the East option is the worst. West ranks as a better option but really keeping Main Street as the highway makes the most sense. The community has grown around the current highway and to move it would inflict congestion, pollution and other negative impact on families and homes. Main street is businesses that would and do thrive from the people travelling though Heber. For visitors to get off the highway they would then have to drive through neighborhoods to get to the Main Street to hit up Kolache's or Quench It which is not helping the congestion, it is just moving it somewhere else. I hope my concerns are heard. Thank you for taking the time to consider all approaches and to hear all the input from concerned citizens.
448	Email	Willy Mariterag	To Whom it May Concern, I would like to address the highway bypass options being presented. My concerns are as follows: The bypass on or above Mill Road. 1. This puts the highway through neighborhoods, new and crowded neighborhoods. Neighborhoods with lots of children. Neighborhoods of families that moved there to be part of a community and not to have a highway divide their neighborhood. 2. There are schools just off of Mill Road. That is plural, schools. There is an elementary school of 1,000 K-5th graders, many of whom walk along Mill Road and cross it to get to and from school. There is also a middle school of 900+ students that also walk in mass across Mill Road where the proposed highway would be. That is just irresponsible planning to have that many students at risk and impacted by a highway. 3. A highway would cut our community in half and would be an eyesore. Our valley is beautiful but that beauty is diminished when we have congestion and a raised highway? Who wants to see that through the middle of our community? Pros to the other options The bypass on southfield road 1. This would impact fewer families and schools. Just looking at the maps you can see that there is open space on southfield road. It will not impact as many people. 2. It does not divide the community Keeping it on Main 1. This option makes the most sense because the highway is currently on Main Street. It will not take business away from Main street by keeping it there. I know an argument against Southfield road is because of the north fields. Yes, they are beautiful and should be protected but not at the cost of human safety and quality of life. No tree or shrub is more valuable than a family, neighborhood or child walking to school. It saddens me that Mill Road would even be an option considered. Keep the highway on main street. That is the message I am trying to relay. Thank you
449	Website	Danielle Longenecker	I object to the east bypass route (including all options of EA, EB, and EC) for a variety of reasons. The proposed speeds on these roads are too high. The neighborhoods around these areas are very interconnected. School children, neighbors and friends travel across these roads and are already struggling with speeding vehicles other dangerous situations without sending increased traffic through the area at increased speeds. A route through this area would disrupt existing communities. The safety of children traveling to and from school should be one our top priorities in route determination. The west route avoids school and neighborhood boundaries better than the east or highway 40 options. For those of us who live on the east side, the amount of noise generated from the large trucks is unacceptable. It is better to place this type of route near the industrial side of town where other highways (100 South to Midway) , large events (rodeo, demolition derby, fairgrounds) and train tracks already exist. An east bypass route is exactly what the east side of Heber does not want.
450	Website	Rachel Krammen	Any of the East alternative concepts would interfere and impact neighborhoods far greater than any other options. There are many new developments and homes being built or renovated in this area, effecting a much higher population of people. It would also be a concern for the safety of schools in the area. The East side has a high density of schools and families, and having a major bypass would be dangerous and greatly impact the safety of kids getting to and from school. The West alternatives seem the less invasive and more efficient for the majority of people that would be using a bypass.

Comment Number	Comment Origin	Name	Comment
451	Website	Geoffrey Barnett	Putting the BYPASS through East Heber passing through/near the Stone Creek and Red Ledges neighborhoods is totally unacceptable. The high traffic roadway would pass directly by my home in Red Ledges and destroy the rural feel, views and peaceful setting that was one of the primary reasons we selected this area for our home. If the option through our neighborhoods is chosen we and many others would likely sell our homes and leave the Wasatch Valley.
452	Phone	Brandon Longenecker	Hi, my name is Dr. Brandon Longenecker, I'm one of the physicians at our local hospital. My family and I have lived in the Heber area for several years now and we love the community. We live on the east side of Heber and are adamantly opposed to any development of a bypass on the East side. Our children travel to and from school across the area where the route is proposed. This would put them at increased risk of danger. It's already quite dangerous and people are already exceeding the speed limit and the speed limits that have been suggested as part of that bypass route are unacceptable. Like, 55 miles an hour, 65 miles an hour, and 45 miles an hour would simply just be too high. In addition to that, it would destroy and fracture some of the communities that are already existing. Neighbors that cross the street to see friends and family. It's just not an ideal option to place the bypass route there. The west side is the much more feasible alternative where there's much more undeveloped property that could be smartly developed and um- My opinion is that it should be placed on the west side. Thank you. Bye.
453	Email	Walt and Lori Walt Otto	Dear UDOT EIS Project Team: After reviewing the information that is available for alternatives for the Heber Valley Corridor EIS project, my wife and I believe the best approach is to utilize the property that has already been set aside by Heber City and Wasatch County that would be included in the West Bypass Parkway Turbo Roundabouts alternative. We believe that this option would prevent major impacts to the downtown areas of the city, and would prevent drastic impacts to the quality of life for the many residents in the eastern side of the city, including many families with school age children. Sincerely, Walt and Lori Walt Otto Heber City homeowners
454	Website	Danielle Longenecker	Please do not allow the East bypass route further consideration. It fractures existing communities, places increased risk for children (high school, middle school, and elementary school children) traveling to and from school and creates an unsightly racket that is not welcome by taxpaying individuals who chose to live in a quiet, off-the-path and beautiful community. It is unacceptable to consider a bypass route that cuts right through our properties, neighborhoods and school zones. A west side route avoids all of this by allowing available lands to be developed in a smart and responsible way and have minimal impact on wet lands.
455	Website	Tyson Lindsey	To whom this may concern, I am a resident of Heber, UT. I live in the Stone Creek residences on the East side of the valley. The East Bypass alternative concepts would directly affect my neighborhood, my daily commute, and my quality of life. This is also true for a large number of residents on the East side of town. The East Bypass would negatively affect the community in several major ways; 1) Mill Road is a 35 MPH road with houses bordering and facing it, and there are 2-3 school zones on it. The East Bypass will go right alongside Timpanogos Middle School, and also be within a block of Old Mill Elementary School. Children from both the Elementary School and Middle School commute via Mill Road to get to and from their homes. 2) There is a high population of deer that live within the hills of the East side of the valley, I see deer daily right where the East Bypass would be constructed. The deer descend from higher elevations of the East hills all year long, the East Bypass would directly affect the wildlife in the area. 3) The east side of the Heber valley is a highly desirable area to live. The visual impact and noise pollution associated with the East Bypass would dramatically decrease home values in the area, as well as affect the quality of life for primarily young family residences. The bypass concepts that are being proposed on Main Street would have the least negative impact on the community and valley as a whole. The Main Street concepts would make the most economic, social, and environmental sense.

Comment Number	Comment Origin	Name	Comment
456	Website	Courtney Bartle	I am a resident of Heber, UT. I live in the Stone Creek residences on the East side of the valley. The East Bypass alternative concepts would directly affect my neighborhood, my daily commute, and my quality of life. This is also true for a large number of residents on the East side of town. The East Bypass would negatively affect the community in several major ways; 1) Mill Road is a 35 MPH road with houses bordering and facing it, and there are 2-3 school zones on it. The East Bypass will go right alongside Timpanogos Middle School, and also be within a block of Old Mill Elementary School. Children from both the Elementary School and Middle School commute via Mill Road to get to and from their homes. 2) There is a high population of deer that live within the hills of the East side of the valley, I see deer daily right where the East Bypass would be constructed. The deer descend from higher elevations of the East hills all year long, the East Bypass would directly affect the wildlife in the area. This would also be a safety hazard to the drivers using the bypass. 3) The east side of the Heber valley is a highly desirable area to live. The visual impact and noise pollution associated with the East Bypass would dramatically decrease home values in the area, as well as affect the quality of life for primarily young family residences. 4) There are many active families with young children and pets that are constantly outside walking, riding bikes and enjoying our beautiful valley. Adding a bypass directly through a residential area is a very serious safety concern and would limit the outdoor activities we can currently do. The bypass concepts that improve the existing US 40 would have the least amount of impacts to homeowners, would pose less safety concerns for both drivers and members of the community and overall IS the best option for the beautiful valley we call home. Improving the existing US 40 is the best option social, economic and environmental sense.
457	Email	Tyson Lindsey	To whom this may concern, I am a resident of Heber, UT. I live in the Stone Creek residences on the East side of the valley. The East Bypass alternative concepts would directly affect my neighborhood, my daily commute, and my quality of life. This is also true for a large number of residents on the East side of town. The East Bypass would negatively affect the community in several major ways; 1) Mill Road is a 35 MPH road with houses bordering and facing it, and there are 2-3 school zones on it. The East Bypass will go right alongside Timpanogos Middle School, and also be within a block of Old Mill Elementary School. Children from both the Elementary School and Middle School commute via Mill Road to get to and from their homes. 2) There is a high population of deer that live within the hills of the East side of the valley, I see deer daily right where the East Bypass would be constructed. The deer descend from higher elevations of the East hills all year long, the East Bypass would directly affect the wildlife in the area. 3) The east side of the Heber valley is a highly desirable area to live. The visual impact and noise pollution associated with the East Bypass would dramatically decrease home values in the area, as well as affect the quality of life for primarily young family residences. The bypass concepts that are being proposed on Main Street would have the least negative impact on the community and valley as a whole. The Main Street concepts would make the most economic, social, and environmental sense. Sincerely, Tyson Lindsey

Comment Number	Comment Origin	Name	Comment
458	Website	Christopher Staudt	- We are newly relocated residents to Heber City. We live in the Brookside development built in the triangle between 40, 1200 S, and Mill Rd. We moved from our last home to get away from the highway noise. It is extremely infuriating to find out a new highway is being proposed in our backyard. Somewhere which is currently very quiet. - We are very much opposed to the east option so close to a brand new development of homes. However, we are also opposed to the western options as they stand. We can't see why traffic would take longer routes vs just staying on main street. There is no incentive for people to use the proposed east or west routes, they have very little benefit vs just staying on main. - Main street already has all the traffic. We think modifications first need to be made HERE before moving traffic to a completely different area where it currently has a very low impact. (West or East) o Many of the options for main street seem very disconnected when they should be combined to have the greatest impact. o Option 40A to widen main street, combined with 40C to re-align 113 and Center St (eliminating current light at 113), and then possibly the reversible lane would do wonders and greatly reduce traffic backups on Main. The 2 stoplights at center and 113 are one of the worst slowdowns through Heber. - We don't understand why the Eastern and Western routes are being proposed without first doing any of the options to main street. - Any of the eastern routes will make a nightmare out of 1200 S as traffic will take the bypass to 1200 S, to 189. This route is already dangerous for the many inexperienced drivers coming and going from the high school. - We very much support a public transit route between PC and Heber. Especially with the in-development Mayflower resort. We foresee Heber being a popular place for vacation rentals when that happens. A bus route between the resorts and Heber would be a great option.
459	Email	Courtney Lindsey	To whom this may concern, I am a resident of Heber, UT. I live in the Stone Creek residences on the East side of the valley. The East Bypass alternative concepts would directly affect my neighborhood, my daily commute, and my quality of life. This is also true for a large number of residents on the East side of town. The East Bypass would negatively affect the community in several major ways; 1) Mill Road is a 35 MPH road with houses bordering and facing it, and there are 2-3 school zones on it. The East Bypass will go right alongside Timpanogos Middle School, and also be within a block of Old Mill Elementary School. Children from both the Elementary School and Middle School commute via Mill Road to get to and from their homes. 2) There is a high population of deer that live within the hills of the East side of the valley, I see deer daily right where the East Bypass would be constructed. The deer descend from higher elevations of the East hills all year long, the East Bypass would directly affect the wildlife in the area. 3) The east side of the Heber valley is a highly desirable area to live. The visual impact and noise pollution associated with the East Bypass would dramatically decrease home values in the area, as well as affect the quality of life for primarily young family residences. The bypass concepts that are being proposed on improving the already existing US 40 would have the least negative impact on the community and valley as a whole. The Main Street concepts would make the most economic, social, and environmental sense.
460	Website	Jill Lawson	There needs to be a western bypass. That is where it makes the most sense. There needs to be a freeway to get the truckers and all the traffic that is just going through the city off Main Street and onto their destination. I don't feel like the main street option is enough- there is so much traffic already! I can't imagine what it will be like in a few years. The eastern bypass doesn't make sense at all. That area is already completely developed- why would you choose to destroy the homes, neighborhoods, and community there? Mill Road (and 12th south) are already main roads that will continue to be a traffic nightmare with local traffic and multiple schools, there shouldn't be an additional bypass/highway added there! The only opposition I've heard for the west bypass is to save the wetlands. Most people don't realize there is already so much development planned for those fields. They aren't going to stay empty! So build the road and then development can happen around it, instead of destroying existing development on the east side to build the road. I hope all the future developments that the city has approved will be taken into consideration so this bypass can make the most sense for the future of the valley. I also hope the location of the LDS temple will be taken into consideration so the roads built will make sense with that traffic.

Comment Number	Comment Origin	Name	Comment
461	Website	Jeff Hill	My comments pertain to the Western Alternative WD. This option is the most unrealistic alternative of all the proposals. Why build a new 4 lane highway parallel to the existing highway 40? And 7 turbo roundabouts?!? (Has a "Turbo Roundabout been built anyplace other than the Netherlands?) This makes absolutely no sense. The majority of the traffic that is entering the valley, at the peak times, is local traffic going to the east side of the valley. Heber City needs to master plan and require the development on the east side to create surface streets and frontage roads to limit the entrance onto hwy 40 to the existing access points. The bypass east, that Heber is already building, at 700 N, will dramatically reduce the traffic on to Main Street that comes down Center from as far away as Timberlakes and EVERY development along that corridor from the east to Main. The West bypass would not help with any of the east side traffic. And do little to nothing for traffic to Midway, that traffic takes River Road. The next reason the WD bypass should not be considered, and even more important, is the sacred nature of the North Fields. The North Fields are the last heritage the Heber Valley has left. Those pristine wetlands are what make our valley unique and appreciated. If a Highway is built through the center it will only open the door for future development, not to mention it will immediately diminish the beauty of our wonderful valley. In addition, the impact to the wetland environment and wildlife will be catastrophic. Building a 4 lane highway through that wet land will require massive excavation to remove the soggy wet earth and then mound up to create a solid platform to support a highway is ludicrous. This would block and decimate the underground water ways that create that beautiful green corridor. Also, there would need to be at least 5 major overpasses to maintain the existing roads for the farmers and cattlemen to access both sides of the new highway. The impact would forever ruin that pristine and fragile part of our valley, and if money matters at all, the price tag to create that road would never make sense.
462	Website	Lindsay Cieslewicz	The eastern bypass roads are destructive to existing neighborhoods, schools, and pedestrian walking areas. The western bypass options are much preferable as they go through open land. We do not need two bypass roads for Highway 40.
463	Website	Danielle Longenecker	My name is Mia. I am in the 7th grade at TMS. I don't think it would be a good idea to have a big, busy road right by my middle school. A lot of kids walk to school and have to cross Mill Road from their neighborhoods. It would be dangerous for all the elementary school kids too. There have already been accidents on that road. My sister got in a car wreck and I know another kid who got hit by car on Mill Road. If you make that road even more busy, it might hurt more kids. My overall opinion is that you shouldn't build any new roads. Main Street isn't that bad. Thanks, Mia
464	Website	Eric Straddeck	I appreciate the amount of work to produce the many alternatives for consideration. As a resident of Heber City, I HIGHLY favor Alternative 40D for the following reasons 1) keeps the traffic and traffic patterns where they belong (downtown) rather than shifting them near to residential areas, 2) should reduce the noise pollution overall rather than just shifting it elsewhere, 3) allows for relative high speed from one end to the other, and 4) most direct route that will encourage its use for throughput travelers. For this option, I would suggest that the tunnel begin between a quarter to a half mile prior to the Hub Intersection from the Daniels Summit and Provo Canyon directions and then a quarter to a half mile beyond the 500 South intersection. If a tunnel is not feasible, I would support a bridge. In no ambiguous terms, I STRONGLY oppose the East Alternatives. UDOT's own stated "mission is to keep Utah moving while enhancing quality of life through transportation improvements..." Such alternatives would highly REDUCE the quality of life for so many existing and future residents on the East side with the traffic (especially the semis) air and noise pollution. I visit a friend in Heber City that is about a half mile off of U.S. 40 out of Daniels canyon and I am amazed at the amount of noise that comes from the highway and this alternative would put that noise right in the middle of numerous (and growing) neighborhoods at all parts of the day. PLEASE remove ALL the East Alternatives. The West Alternatives also impact the corner of a residential community off of 189. Beyond that however, it keeps the noise and congestion away from the main population centers. If the only options were the West or East Alternatives, I would select the West as the least disruptive for current and future residents. Since I'm building my wish list :) I would also love to see 40C (realignment of SR113) regardless of anything else that happens. East/West traffic flow would be greatly streamlined with that option.

Comment Number	Comment Origin	Name	Comment
465	Email	Jason Curtis	I would like to comment specifically on the east bypass alternative concepts and why I think they would not be feasible and should not be considered. I live in the Stone Creek subdivision and am very familiar with the proposed routes along the northeast section of Heber City. As such, I think I am qualified to outline the problems of these alternative concepts. First, the proposed routes as presented on the website and in public presentations are depicted on an outdated satellite image. Heber City and the surrounding valley have grown substantially since this image was obtained. Entire new neighborhoods have been built in areas which were just dirt fields on the images used for the published proposals. No proposal should be considered until an updated image of the region is used that will accurately reflect the environmental, safety, and civic impact of the possible routes. Any other course of action would be negligent, ignorant, and reckless. Because the images used for the proposals are outdated, it is possible those making the east bypass proposals were unaware of the entirely new Stone Creek neighborhood and western portions of Red Ledges that have been built in the past few years. The proposed routes for the east bypass alternatives could not be constructed as proposed without the destruction of multiple newly built homes, in particular the EA and EB routes. The problem with these routes as proposed is the turn they make at their most northeast aspect. As demonstrated on the map, this turn for the EA and EB routes would require the destruction of nearly half the Stone Creek neighborhood. Specifically, there are already people living in dozens of new homes right where these routes are proposed. Numerous additional homes are being built and will be built in this neighborhood where these alternative routes are proposed to go. Given the wide turn necessary for the expected highway traffic, these routes will displace dozens of families from their newly built dream homes. These routes cannot be moved east to accommodate the turn without the destruction of multiple homes in Red Ledges. The routes cannot be north to accommodate the turn because of homes in Five-Acres and on Mill Road. Even route EC as proposed would necessitate destroying several homes as it cuts through the corner of Stone Creek. In order to not destroy homes and displace families along the east side of Heber City, there is only room for a road to make a sharp 90 degree turn at low speed. This is hardly what one would want for a bypass route to accommodate highway traffic, especially one which ideally will handle large trucks. Second, if these bypass routes are intended to divert highway traffic, in particular large trucks, the terrain of the proposed east bypass alternatives would not be suitable for such traffic. Unlike most of the remarkably flat Heber Valley, the northeast portion of the city begins to extend into the foothills. The proposed routes would require vehicles to go up a sizeable hill, make a sharp turn at the top of the hill, and then have to control speed as they immediately begin to descend the sizable hill again. Given that one of the reasons for the bypass is to accommodate the big trucks, making big trucks go up a steep hill, make a sharp turn, then control their speed going downhill does not make much sense. It makes even less sense when the bypass could be made elsewhere in the valley where the road would be flat. The proposed eastern routes would introduce substantial unnecessary safety concerns and increased risk due the terrain involved. Third, the proposed routes do not provide the access out of our subdivision that was promised when our residents purchased land in Stone Creek. We have been told from the beginning that a residential access road would be built between Red Ledges and Stone Creek that would provide access out of our subdivision to Center Street and Mill Road. At the moment, that road has yet to be built and forces traffic out of our subdivision onto residential streets to the south and west. While it is a minor annoyance for us in Stone Creek, it is a huge increase in traffic and danger for those previously-quiet subdivisions we drive through to get to Mill Road and Center Street. Though this has always been viewed as a temporary problem, if the proposed alternative routes are built (in particular EA and EB), this problem will be made permanent because the routes as proposed do not provide access to our subdivision. Stone Creek residents will not be able to get out of our subdivision, except by driving through the quite residential streets to the south and west. These roads and neighborhoods were not designed for such a huge increase in traffic. This increased traffic through residential streets is a huge safety concern for the large number of young children in the area. Fourth, the proposed eastern by-pass routes pass next to Timpanogos Middle School and Old Mill Elementary School. This is a massive safety concern to make the children from neighborhoods to the west of Mill Road cross such a large and busy road. If overpasses are made in the area to alleviate children crossing the highway, they would have to go under an overpass of a major highway on their way to school which also present safety concerns. For example, an overpass would require all children to use one route to get to and from school which would cause overcrowding on the sidewalks and would cause children to walk in the street, increasing risk of auto-pedestrian accidents. Having a major highway pass next to schools also introduced environmental and health concerns for the children, one of the most vulnerable segments of our community. Fifth, the proposed eastern bypass routes will insufficiently improve the traffic situation in Heber Valley because it does not address traffic on U.S. 189. If one of the eastern bypass routes were built, traffic traveling between northern Wasatch County/Summit County and Provo Canyon will go right through the center of Heber City, unchanged from the current situation. A significant portion of Heber Valley's traffic problem will not be improved by the proposed eastern bypass routes. Since these eastern bypass alternatives do not wholly address the traffic situation on Heber City Main

Comment Number	Comment Origin	Name	Comment
466	Website	Dan Ancil	I am a resident of the east side of town and I vote for the Alternative EB: East bypass Parkway at Grade. 1) I'd hate to see any of the fields (no matter how tight to town a West bypass were built) disrupted in any way. 2) Using the East side allows more efficient flow than the West side option - meaning it's more direct and traffic would be more likely to use it 3) A limited access parkway keeps traffic moving, without the eyesore and cost of a raised highway alternative Whatever is chose, the current main street should thus by re-imagined with a center island, and more storefront. This will bring back charm, while disincentivizing travel through traffic from continuing to use Main St.
467	Website	Heather	This proposal directly impacts my family's daily commute and interrupts the safety of the children in our community. The noise and air pollution alone would have disastrous consequences. The high volume of traffic being considered has no place coming through this residential section of Wasatch County.
468	Website	Michelle Roberts	My vote would be for the 'Alternative EB: East Bypass Parkway At-Grade'. The Northfields and the surrounding areas are the only protected lands currently in this valley. Putting any type of high traffic road through them does not make sense. The proposed west sites also do not really help very much with traffic flow. The idea of getting the traffic off the current main street so that can become more pedestrian enjoyable downtown area, hopefully with a median, would be the best outcome. By rerouting the traffic through Alternative EB with limited access, the most can be gained for the greater good.
469	Website	Danielle Longenecker	Hi, I am a seventh-grade student and Timpanogos Middle School in Heber and my name is Leah Bray. I don't think you should change Mill Road because a lot of people walk to school or ride their bikes. If that road is busier, I think it will be harder to get to school on time and even more dangerous to cross the road to get to school. We do a lot of outside activities at our school and I don't want to see and hear big trucks and smell gas. I have some friends that I like to visit and have to cross Mill Road to go see them. My grandma also live across Mill Road from me. I bike there a lot to see her. Sometimes I go when there is no crossing guard and it can be hard to cross. I think that more traffic on that road would make it more difficult and dangerous for me to see my friends and grandma. Sincerely, Leah Bray
470	Website	Stacy Roberts	I am strongly against the mill road east bypass option. We live what would be maybe less than a 1/4 mile from it and have three small children. We were attracted to the area due to the safety for our kids and to allow them the childhood where they can bike to school or the neighbors house. I can't imagine raising them right next to a highway like this.
471	Email	Deyce Peterson	I have seen the proposed east bypass options for Heber city and am very concerned about bringing extra traffic into the school zones that exist in this area. Mill Road is frequented by Old Mill Elementary, Timpanogos Middle School and Wasatch High School students. They drive, walk, and bike along this road to get to their schools. Detouring traffic off of Main Street and into this area makes no sense. Please do NoT choose the eastern bypass routes. Thank you, Deyce Peterson
472	Website	Kyle	I would prefer a route that was furthest away from our home in north Heber.

Comment Number	Comment Origin	Name	Comment
473	Website	Jared Christiansen	After careful consideration of the options for a bypass, I would encourage UDOT to make changes to the current route 40 to solve the traffic problems they anticipate are upcoming. As a second choice, a western bypass makes better sense for the Valley but I express my strong opposition to any of the East Bypass Alternatives for the following reasons: 1- Quality of life: Because the stated purpose of UDOT is to improve "quality of life" as stated in the first sentence of the website, I address this first. Quality of life is a measured balance of both the number of people enjoying an improvement as well as the value of the improvement itself. a- The current number of people in the valley as well as the in the future is primarily in the east (meaning Heber city generally and east of 1200 East specifically). Because these are the bulk of population their considerations should be considered most. b- The disruptions in traffic flow and convenience of travel, during building and more especially after the completion of any eastern project, would be tremendously burdensome and unequally shouldered by the eastern population. The bulk of the population would be separated from the high school as well as the elementary school. This is dangerous and completely avoidable. The area is already almost completely developed which means it would be expensive to expand just to buy property as well as extremely expensive for homeowners because of the drop in land values near-by. There will be a few who make a great deal of money, but most will suffer great loss. And if danger and expense were not reason enough, the noise, light and air pollutions too would be completely shouldered by only the immediate population. This is all avoidable by putting the bypass to the west of the main population where land is less expensive, population is lower and impact (short term and long term) is so much less. The permanent, unnatural requirements to place the bridges and other 'build-ups' would be an eyesore to the entire community. This eyesore could be mitigated with more natural edifice designs where the valley is already less developed. Nature could be designed into the bypass in undeveloped areas but not so in already developed locations. The expense in building would be less too because there would be less development by placing the bypass to the west. If tunneling is the option taken it could be placed directly beneath 40. This would be my preference. 2- Fulfilling the Purpose: placing the bypass on the east of Heber city would just postpone the problem of traffic that needs to be fixed. After more population increases there will still need to be another bypass developed because the East does not provide enough room for sufficient growth. It would be expensive for the government as well as the citizens. Placing a bypass to the West is a less expensive option and could be expanded before development in that area confines opportunities for further development. If tunneling is an option to bypass the city altogether, that would be the highest value to the Valley albeit probably at the greatest expense to the project budget. 3- Lastly, Value to the Valley: While all of this is logical, it does not give the complete picture of the impact of such a project on the value of the valley. Aesthetics, charm and attractiveness will suffer by anything being placed above ground. Projects like this are done to focus volume into efficient patterns but they also necessarily concentrate noise, smell, and danger into compacted areas. Every time we must stop at more lights or introduce complex and unsightly, smelly traffic patterns, the value of the Valley is eroded. If these ill side effects can be avoided by covering, removing, or hiding the actual project, that is the only way to best add to the value of the Valley. For these three reasons I am against any of the options of placing the bypass to the East of the city. It will cost more, decrease the value of the Valley and do so unfairly to the bulk of the population of the Valley.
474	Website	DaNette Monson	Please do not put the Bypass near the schools by 1200 East /Mill Road. Our children deserve to be protected and preserved at least with equal consideration as any wetland/wildlife preserve.
475	Email	Scott Wilhite	Dear UDOT staff — The most concerning thing about the proposed East Bypass Alternative Concepts is that you're actually proposing this as a good idea. And not just once, but three times. Seriously? You're going to bring a bypass right through neighborhoods? You're going to bring them along a stretch of road that right now has two speed limit 20 sections for kids going to school? You're going to take tanker trucks through this residential area where the proposed roads are less than 100 feet from many homes? You're seriously proposing this as a good idea? When people move to Heber they move here for the peace and quiet. This proposed bypass is closer to homes than any other highway you have in the Valley. This will destroy the quality of life, which is what makes the Heber Valley such a desirable place to live. By even proposing the East Bypass Alternative Concepts you destroy any credibility you once had as a planning commission. I submit a vote of no-confidence if these are the best ideas you can come up with. You may reach me to discuss this further. Scott Wilhite 801-360-9612 20-year resident of the beautiful Heber Valley

Comment Number	Comment Origin	Name	Comment
476	Website	Sarah Treseder	To whom it may concern, I am writing to you as a concerned citizen and neighbor of Heber Valley. I live in one of the highly populated neighborhoods off of Mill Road (1200 East). I absolutely understand the need for better traffic patterns in the ever growing valley, but I have a hard time supporting having any type of road with speed limits in the range of 45/65 through/near residential streets. There are two existing schools (old mill elementary and timpanogos middle) where hundreds of kids cross daily on bikes and feet. I am under the impression Daniels canyon elementary would be affected as well as the newly approved sawmill division elementary school. I was told two years ago the western bypass was undergoing a 5 year environmental impact study and my research showed Heber owning most of the land of the original plan. We took back an offer on our dream home and settled on this current home due to the original plan(which showed a western bypass). I know I am only one person but I would absolutely be heartbroken to have to uproot my children again to avoid being near a busy road disrupting their early childhood again to try and chase the dream of living where they can ride their bikes to school in a safe manner. We moved here for the air quality and I can only assume this would plummet my children's health yet again. Thank you for your time and consideration. Sincerely, Sarah Treseder 1044 e 1040 s Heber City,UT 84032 801.755.0742 Trubetuesday@gmail.com
477	Website	Nicole Thorsen	I am writing to voice my concerns regarding all of the east side bypass options. All east side routes will greatly impact a larger portion of Heber Valley residents. The negative impact on established homes, schools, walking paths and sidewalks should be enough to take these options off the table. Although the west side option will change the feel of the valley, I feel that personal impact will be less based on the population density on the west side vs east side.
478	Website	Zachary Glissmeyer	East side bypass is out of the question. Those proposals put the roads directly next to two of the largest schools in Heber Valley. (Old Mill Elementary, Timpanogos Middle School). This would be a huge safety hazard for a few thousand kids plus their parents. I highly recommend the West bypass alternative. I have lived in Heber Valley for 26 years and the West bypass has been in the works for at least 15 years now. It was chosen because it would have the least interference with existing roads and schools. West bypass goes through 4 or 5 roads through fields versus the East bypass crossing 10+ streets past schools and through neighborhoods.
479	Website	Scott Wilhite	Dear UDOT staff — The most concerning thing about the proposed East Bypass Alternative Concepts is that you're actually proposing this as a good idea. And not just once, but three times. Seriously? You're going to bring a bypass right through neighborhoods? You're going to bring them along a stretch of road that right now has two speed limit 20 sections for kids going to school? You're going to take tanker trucks through this residential area where the proposed roads are less than 100 feet from many homes? You're seriously proposing this as a good idea? When people move to Heber they move here for the peace and quiet. This proposed bypass is closer to homes than any other highway you have in the Valley. This will destroy the quality of life, which is what makes the Heber Valley such a desirable place to live. By even proposing the East Bypass Alternative Concepts you destroy any credibility you once had as a planning commission. I submit a vote of no-confidence if these are the best ideas you can come up with. You may reach me to discuss this further. Scott Wilhite 801-360-9612 20-year resident of the beautiful Heber Valley

Comment Number	Comment Origin	Name	Comment
480	Email	Cliffe Ratcliffe	So, here's the thing. Heber City sold out being a quaint walking Mail St decades ago. They can never, ever recover that. Where are you going to walk? Between auto dealerships, Walmart, McDonalds and ATV shops? Quaint is water under the bridge which will never be back. Frankly, they should just widen Main St and deal with it at this point. If a bypass is truly going to be the unfortunate future, then I have several issues with it. I know that you have indicated that traffic is 50/50 between 189 and 40. I can't dispute that but I am pretty certain that much more of the 189 traffic is passenger vehicles. That said, I can guarantee that 100% of the most egregious traffic – the tankers – come via 40 24/7. Why then are you then considering bringing that traffic all the way across town to a western solution? A western solution will certainly accomplish two things – absolutely paving over and destroying much of the last unspoiled land in town and completely ruining the last unspoiled view of the Wasatch Back in our City. If you continue to consider that in your marketing efforts for the City then you'd best sharpen your Photoshop skills because it's over at that point. If a western option is truly to be considered, then I have 2 issues. First, if W-A, B or C are considered then, given the City's unfortunately aggressive development to the north, they will not be a bypass as all. They will actually be dead center in the new Heber City downtown. Also, A,B or C will totally destroy ALL quality of life in our North Fields. Have you ever been on 600 West at night? It is spectacular now. You would literally have the trucks within feet of our backyards ruining what is now our quiet, dark and bucolic setting much less our property values. I'm already tracking that. While still terribly offensive to our North Fields living experience, W-D at least somewhat mitigates the damage to our lives and, particularly, if it starts at the 32 intersection, does provide the ONLY true bypass to town. I'll continue to track and document my property value to be sure. Just fix Main St and deal with it. You've long since sold out quaint already.
481	Website	Stephen Cunningham	My Name is Stephen Cunningham and I am a homeowner in the Stone Creek neighborhood. After reviewing the alternative concepts for the East routes, it has become apparent that these routes would not only physically impact my property, but also add substantial noise from traffic and air emission. Specifically, PM2.5 is of concern with diesel and gas powered vehicles. I also believe that having a freeway/highway/parkway directly behind my property will lower its value and not provide the standard of living that we in the outskirts of Heber City have come to enjoy. Therefore, I must voice my opposition to any of the alternative routes on the east side of the valley that follow Mill Rd. I hope that another route can be developed that will not impact our way of life. I realize that the substantial growth of the area and additional truck traffic needs to be addressed but there must be another option to either take that traffic further away from town or upgrades made to the existing Hwy 40. I appreciate your consideration of my concerns and look forward to the solution UDOT is able to provide to the people of Heber Valley.
482	Website	Jenna Baker	This by pass cannot go on down old mill rd. There are existing homes and schools that it would impact in a very negative way.

Comment Number	Comment Origin	Name	Comment
483	Website	Richard Finlayson	WE STRONGLY OPPOSE A WESTERN BYPASS OF ANY KIND. The North Fields are a very fragile ecosystem for wildlife. They are a priceless resource for water as the entire area is riddled with small streams, ditches and wetlands. The open spaces are diminishing in Heber Valley at an alarming rate, and we must preserve as much as we can. 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. In our recent community meeting, UDOT confirmed their traffic studies show the majority of the traffic on Hwy 40 is local traffic, not through traffic. IT MAKES NO SENSE TO SPEND HUNDREDS OF MILLIONS OF DOLLARS TO BUILD A BYPASS FOR THE MINORITY OF THE TRAFFIC. Heber Main Street is just that – Main Street. Keep the traffic on Main Street. The town's wish to create a walkable historic downtown is not reality. That ship has sailed. Heber Main Street is now car dealerships, car washes, gas stations and fast food chains. There are only a handful of blocks that might qualify with desired walkability. Diverting traffic away from Main Street could well mean economic hardship for many businesses, unemployment, jobs lost, etc. As for the tankers, 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 rail system or pipeline may even be in the works. Perhaps we should re-evaluate the need given these projections. We encourage UDOT to try some less invasive alternatives before spending money, time, and destroying priceless resources and environmental habitats that are irreplaceable. It would be wise to experiment with other alternatives first, before committing huge sums of money and irreversibly destroying the North Fields. We support these some options: 1) Add roundabouts (Alternative 40B) 2) Try reversible lanes (Alternative 40E) 3) 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. (Alternative 40F) – Although this is sad because 100 West still does have a lot of charm and character that will be destroyed if you go this route. 4) Build a tunnel (Alternative 40D) under Main Street. NO BRIDGES/OVERPASSES. Studies have shown overpasses are very divisive and destroy communities. See NYT article https://www.nytimes.com/interactive/2021/05/27/climate/us-cities-highway-removal.html which reports how highways have destroyed cities to the point where some cities are removing them. Heber is not Baltimore or L.A., but the concepts apply. 5) 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. We've submitted this suggestion before, but it received no attention. 6) 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. We submitted this option before, but it received no acknowledgement or recognition. To turn the North Fields into a secondary commercial zone would be tragic. Particularly one with overpasses, 55-65mph speed limits, "TURBO" roundabouts, etc. Seriously?!? The representatives in the community meeting were not able to tell us what these are. UDOT confirmed we have no turbo roundabouts in the state. Please DO NOT experiment with Heber Valley! It is not acceptable even to be considering the North Fields as a highway bypass alternative! If you need a bypass to accommodate the new Mormon temple, then build the bypass where the temple is going to be constructed East of Highway 40. Put the new high school and bypass/access roads where the new developments/population centers will be, and where the demand pressures will be. Finally, as I and others have said before, 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. Echoing others in the community meeting, do we really need to spend \$100,000,000 to save one minute? Especially when that money is being spent to serve only the minority of the traffic. What we need to do is reevaluate development and limit or foster smarter growth to minimize traffic and environmental impacts. Clean air and water are invaluable. Thank you.

Comment Number	Comment Origin	Name	Comment
484	Email	Natalie Edwards	Hello, My name is Natalie Edwards and I live in the Cobblestone neighborhood and work at Old Mill Elementary. I think turning Mill Road into a highway would be unwise with it running so closely to two schools. Even with lower speed limits, this area is extremely dangerous because it is so busy. There are large amounts of students who bike and walk to school and cross that road twice a day. There must be a better option for the road than passing by two schools so closely. Thank you for your time, Natalie Edwards
485	Website	Thayne Hansen	I frequently pass through / stop in Heber City when driving from Provo or Salt Lake City. I recognize that traffic from the 189 / I-40 intersection on I-40 toward Park City represents a significant issue. I have reviewed all alternatives and believe that the West Side Options would have the greatest benefit for through traffic and the greatest positive impact on the center of Heber City. The West side options are particularly troubling. Provo to Park City traffic would either elect to travel through the city center or overrun 1200 South to reach the bypass and create significant issues on existing residences and schools.
486	Website	Carli Evatz	I love the idea of the east bypass. It would make my commute and many of my fellow colleagues commutes to work much more efficient. 40C would also be a very efficient option. I also really believe adding some roundabouts to our town would increase the flow. Overall, we have a wonderful small town and should try to preserve the farm and ranch land that helps make our town so quaint and special.
487	Website	Thayne Hansen	I am a regular visitor to the Heber Valley to visit family and take advantage of activities in Midway or in Heber City proper. The city center traffic makes Heber City more freeway than a city center. After looking at the alternatives, it seems that the options on to the west would significantly reduce the through traffic between 189 and Park City without affecting a lot of schools and homes.
488	Website	Thayne Hansen	This is a corrected comment: I frequently pass through / stop in Heber City when driving from Provo or Salt Lake City. I recognize that traffic from the 189 / I-40 intersection on I-40 toward Park City represents a significant issue. I have reviewed all alternatives and believe that the West Side Options would have the greatest benefit for through traffic and the greatest positive impact on the center of Heber City. The East side options are particularly troubling. Provo to Park City traffic would either elect to travel through the city center or overrun 1200 South to reach the bypass and create significant issues on existing residences and schools.
489	Website	Ryan Hoffman	I am in favor of one of the three western bypass alternatives that utilizes the preserved corridor. The goal of the bypass is to avoid congestion. Having the bypass on the east side will just add to the growing congestion.
490	Website	Danny Edwards	Danny Edwards, edwards1750@gmail.com I am a born and raised resident of Wasatch County, I live work in Wasatch County. Growth in the valley has provided a living for my family for many years. I fully believe that growth is essential to the economy of the county. But, growth needs to be planned for. Our future depends on the decisions we make now. I support the idea of bypass roads and this planning needs to work quickly before more corridors are closed up. Development is important to me, but it needs designed to fit what we the residents of Wasatch County would like for the future. Please remember that in the planning people who live here and those who are now moving here are here for a reason. That reason is not "big city feel", it is not "affordable housing" the reason we live here and others want to live here is the rural atmosphere. The concept that we like the rural feel is important to keep in mind for the future, this is our drawing card. Lets not give that up as we plan what the valley will look like many years from now. In some of the bypass options, there is an underlying motive to expand the airport. Please keep in mind that the quality of our rural atmosphere also depends on air quality and the quietness. Any plans to expand the airport will bring in larger plans and destroy the desirable quality that draws people to the valley. Also let us not forget about the recreational quality that happens at the airport. Expansion of the airport will put an end to sail planes, war planes, hot air balloons, and several other small aircraft that use that facility. The county has planned for years that the west bypass would incorporate South Field road, I have not come across any residents that disagree with that happening. This is a natural corridor and I realize that it cuts through the farm but I believe that an overpass could be an options to cross the lanes of traffic. Let me also put in a vote for "NO" against any roundabout for 189, on a road that size it will be a mess for larger trucks, emergency vehicles, snow plows, etc. I am glad that there is a study happening to put together the plan for the bypass roads in the Valley. PLEASE keep in mind that we live here for a reason and our economy survives by that same reason.

Comment Number	Comment Origin	Name	Comment
491	Website	Travis Wilcox	I would like to comment on the eastern bypass options. All three options would directly impact my residence. My home is located at 874 N Mill Road. Each option would require north/south traffic to drive adjacent to my home. This would include large trucks, RVs, trailers, and many other vehicles. I have many concerns. These include but are not limited to safety, noise, pollution, and reduction of property values. There are many children that live in this neighborhood. The school bus drops children off and picks them up in front of my home. These children would be forced to walk home next to heavy and fast moving traffic. They would potentially have to cross this bypass road. The noise this would generate would make my backyard nearly unusable as the the traffic would run the length of the north side of my property. There is a walking path there now. We have many walkers, runners, bikers, children, etc. that use that path every day of the year. The negative impact to my property value will be substantial. I do not want any traffic to be re-routed off of Main Street and run by my home instead. This is a residential area. Any traffic on these roads needs to be the standard 25 miles per hour. Anything over that will be dangerous to those of us that live here.
492	Website	Brenda Wilcox	As a major stakeholder in the Eastern bypass alternatives, I beg you to consider my situation. No matter which of these plans is chosen, they all 3, unfortunately pass right by my house. I live on the corner of Mill Road and 920 North. (Please note that my house was not a corner lot until 2018 when 920 North was built. We have already felt the pains of a road addition). I babysit young children and I have grandchildren whose safety would be compromised with high speed limits. Large trucks and machinery would create so much noise. My privacy would be gone. My property value will go down. I am very disappointed. Please consider carefully the impact this kind of high speed road will have on our quiet neighborhood.
493	Website	Zach Hansen	I moved to Heber 2 years ago and my wife was raised in this valley. I have deep love for this "small town" community that continues to grow. After looking through the alternative concepts and listening to the arguments made I am not sure which is the clear best option out of all 13 made but I do know that there are 3 WORST options - and those are the East bypass options. Having the bypass being parallel or on-top of Mill road would be absolutely disastrous to this community for 4 reasons. 1- Safety. - We have already seen the number of fatal car accidents steadily increase across the past 3 years as the traffic along 189 and mainstreet grows. Moving a busy highway through a densely populated area right next to an elementary school & high school would only exacerbate that problem. 2. Noise & Air pollution: Having the bypass cut through the eastern part of Heber (which is growing significantly) will create dramatic increases of noise and air pollution which is entirely unnecessary when the Western option is moving the traffic through an unpopulated area. 3. Flow of traffic: There is a clear need for the flow of transitory traffic from Hwy 40 and Hwy 189 from Provo. the Eastern option only provides a clear solution to the traffic coming from Duchene to Park City & vice versa. All the traffic coming from Provo and headed to Park City (& vice versa) will not want to take the bypass when it empties onto the eastern side of Daniel... they will simply date Mainstreet on their way around the wasatch mountains. This will result in the same problem we had before... heavy congestion. The solution won't address the whole problem. In summary the Eastern bypass options will significantly damage the Heber Community through negative impact on safety and pollution all while not solving the whole problem (traffic from both 40 AND 189) leading to a huge waste of money. I sincerely hope that UDOT will see this and go with either the Mainstreet or Western routes.
494	Website	Stuart Douglas	After reviewing the alternative concepts, I think that the three East bypass options would be the least successful of the thirteen proposals based on safety, efficacy of the bypass, and impact on the community. The eastern routes are concerning from a safety standpoint due to the elevation change as the routes climb and descend a hill before and after the 90 degree bend, the proximity to existing neighborhoods and schools, and the increased number of intersections on roads used by our residents. Many of our citizens walk or bike on Mill Rd. or the path along Center St. and use the streets connecting to Mill Rd. to access their neighborhoods. The inclusion of a bypass in these areas with its increased speed limits poses a large safety risk to our citizens. The East bypass options are also not effective solutions to the problem facing Heber City. These eastern routes do not resolve all the traffic issues through town as they do not connect to HWY 189 and allow traffic to and from Provo Canyon to bypass the city. Finally, I believe that the East bypass options also have the largest impact on the existing community. Our neighborhoods and roads on the eastern side of town and many of our citizens lives would be greatly impacted by the proposed eastern bypass concepts. The routes travel through too much existing property, including new developments and projects under construction that would be a waste to demolish and replace with a bypass soon after completion. The eastern alternatives would be a net negative for the community and create more problems and safety issues than the ones they seek to solve. The West bypass options appear to be the best solutions to remove the highway traffic from the main street of Heber City while also limiting the negative impacts on our community. Options that split from the current Hwy 40 route further to the South and closer to town limit the impact on the wetland areas to the North and affect the least amount of existing infrastructure. Selecting a western route that does not interfere with as many of our town's existing neighborhoods and roads allows us to plan the future growth of Heber around this bypass rather than destroying the neighborhoods that already exist.

Comment Number	Comment Origin	Name	Comment
495	Website	Janene Zimmerman	Janene Zimmerman-queennener@sbcglobal.net I am most opposed to having the heber valley udot bypass along Mill Road(1200 East) The noise and visual impact is beyond worrisome. There are many children and families that use that road to get to school and other local destinations. I did not buy here to be in a noisy traffic filled area. Safety, noise and overall visual and community impact is the reason I am writing to you to say please do not put this in our neighborhood
496	Website	Danny Edwards	Danny Edwards, edwards1750@gmail.com I am a born and raised resident of Wasatch County, I live work in Wasatch County. Growth in the valley has provided a living for my family for many years. I fully believe that growth is essential to the economy of the county. But, growth needs to be planned for. Our future depends on the decisions we make now. I support the idea of bipass roads and this planning needs to work quickly before more corridors are closed up. Development is important to me, but it needs designed to fit what we the residents of Wasatch County would like for the future. Please remember that in the planning people who live here and those who are now moving here are here for a reason. That reason is not "big city feel", it is not "affordable housing" the reason we live here and others want to live here is the rural atmosphere. The concept that we like the rural feel is important to keep in mind for the future, this is our drawing card. Lets not give that up as we plan what the valley will look like many years from now. In some of the bypass options, there is an underlying motive to expand the airport. Please keep in mind that the quality of our rural atmosphere also depends on air quality and the quietness. Any plans to expand the airport will bring in larger plans and destroy the desirable quality that draws people to the valley. Also let us not forget about the recreational quality that happens at the airport. Expansion of the airport will put an end to sail planes, war planes, hot air balloons, and several other small aircraft that use that facility. The county has planned for years that the west bypass would incorporate South Field road, I have not come across any residents that disagree with that happening. This is a natural corridor and I realize that it cuts through the farm but I believe that an overpass could be an options to cross the lanes of traffic. Let me also put in a vote for "NO" against any roundabout for 189, on a road that size it will be a mess for larger trucks, emergency vehicles, snow plows, etc. I am glad that there is a study happening to put together the plan for the bypass roads in the Valley. PLEASE keep in mind that we live here for a reason and our economy survives by that same reason.
497	Email	Rebecca Birkin	> I am writing to express my deep concern I am dismayed and shocked that the east side bypass route is still even bring considered. Wetland preservation is important, but it absolutely needs to be balanced with the safety and preservation of children. > To begin with more minor concerns: The property values of homes in the area will decrease if the bypass is built along Mill Road or anywhere near that road. This is cause for concern. There are very nice neighborhoods on and adjacent to Mill Road that will suffer a loss of property value. This will in turn result in less tax base for our county. > Second, this is a very quiet and completely residential area. We live here. We see the increasing number of large, noisy, hazardous trucks, recreational vehicles, and tankers on Main Street. Why bring these into one of the most quiet residential areas of Heber City? It is illogical to destroy this nice area, where there is nothing but homes, churches, and schools, with something as intrusive as a bypass. > > As important as those factors are, there are much greater considerations. We have three schools—an elementary school, a middle school, and a high school, all in extremely close proximity to the proposed Mill Road route. The increased noise, traffic pollution, and risk of accidents from a bypass route along that road is simply unimaginable, and I am stunned to realize that this department would even consider placing such a hazard so close to these schools. Children regularly cross Mill Road on their way to and from school. Parents and high schoolers have to drive on and cross this road to reach these schools. It's already very difficult to manage all the traffic going to and from schools. Roads, particularly the road with the elementary and middle school that abut Mill Road, already get very congested. Will the tax dollars we pay really be used to intentionally place this hazard in a location where it can create even more traffic and cause so much potential harm to our children and families? > > My husband and I are both from large cities Our family has ived in Heber City for 20 years. Like many others here, both transplants and long-term residents, we value peace, quiet, and a space apart from the noise and congestion of busy traffic. We moved here to be away from that. Please don't bring it to us. > > The western route has fewer residential areas and more open land. Yes, conservation is important. But so is the safety of our children. There has to be a way to place this bypass somewhere that won't place a dangerous road in such a quiet residential area, and so close to so many schools and school zones where young children walk and ride to school. > Please do not move forward with plans for an eastern bypass. > Rebecca Birkin, JD MFA

Comment Number	Comment Origin	Name	Comment
498	Website	Anna Davidson	The mill road option is the worst option possible when it comes to respect for the community. It will displace a lot of people out of their homes and jeopardize the safety of children. It is right in the middle of 3 schools that have the most students in the valley. Not to mention digging up a cemetery. The residents of red ledges have already changed the dynamic of this valley when it comes to the social status and environment and now to try and rip up the deceased people who's family had been here for hundreds of years is not appropriate. This bypass is disrespectful and dangerous.
499	Website	Erika Stover	I own a business on Main Street and witness daily the negative impact of the heavy travel of diesel trucks. There is no question that a bypass is very much needed. However, I live close to Mill Road and also witness daily the heavy use of that road and the adjoining roads by students and families. Hundreds of school age children cross Mill Road getting to and from school. Hundreds of cars travel it during school hours to take and pick up kids from the three schools in the nearby area. When I am at work, I constantly hear the screech of diesel trucks' brakes when drivers realize the light is turning red and they are speeding. To combine the speed of diesels with the hundreds of school age children who use Mill Road is a tragedy waiting to happen. The bypass in a heavy residential area is far too dangerous and borders being irresponsible in my opinion. It's needed, but not on Mill Road!
500	Email	Kam Wright	To whom it may concern, I am a resident of the Heber Valley and live on South Mill Rd. I built my home 13 years ago as a newly single mom of four young children with the hope of providing stability for my family. Our home has been just that, a stable place for my family. During the last 13 years, we have seen continued growth all around us, including the high school and the middle school, which were in addition to an existing elementary school. The traffic on Mill Rd is significant and already is difficult to get out of my driveway at times and almost impossible during the time school is starting and getting out. The noise of construction vehicles, trucks and cars has increased during this time. While I have noticed the increase, the thought of adding the additional noise and traffic to this area would destroy our way of life and would be irresponsible in such a populated area that has been allowed to grow rapidly over the last 13+ years. My house was the second home built in Browning Estates and since then, all the lots have been built on and Edge homes built in the adjacent lots as well as Ivory Homes, Triple Crown, Beaufontaine, and the finishing of Cobblestone. Self-help homes have filled in and around this area. The building of a major bypass through this newly built area would be expensive and ruin the beauty of this valley. It would cause displacement of many homeowners, disrupt agriculture, decrease the home values nearby. Placing a bypass on the eastern side does not address some of the more significant concerns of this valley. It does not address the traffic of Hwy 189 nor does it address the significant concerns with the fatalities on north Hwy 40 that have happened with the increased volume of traffic going in and out of the valley. I strongly oppose an Eastern Bypass. A Western Bypass starting closer to River Road and connecting with Hwy 189 and ultimately coming out to the south of Heber on Hwy 40 does more to move traffic through the valley efficiently, moving highway noise to a more open, less populated area and where a corridor has already been planned. This also addresses traffic from Hwy 189 and the future growth of the valley including the growth towards River Rd. When Timpanogos Middle School was built, I toured it with my children. I looked west out the big windows on the second floor and thought about how beautiful it was that our children could see the beauty of this valley as they studied. The thought of what their view and the noise would be like with a highway running parallel to their school is tragic and would be disruptive to their learning. This is one example of how this would impact so many families' lives. I hope as you study the options you will look further than a temporary band aid but something that addresses all three entrances into this valley, not just two. Sincerely, Kam Wright 900 S. Mill Rd. Heber, UT 84032 wright.kam@gmail.com
501	Website	Michael Glenn	Continued growth in Wasatch County as well as surrounding counties (for which Heber Main Street currently serves as the major transportation corridor) necessitates a grand undertaking. The models offered for adjustments to Highway 40 through Heber are in my mind inadequate. These suggested adjustments to Highway 40 are too focused on increasing flow and volume through central Heber and clash with any efforts by Heber City to revitalize Main Street as focus for economic and cultural development. And, pouring money into the adjustments to Highway 40 through Heber City only postpones the inevitable. Something must occur on a grander scale to accommodate transportation passing through the valley over the next 25-50 years. Long term, we are better off increasing flow and accommodating growing volume by constructing either the east or west corridor. I personally see more advantage for the west corridor. Functionally, it helps divert traffic headed for US 189 down Provo Canyon AND traffic headed up Highway 40 to the Uintah Basin. The proposed east corridor really only diverts the Highway 40 traffic heading to the Uintah Basin - it doesn't work for US 189 traffic. Yes, there are losses to the North Fields by constructing the west corridor, but developing the west corridor to "hug" the outskirts of current Heber preserves more of North Fields to the west. Let's focus on the west corridor.

Comment Number	Comment Origin	Name	Comment
502	Website	Marni Savoy	When elected officials are deciding something as important as this bypass, it's important to do what is best for the greatest numbers of citizens. The east corridor would adversely affect so many more citizens than the west corridor. The west bypass would primarily go through undeveloped land rather than disrupting a half dozen neighborhoods that have homes, schools, churches and parks. PLEASE vote according to what is best for the most amount of people....vote for the west corridor. Thank you!
503	Email	Sarah Treseder	> To whom it may concern, > I am writing to you as a concerned citizen and neighbor of Heber Valley. I live in one of the highly populated neighborhoods off of Mill Road (1200 East). I absolutely understand the need for better traffic patterns in the ever growing valley, but I have a hard time supporting having any type of road with speed limits in the range of 45/65 through/near residential streets. There are two existing schools (old mill elementary and timpanogos middle) where hundreds of kids cross daily on bikes and feet. I am under the impression Daniels canyon elementary would be affected as well as the newly approved sawmill division elementary school. I was told two years ago the western bypass was undergoing a 5 year environmental impact study and my research showed Heber owning most of the land of the original plan. We took back an offer on our dream home and settled on this current home due to the original plan(which showed a western bypass). I know I am only one person but I would absolutely be heartbroken to have to uproot my children again to avoid being near a busy road disrupting their early childhood again to try and chase the dream of living where they can ride their bikes to school in a safe manner. We moved here for the air quality and I can only assume this would plummet my children's health yet again. Thank you for your time and consideration. > Sincerely, > Sarah Treseder > 1044 e 1040 s > Heber City,UT > 84032 > > 801.755.0742
504	Website	Melissa Pettingill	Completely against the Mill Road alternative. This will significantly impact the area in a negative way. Please consider a different option!!!
505	Website	Janene Zimmerman	The proposal to run the bypass route on the east side places this route in a residential area complete with multiple schools, churches and neighborhoods. If city planners were planning a bypass route originally, as they should have, there is no way they would have put it in a highly residential area that already has traffic concerns. The added noise and air pollution to well established neighborhoods will also bring severe economic hardship to future home sales that no one who purchased a home, way back when, could have reasonably anticipated. Put an overpass either above main street or above the west side of town which is way less populated.
506	Email	Kelly Jarvis	UDOT is way too late in launching ByPass routes through subdivisions. It seems you are pandering to those who want to preserve open space but devastate neighborhoods and subdivisions. The East ByPass routes are all unacceptable and our concerns are going straight to the governor!!!!!!
507	Phone	Kelly Jarvis	Hello, I'm Kelly Jarvis from Heber Valley calling in to protest and comment on a bypass route through East side of Heber Valley. I have lived here for forty-two years and we've been told continually in the last five years that the Western route was nearly sewn up and all they had to do is acquire a couple more properties and this thing was a done deal. And now they're showing alternates that go right through hugely dense subdivisions, with very expensive homes. The the the- Just the thought is astounding because somebody's not telling the truth. It's either our county and city fathers who have lied to us all this time or UDOT stepping in way too late and thinking that now they can disrupt all of these subdivisions. The only way this thing could possibly go is through the undeveloped land West of Heber's main street. And this is what we've been told consistently for the last forty years. The first two years I was here we didn't hear much about it but then we heard about the bypass. So, somebody's got to come clean on this but it certainly astounds me that now somebody is floating an alternate through the highly dense part of Heber that's going to go through schools, school grounds, church grounds, you name it. It's- it's a crazy deal. Need to go to the foothills of Heber on the East where there's no development or you need to stay with that Western route that's been talked about for so long and I've been to the meetings. I'm the former mayor of Daniel, so I had to go to these meetings. Thank you for letting me comment. Bye.
508	Website	Eric Anderson	My name is Eric Anderson and I live just off Mill Road on the South End of Heber City near Highway 40. I would like to strongly encourage you to not use any of the proposals for the bypass that would use 1200 east (Mill Road). This area is growing with young families at a tremendous rate and I'm extremely concerned about the number of young people whose safety would be in danger if the bypass came through this area. Also, there are several schools that are located along this section of road and I'm concerned about the number of children that walk or bike along this road and the safety issues that this would cause. I feel like a bypass road that goes along the west side of the valley is the best option. Thanks for your time.
509	Website	Johnny France	The West route options create so many more opportunities and flexibility to create a flow of traffic without putting harm to children like the East options create. In addition, the East neighborhoods are nearly all developed and/or in construction, whereas the West options have flat open acres to develop a safe route. My recommendation is to go West due to safety and risk to our Heber families if East is decided.

Comment Number	Comment Origin	Name	Comment
510	Website	Katie Villani	I appreciate the work done to date to come up with alternative traffic solutions to address the issues on Route 40 through Heber. Of the options presented, I believe the 40F concept, of one way arterials, would be the most practical and cost-effective with the least disruption to the view corridors for which the Heber Valley is known. I have been through many towns/cities utilizing one-way arterials through the city, and have found them to be fairly easy to navigate. It appears that there would be options both to the east and west of main street which could be used for this purpose. What it does not address is the traffic congestion on 40 south of 1200 south, particularly in the summer, which can be quite bad. I am assuming there are not alternatives for a bypass starting closer to the strawberry reservoir and proceeding east of Heber, or that this would be cost prohibitive (?) It would be interesting to know if there were any such alternatives. The options which include elevated highways would decimate the views and whole feel of the Heber Valley. The tunnel is a fascinating idea but I wonder at the cost. The western options are problematic for many reasons. All involve travel through the north fields, which is a defining feature of the Heber Valley, and this would change that forever. Much of the impetus for the County and Midway open space bonds focused upon preservation of the North Fields as a priority. I assume the environmental impact would be significant given the wetlands and wildlife and river. Given that traffic heading south eventually makes it way east, it also seems counterproductive to bring traffic west only to bring it east. Thank you for your consideration.
511	Website	Mary Murphy	In considering the western bypass route, the only one that makes sense to me is the "turbo round a bout" option, WD. If the main objective is for traffic to flow seamlessly through the valley, any other western bypass would create backups at every stoplight and intersection. If there are going to be stop and go intersections along the bypass, why even spend the money to create one? We already have a route where there are stoplights and obviously it's not working - otherwise there wouldn't be a bypass proposal. I am also VERY against relocating US 189 and having highway speed limits in previously existing neighborhoods backyards. Ultimately, I think a tunnel or the reworking of lanes/lights on Main street is the best option overall. We have the opportunity to plan a walkable shopping area within the valley and it doesn't necessarily need to be along Main street which had been taken over by car dealerships and fast food restaurants - not quite the picturesque shopping/dining district I am interested in visiting so unless all the commercial business vacate Main street I'm not sure how a cute downtown will be achieved anyway. But if a tunnel were constructed for thru traffic that would be the best of both worlds. We don't scar our beautiful valley with bypasses and then Main street will be more walkable and enjoyable - but perhaps we should rename Main St. to Karl Malone Way, since its turning into one big Karl Malone dealership.
512	Website	Ned and Suzan Holdaway	We are adamantly apposed to byoass road on Mill Road in Heber Valley the road traffic in this rural area is already more than the present roads can handle. Your proposal impacts numerous homes making it unsafe for them to get in and out of their homes. Your going right through a school zone for an elementary and middle school. If the LDS church decides to build a temple in this area traffic will be unbearable. Who in their mind would put large trucks running through an area like this? It's obvious none of you live here.. it is the responsibility of UDTO to keep people safe not create hazards by trying to re route traffic through a neighborhood. Be smart.
513	Email	Ben Pettinger	Hello, I'm writing to express my concerns regarding the East Bypass concept going down Mill Road. My first concern is that there is an Elementary School and a Middle School right next to Mill Road. Having a bypass go right down Mill Road adds safety concerns for our children that cross that road to get to school. My other concern is that there is a high concentration of homes that line both sides of Mill Road, so adding a bypass adds a significant amount of noise pollution. I understand that an overpass is being considered along Mill Road. This is a very bad idea in my opinion. Nobody wants the negative visual impact an overpass would add to our beautiful valley. I completely understand the need for a bypass to alleviate congestion on Main Street, but if the alternative is to reroute the traffic down Mill Road, I would prefer to leave it as is and deal with the traffic on Main Street. I think a bypass down Mill Road is worse than having the traffic on Main Street. I feel like the West Bypass concept is a MUCH better option, but if that's not an option either, I would just assume to not do a bypass at all and we would just have to deal with Main Street for what it is. Thanks, Ben

Comment Number	Comment Origin	Name	Comment
514	Website	Ronda Haney	I live on the east side of Heber City about a mile east from the East Bypass Alternative Concepts that have been proposed. I have two children. One goes to Old Mill Elementary and the other to Timpanogos Middle School. Currently, my kids walk or ride their bikes to and from school. They play around the schools and even ride their bikes to the west side of Mill Road to friends' homes. If one of these bypass options is put through on the east side, it will disturb our community especially the safety of our children. It would limit the ability for the kids to safely travel to and from school due to the large amount of traffic and speed these options would create. Plus the unknown safety of a highway being located directly beside two schools. The ability of our kids to have a traditional upbringing where they can play and walk to school freely without having the additional worry of who is driving through their neighborhood. Additionally, this bypass would cause a large noise pollution through a large residential area on both the east and west side of Mill Road. Also, option EA is proposing a speed limit of 65 with overpasses which will create a safety issue along with a visual impact to the large residential areas. Overall, the east bypass alternatives will create a larger impact on the Heber City community than any another options. I understand people are worried about the west side options due to the wetlands. Honestly, at some point those lands will be sold and developed for the right price. It would be better if the bypass was built that worked with the wetlands and the future developments. I am not naïve and have lived in other states (Colorado, Virginia, and Rhode Island) where development has occurred when no one thought it would. Additionally, there are semi-trucks that also pass through the town to go down the Provo Canyon as a shortcut around Salt Lake City. Therefore, the west side would allow them to dump onto the 189 instead of way up on the 41. Please take into consideration all the children and residential homes that will be affected by the east bypass alternatives. Choose a different route/option.
515	Website	Deb Boyles	As a resident who just built a new home at 1001E 1050N I am extremely opposed to the East option
516	Website	Deb Boyles	This entire option based on the basic maps (that leave out a lot of the neighbor detail) is a steady stream of homes new and existing homes. How this could be considered a viable option impacting the fewest number of homes isn't even reasonable. Add to that the impact of the multiple schools in this part of town and the entire eastern approach looks to be expensive impacting an unacceptable number of homes. It also impacts the safety of our student population.
517	Website	Ryan Boyles	I am strongly against this as you would be bringing this near neighborhoods and children . You would also decrease the value of homes in the area.
518	Website	Mike sayler	I feel that looking at the options, the one the makes the most sense is improving downtown roads. The east options just don't make sense to me in that you are going to eminent domain quite a bit of homes, a school, and uprooting great sidewalks, bike paths, etc. by the time you get through the lawsuits, Heber will be at 30,000 people! The city of Heber has mandated that every housing development make bike paths throughout their subdivision, so why blow that all up? Do yourself a favor and look at what Carson City, Nevada did with their bypass. Heber looks exactly like Carson, 20 years ago. They had a bypass and after multiple options, they had the freeway put against the Sierra Nevadas, which would mean freeway would go up against Midway area. Thanks!
519	Website	WILLIAM A WOODRUFF	I am a resident of Midway, Utah. I urge UDOT to reject the West Alternatives for the Heber Valley Corridor Project. Routing a by-pass through the North Fields will eliminate any chance that local governments will be able to preserve those areas as open space through conservation easements. Landowners will be unwilling to go through the arduous process required to place a conservation easement on their land only to see portions of it condemned for a highway. Foundations, federal agencies, and private donors will be unwilling to offer funds to help purchase conservation easements when the land as been earmarked for a major highway. The citizens of Wasatch County expressed their desire to preserve open space by approving a \$10,000,000 open space bond in 2018. Routing a by pass through the North Fields will discourage landowners and funding partners from placing conservation easements on property that will ultimately be developed. I urge you to reject the West Alternatives.

Comment Number	Comment Origin	Name	Comment
520	Website	Timothy O'Donnell	Timothy O'Donnell 1404 E 370 N Heber City todonnellnj@yahoo.com As a resident of the east side of Heber City, I will primarily address the east side alternatives. All three east side alternatives terminate on the south side of Heber City at Rt 40 well east of the Rt 40 and Rt 189 intersection. As such these alternatives are beneficial to vehicles traveling east-west on Rt 40 to generally low population areas in eastern Utah. As currently designed these bypasses will not entice travelers from the Utah valley (Orem/Provo) and I-15 and as such these travellers will probably continue using Main Street. These bypasses will be used by the tanker trucks traveling to and from the oil wells in the Uintah Basin, hence adding to the noise and danger of such traffic through a residential neighborhood. In addition wildlife, abundant in areas east of the proposed bypasses will have their migratory routes cut off. The highway and parkway alternatives EA and EB are totally unacceptable, as they do not act as a bypass but as a cut through, these alternatives will cut off schools, churches, and parks from their population bases. essentially dividing Heber City. in addition, the curve on the north end of EA and EB is at an elevated point of the bypasses which will be dangerous and noisy. Currently a park is being constructed at the intersection of Center Street and the proposed bypasses. High speed roads built adjacent to the park, will make the park undesirable for the residents. EA shows an interchange at this location, which will probably require building on the land occupied by the park. The eastern bypasses will have little or no value to Heber City residents, they will continue to use Main Street. The only benefit is that it will move the tanker trucks off of Main Street. This is short sighted, since oil usage and the production of oil in the Uintah Basin is subject to change and is seen by most experts as declining in the near future. In my opinion, traffic should continue on the existing Rt 40. A combination of "smart road technology", roundabouts. and reversible lanes will greatly enhance the traffic flow. In addition since the majority of the traffic appears to be generated from the population growth of Wasatch and Summit Counties, park-and-rides and a coordinated bus system will have much more impact than a bypass.
521	Website	Maria G.	Our family lives on the East side of Hwy 40, in very close proximity to 1200 E (Mill Road) and we are totally opposing the East Bypass proposed concepts. One of the main reasons we are against it, is because it's a densely populated area, with lots of children, already established community that has absolutely no room to expand into a full on highway. 85-90% of the kids are walking to/from school every day from Old Mill Elementary and Timpanogos Middle School, two schools which are basically adjacent to the proposed concepts (we are talking about 1,850 students and growing, two of the most populous schools in the Heber Valley. It's a safety concern, as well as health concern when it comes to the air pollution that will be brought on by the bypass heavy traffic. The reason why many people live/moved here is because they want a great quality of life that big cities don't offer, and this bypass would totally reverse that by building a highway/overpass in the middle of a residential area, increase both air and noise pollution, bring in safety issues. We hope that all East side bypass concepts will be completely reconsidered. Thank you.
522	Website	Tom Boyles	It seem like a lot of people affected by the eastern option have only been made aware of this option in the past few days. My son only received a letter yesterday. We live on 1001 E 1050 N and only became aware today based on an email from Red Ledges where we lived prior to our current home. Why is that.
523	Website	Scott Lewis	From looking at the various route maps, I am in favor of EA. Heber does not need to eliminate all through traffic, hurting local businesses. It needs to redirect through TRUCK traffic which adds nothing to the local economy, and makes it impossible to create a viable Main Street experience in Heber. Redirecting long haul trucks to an eastern bypass in Daniel, with no off-ramps in town makes the most logical sense. Eastern plans with a series of intersections will only lead to trucks staying on Main Street. I would suggest adding one on-ramp to EA at 1200S for provo canyon traffic.
524	Website	Timothy O'Donnell	The proposed east side bypasses EA,EB, and EC, as proposed, are adjacent to schools, churches, parks, and neighborhoods which currently exist along Mill Road and Center Street. Enticing high speed traffic, especially noisy commercial (e.g. oil tanker) traffic, is unacceptable in this growing but well designed area. The bypasses will cut off the population bases from their schools, churches, and businesses; and make local traffic more cumbersome then it is at the current time. High valued homes and property east of the proposed bypasses will certainly be effected. In addition there is an abundance of wildlife (deer, elk, and moose) located in the proposed routes. Their migratory routes will be blocked by a bypass. I see no positive impact resulting in the construction of an eastern bypass.

Comment Number	Comment Origin	Name	Comment
525	Email	Svetlana Griffiths	Dear Sirs/Madams, I am writing this email to express my strong my opposition to the East Bypass option. Building the bypass will jeopardize the safety of our children who attend Old Mill Elementary and Timpanogous Middle schools. It will also increase pollution of the area what is already extremely populated. This proposed bypass would go through the residential area that will interrupt the peacefulness and sanity of the neighborhood and would go against what we as residents signed up moving to this area. Please eliminate the East Bypass concept as an option. I appreciate your consideration with this matter. Sincerely, Svetlana Griffiths
526	Website	Scott Lewis	A western bypass is a bad option. It emphasizes provo-to-park city connectivity which is not the core problem. It may account for half of the traffic, but it is largely not 'bad' traffic. Local businesses depend on passenger car traffic. The core problem is long-haul trucks traversing vernal to SLC. They add nothing to the local economy. They hurt the character and economy of the valley as they are 'fly-through' traffic that doesn't stop for fuel, food, or entertainment. Getting SLC-Vernal traffic off Main Street is better-solved with eastern route EA with the addition of a connector at 1200 south for through traffic to Provo. A western route divides heber and midway from each other when the point of a bypass is to create a more viable cohesive community.
527	Website	W. Steven Everett	Thank you for soliciting comments. As a 35-year resident of Utah County (frequent Heber Valley visitor) and now a 5-year resident of Wasatch County, I have seen the Urban sprawl effecting a once beautiful Utah County that now takes almost forever, okay twice as much time as you think, to get from one end to the other. They are considering bridging Utah Lake, are you serious? Yes, they are. It seems to me that the East or the West proposals are neither Ideal. The safety of kids going to and from school, community impact, air and noise pollution. This is almost a last resort proposal. It is obvious that the culprit is the probably 80-90 percent that are traveling through Heber City that do not stop to visit the businesses along the way. They are just using the only route possible. The most accommodating, least impactful solution is a 2/4 lane 40-45mph Tunnel under Main Street, 12th South to 5th North. This would allow for all passers through to accomplish their goal and make it without stopping. This also allows the locals to do the same. All semi- trucks should be required to use the tunnel unless making a delivery in Heber City. I have no idea the cost comparison between the East or West Bypass and digging a tunnel. But if there were a vote? I'm pretty sure the tunnel would pass in the 90 percentiles. However, if that is too simple. So, choose the West before the East.
528	Phone	Scott Wilhite	Hello, my name is Scott Wilhite and I am leaving a comment about the East bypass alternative concepts for the Heber Valley. My number is 801-360-9612. What I am most concerned about with this is that it looks like, in the plans, there have been priorities to save historical structures like old homes and things that have been in the valley for a really long time and I'm curious why that priority seems to come over the community aspect of: you're going to take this east bypass road right next to homes. It's going to split up neighborhoods. It's right next to a school. It goes- on one plan it goes down a road that has two 20 mile-an-hour speed zones right now with old people that come out and help us, crossing guards, to help kids cross roads. On the other plans it'll go between that road and the school. Like, like none of this makes sense as far as a- Like you are like, like running a road right through neighborhoods and a community. Why are you not saving the community and the feeling that is in the community: the safety, the quiet, the peaceful nature which is why people move all the way out to the country, to Heber City. Uh, and instead, like, it seems like your priority is to save old historical homes and buildings and like- Really? We prioritize that over people? That is very concerning to me. Please do not move forward with the East bypass. All those are the same alternative. Like there's just small tweaks to it. It's a horrible plan and I wanted to voice my opinion. Again, my name is Scott Wilhite. You can talk to me further on this. My number is 801-360-9612. I have lived in the Heber Valley for twenty years and one of the things that I have found is that people that come here, they move here for the peace and quiet. They move here to get out of under the armpit of someone else. They've moved here to not feel like if it's a huge city. We need to preserve that. We need to fight to preserve our culture, our way of life, our way of living and and it's not just about not having a road walk go through cow fields. Take the road through cow fields, that is not sacred stuff. Families are sacred - communities, neighborhoods. That's the stuff that you should prioritize. Please reprioritize what you've done with these plans. Thank you very much.

Comment Number	Comment Origin	Name	Comment
529	Website	Christopher Gay	To all in our community, We are all in agreement with the growth happening in the valley that the need for a bypass is necessary, and like most I appreciate you looking at this from all perspectives in trying to solve this current and future issue. That said, upon reviewing the many proposals I strongly feel that directing it through the East Side of Heber is a grave mistake and should be expunged from the proposed options. Quite simply put, the safety of all of those on the east side would be in jeopardy by doing so. Why would one consider placing the bypass through the most densely populated area with schools, churches & children everywhere to be seen? If you have ever driven along Mill Road between the hours of 7:15AM-8:45AM, or 2:15PM- 4PM you would realize that there are hundreds of kids ages 5-18 walking, riding their bikes, and parents dropping their children off at school. One of the countless benefits to living in this beautiful valley is knowing that the children can establish a safe routine to and from school, away from the hustle and bustle of a large city. Having a high speed freeway cutting through this area could possibly have a disastrous outcome, and one that no family or child should ever have to suffer as we all know from the tragedies this past summer. Not to mention the reduction in air quality that these children would be breathing in on their morning commute to school. I also understand that everyone in this valley is concerned about the bypass coming close to their place of residence, but by all determinations the West side has many more viable options that won't have this direct impact on our schools, the higher density neighborhoods, and our churches. There is so much more open space available on the western side, which most would agree seems to be a much more logical and safe approach to take. Yes we love our beautiful open space and land here, but with the rapid development of the past 10 years in the area and the projected future growth doing so now on the West side would allow for a responsible and safe plan to be set forth as this growth occurs. As the team moves forward with these plans, I must reiterate that safety for the community should be the top concern for all. If we don't have this in place for our children, then the very reason most of us have chosen to live in the amazing valley will be wiped away 4 lanes at a time. From a concerned parent, resident & citizen, Chris
530	Website	Darlene Norton	40D - Bridge / tunnel concept seems the most space efficient and least impactful to the beauty of the Heber Valley. It also seems safer than the other options by getting traffic thru town with the least amount of interaction with local traffic and in the shortest distance. It will also help improve the image of Heber to have the heavy trucks "out of sight" as much as possible. Otherwise, routing traffic to the East would be very impactful to existing neighborhoods, would create too much commingling of thru traffic with local traffic which could result in more accidents and makes the heavy truck traffic too visible in the valley. Routing it to the west would be too impactful to the Provo River and the beauty of a critical component of the Heber Valley and same comment as for eastern route regarding commingling local traffic resulting in increase in accidents and decrease in the beauty of the valley. Thank you for the information and opportunity to comment.
531	Website	Justin Halper	East Side Bypass-this alternative makes the least sense for obvious reasons. It impacts many more homes than the other alternatives. There are several schools that would make getting in and out of virtually impossible not to mention the safety issues. It would truly tear apart the community feel that Heber has worked so hard to install. It would be appreciated if the east alternative was taken off the table, it makes no logical sense.
532	Website	Mark Harney	The added Alternative WD with the West Bypass Parkway Turbo roundabouts is the best option. It does not take away from 189 (which does not need to be changed) and helps to relieve the 40 Heber downtown traffic. It will also allow for much quicker traffic through Heber Valley. I would also improve the East corridor option which again will alleviate traffic through downtown Heber. There is no need to change the downtown Heber area with these two changes.

Comment Number	Comment Origin	Name	Comment
533	Email	Randy, Candi and Tom Christ	Dear U-Dot Team, We would like to voice our support for the WD Western Bypass starting at or near the intersection of Highway 40 and River Road and following the alignment along N 1100 W. Looking at the bigger picture, all the other concepts would only service Heber City. We need a solution that will serve this entire Valley and the WD Western Alternative is the only concept that will allow connection to Midway and the west as well as Heber City. We would suggest that tie-in connections be considered to the west at 1050 West and or E 600 W and or Main Street in Midway. Building the Bypass in the remote WD Western route will be easier to do and less costly. In this remote location the normal traffic flow thru the Heber Valley will not be impacted by the construction activity. This route will also allow for future connections south of Highway 113 to the west into Charleston and south into Provo Canyon (189). Using N 1100 W for the WD Western route would be the best decision for many reasons: There are very few homes near this route. Which would keep the Bypass away from almost everybody. Taking the through traffic off of existing Highway 40 at River Road (as far north as possible) is the only way any Bypass will be helpful to our community. Having all the through traffic rerouted between Heber and Midway is the best choice available. Midway is growing rapidly and they need direct access to the Bypass. When there are large events (Swiss Days, Sheepdog Championship, Ice Castles and numerous events held in Soldier Hollow) in Midway all the surface streets throughout the area are clogged with bumper-to-bumper traffic. This WD western route will carry the load and keep our lesser streets from becoming parking lots. The near perfect alignment of the WD Bypass with Southfield Road makes the N. 1100 W. alignment far superior to any other option. Traffic would pass by directly to connections with 189 West and 40 East near the airport. This is the most direct route and will place the new road away from the largest number of people. This alignment is the best alternative available. We support the construction of the WD Western Bypass Road along N. 1100 W. This route meets the project purposes and the option of doing nothing is what has been done for the last 40 years. We can not afford to do nothing again. All along the East side of Highway 40 north of Heber City will be built out in the next 10 years. It has already started. This section of Highway 40 can not hold all the traffic that will be placed upon it as a result of all this development activity. There must be an Alternate route constructed that will carry the load and that route must start as far north as possible. Sincerely, Randy, Candi and Tom Christ

Comment Number	Comment Origin	Name	Comment
534	Website	Timothy and Jacqueline Samsel	To whom it may concern: I would like to strongly voice my concern and opposition to the eastern by pass alternatives through already established neighborhoods and also private and new developments. While the need for additional roads is needed, these alternatives pass directly through residential areas that are not REFLECTED ON EASTERN BYPASS (at times through currently own private property (Stonecreek) where our neighbors and we currently live). Here is what I discovered by viewing YOUR You Tube videos on the bypass alternatives: 1. You stated the intent of the bypass is to alleviate traffic from Orem/Provo area going up to Park City — The Easter Bypass does not address this issue and I am guessing that 70% of the traffic is coming from that area IS NOT A VIABLE SOLUTION. 2. The Eastern Bypass affects all the following communities that are not DEPICTED ON YOUR MAPS: like Mill Road Estates, Cobblestone, Triple Crown, Red Ledges, Stone Creek and Valley Hills are introduced... not to mention all the new residential construction that will be impacted. As well as New communities and new houses that are being built at this time and would of course then have to be torn down. 3. Hazardous — Adding a highway of any kind that allows 26 wheeled trucks carrying hazardous and flammable materials to pass within 20 feet of residential property is the height of irresponsibility on the part of any department that serves the public. 4. Decrease in Home Value and the City of Heber has potential to lose millions of Property Tax Dollars 5. Loss of Peace an Quiet and Beauty of our community 6. Safety of the Children as they try to navigate to school We were told when we purchased in Stonecreek that it was supposed to be a Quiet 2-lane access road for Red Ledges and no one else. UDOT failed to take care of this 20 years ago when it should have been addressed. Our neighbors on the eastern part of town should not be punished simply because the Wasatch County and Heber City HAVE ALREADY PURCHASED AND PUT ASSIDE LAND FOR THE WESTERN BYPASS. This alternatives should not, in any circumstance, be considered simply because Main Street is slightly delayed at certain times of the day. UDOT needs to completely scrap these plans and come with a proposal that doesn't disrupt the heavily populated communities on the east side of Heber. TIMOTHY J AND JACQUELINE SAMSEL tjsamsel65@att.net 452 N 1490 E Heber City, UT. 84032

Comment Number	Comment Origin	Name	Comment
535	Website	Timothy and Jacqueline Samsel	To whom it may concern: I would like to strongly voice my concern and opposition to the eastern by pass alternatives through already established neighborhoods and also private and new developments. While the need for additional roads is needed, these alternatives pass directly through residential areas that are not REFLECTED ON EASTERN BYPASS (at times through currently own private property (Stonecreek) where our neighbors and we currently live). Here is what I discovered by viewing YOUR You Tube videos on the bypass alternatives: 1. You stated the intent of the bypass is to alleviate traffic from Orem/Provo area going up to Park City — The Easter Bypass does not address this issue and I am guessing that 70% of the traffic is coming from that area IS NOT A VIABLE SOLUTION. 2. The Eastern Bypass affects all the following communities that are not DEPICTED ON YOUR MAPS: like Mill Road Estates, Cobblestone, Triple Crown, Red Ledges, Stone Creek and Valley Hills are introduced... not to mention all the new residential construction that will be impacted. As well as New communities and new houses that are being built at this time and would of course then have to be torn down. 3. Hazardous — Adding a highway of any kind that allows 26 wheeled trucks carrying hazardous and flammable materials to pass within 20 feet of residential property is the height of irresponsibility on the part of any department that serves the public. 4. Decrease in Home Value and the City of Heber has potential to lose millions of Property Tax Dollars 5. Loss of Peace an Quiet and Beauty of our community 6. Safety of the Children as they try to navigate to school We were told when we purchased in Stonecreek that it was supposed to be a Quiet 2-lane access road for Red Ledges and no one else. UDOT failed to take care of this 20 years ago when it should have been addressed. Our neighbors on the eastern part of town should not be punished simply because the Wasatch County and Heber City HAVE ALREADY PURCHASED AND PUT ASSIDE LAND FOR THE WESTERN BYPASS. This alternatives should not, in any circumstance, be considered simply because Main Street is slightly delayed at certain times of the day. UDOT needs to completely scrap these plans and come with a proposal that doesn't disrupt the heavily populated communities on the east side of Heber.

Comment Number	Comment Origin	Name	Comment
536	Website	Suellen Winegar	Suellen Winegar ARE YOU LISTENING TO US? PLEASE READ THIS FULL MESSAGE. WE STRONGLY OPPOSE A WESTERN BYPASS OF ANY KIND. We have weighed in on this previously, but your response has been to create yet ANOTHER BYPASS OPTION THAT DESTROYS EVEN MORE OF THE NORTH FIELDS (Alternative WD). The North Fields are a very fragile ecosystem for wildlife. They are a priceless resource for water as the entire area is riddled with small streams, ditches and wetlands. This watershed needs to be protected as the water source for over half a million people. The open spaces are diminishing in Heber Valley at an alarming rate, and we must preserve as much as we can. 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. In our recent community meeting, UDOT confirmed their traffic studies show the majority of the traffic on Hwy 40 is local traffic, not through traffic. IT MAKES NO SENSE TO SPEND HUNDREDS OF MILLIONS OF DOLLARS TO BUILD A BYPASS FOR THE MINORITY OF THE TRAFFIC. Heber Main Street is just that – Main Street. Keep the traffic on Main Street. The town's wish to create a walkable historic downtown is not reality. That ship has sailed. Heber Main Street is now car dealerships, car washes, gas stations and fast food chains. There are only a handful of blocks that might qualify with desired walkability. Diverting traffic away from Main Street could well mean economic hardship for many businesses, unemployment, jobs lost, etc. As for the tankers, 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 rail system or pipeline may even be in the works. Perhaps we should re-evaluate the need given these projections. We encourage UDOT to try some less invasive alternatives before spending money, time, and destroying priceless resources and environmental habitats that are irreplaceable. It would be wise to experiment with other alternatives first, before committing huge sums of money and irreversibly destroying the North Fields. We support these some options: 1) Add roundabouts (Alternative 40B) 2) Try reversible lanes (Alternative 40E) 3) 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. (Alternative 40F) – Although this is sad because 100 West still does have a lot of charm and character that will be destroyed if you go this route. 4) Build a tunnel (Alternative 40D) under Main Street. NO BRIDGES/OVERPASSES. Studies have shown overpasses are very divisive and destroy communities. See NYT article https://www.nytimes.com/interactive/2021/05/27/climate/us-cities-highway-removal.html which reports how highways have destroyed cities to the point where some cities are removing them. Heber is not Baltimore or L.A., but the concepts apply. 5) 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. We've submitted this suggestion before, but it received no attention. 6) 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. We submitted this option before, but it received no acknowledgement or recognition. To turn the North Fields into a secondary commercial zone would be tragic. Particularly one with overpasses, 55-65mph speed limits, "TURBO" roundabouts, etc. Seriously?!? The representatives in the community meeting were not able to tell us what these are. UDOT confirmed we have no turbo roundabouts in the state. Please DO NOT experiment with Heber Valley! It is not acceptable even to be considering the North Fields as a highway bypass alternative! If you need a bypass to accommodate the new Mormon temple, then build the bypass where the temple is going to be constructed East of Highway 40. Put the new high school and bypass/access roads where the new developments/population centers will be, and where the demand pressures will be. Finally, as I and others have said before, 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. Echoing others in the community meeting, do we really need to spend \$100,000,000 to save one minute? Especially when that money is being spent to serve only the minority of the traffic. What we need to do is reevaluate development and limit or foster smarter growth to minimize traffic and environmental impacts. Clean air and water are invaluable. Thank you.

Comment Number	Comment Origin	Name	Comment
537	Email	Jacqueline Samsel	To whom it may concern: I would like to strongly voice my concern and opposition to the eastern by pass alternatives through already established neighborhoods and also private and new developments. While the need for additional roads is needed, these alternatives pass directly through residential areas that are not REFLECTED ON EASTERN BYPASS (at times through currently own private property (Stonecreek) where our neighbors and we currently live). Here is what I discovered by viewing YOUR You Tube videos on the bypass alternatives: 1. You stated the intent of the bypass is to alleviate traffic from Orem/Provo area going up to Park City — The Easter Bypass does not address this issue and I am guessing that 70% of the traffic is coming from that area IS NOT A VIABLE SOLUTION. 2. The Eastern Bypass affects all the following communities that are not DEPICTED ON YOUR MAPS: like Mill Road Estates, Cobblestone, Triple Crown, Red Ledges, Stone Creek and Valley Hills are introduced... not to mention all the new residential construction that will be impacted. As well as New communities and new houses that are being built at this time and would of course then have to be torn down. 3. Hazardous — Adding a highway of any kind that allows 26 wheeled trucks carrying hazardous and flammable materials to pass within 20 feet of residential property is the height of irresponsibility on the part of any department that serves the public. 4. Decrease in Home Value and the City of Heber has potential to lose millions of Property Tax Dollars 5. Loss of Peace an Quiet and Beauty of our community 6. Safety of the Children as they try to navigate to school We were told when we purchased in Stonecreek that it was supposed to be a Quiet 2-lane access road for Red Ledges and no one else. UDOT failed to take care of this 20 years ago when it should have been addressed. Our neighbors on the eastern part of town should not be punished simply because the Wasatch County and Heber City HAVE ALREADY PURCHASED AND PUT ASSIDE LAND FOR THE WESTERN BYPASS. This alternatives should not, in any circumstance, be considered simply because Main Street is slightly delayed at certain times of the day. UDOT needs to completely scrap these plans and come with a proposal that doesn't disrupt the heavily populated communities on the east side of Heber.
538	Website	Scott Lewis	The north fields wetlands should be preserved and protected as was done in Park City. A western bypass will lead to commercial development throughout the north fields, and a the same time obliterate commercial businesses along Main Street in Heber. The EA eastern route will leave Main Street businesses intact and preserve tourism traffic through main while diverting long haul truck traffic to a high-flow bypass. Trucks do not need on ramps and off ramps in Heber. They only need a way to bypass the downtown Heber and get from Vernal to Salt Lake.

Comment Number	Comment Origin	Name	Comment
539	Website	JACQUELINE SAMSEL	To whom it may concern: I would like to strongly voice my concern and opposition to the eastern by pass alternatives through already established neighborhoods and also private and new developments. While the need for additional roads is needed, these alternatives pass directly through residential areas that are not REFLECTED ON EASTERN BYPASS (at times through currently own private property (Stonecreek) where our neighbors and we currently live). Here is what I discovered by viewing YOUR You Tube videos on the bypass alternatives: 1. You stated the intent of the bypass is to alleviate traffic from Orem/Provo area going up to Park City — The Easter Bypass does not address this issue and I am guessing that 70% of the traffic is coming from that area IS NOT A VIABLE SOLUTION. 2. The Eastern Bypass affects all the following communities that are not DEPICTED ON YOUR MAPS: like Mill Road Estates, Cobblestone, Triple Crown, Red Ledges, Stone Creek and Valley Hills are introduced... not to mention all the new residential construction that will be impacted. As well as New communities and new houses that are being built at this time and would of course then have to be torn down. 3. Hazardous — Adding a highway of any kind that allows 26 wheeled trucks carrying hazardous and flammable materials to pass within 20 feet of residential property is the height of irresponsibility on the part of any department that serves the public. 4. Decrease in Home Value and the City of Heber has potential to lose millions of Property Tax Dollars 5. Loss of Peace an Quiet and Beauty of our community 6. Safety of the Children as they try to navigate to school We were told when we purchased in Stonecreek that it was supposed to be a Quiet 2-lane access road for Red Ledges and no one else. UDOT failed to take care of this 20 years ago when it should have been addressed. Our neighbors on the eastern part of town should not be punished simply because the Wasatch County and Heber City HAVE ALREADY PURCHASED AND PUT ASSIDE LAND FOR THE WESTERN BYPASS. This alternatives should not, in any circumstance, be considered simply because Main Street is slightly delayed at certain times of the day. UDOT needs to completely scrap these plans and come with a proposal that doesn't disrupt the heavily populated communities on the east side of Heber.
540	Website	Laurie Reed	Please use Heber WD route to maintain peaceful integrity of homes , park, bird refuge. Thank you.
541	Website	Cory Mitchell	To whom it may concern, As I look at the different potential routes for the bypass, it would absolutely make so much sense to have the new bypass run through the west side of town. Just look at all the open area, very little disturbance of existing homes, schools, parks and residential area in general. I couldn't imagine a bypass on the east side with the number of school crossings and children in the area. The west side is wide open, in fact it could easily follow the new power lines just installed. I want to let it be know that I am in objection to the bypass on the east side of Heber. It makes no sense at all to have it on this side where there is so much land available on the west side. Thanks, Cory Mitchell 859 Cornerstone Ln Heber City Ut 435-671-1778
542	Website	Robert B Miller	I STRONGLY DISAGREE with the East Bypass Alternative Concepts. I am a home owner within a mile of the proposed Concepts and know the area well. I ride my bike on Old Mill road a lot. The biggest concern I have is the location of 3 schools within a VERY short distance from the proposed routes. There are SO Many children and traffic at the start and end of school that crosses Old Mill road. I see it as a Very Serious Safety issue with our most precious thing we value in our lives (our children). The bypass on the west side seem so much more reasonable, less traffic, and safer as related to children. But, I hear that there is an issue with the WETLANDS. What is this world coming to when we would put wetlands above the safety and health of our children? I was born and raised in California and saw the same Liberal thinking (or lack of for that matter) and that is why I left that State that has gone downhill so much. I don't want that to happen here.

Comment Number	Comment Origin	Name	Comment
543	Website	David Rimington	I have looked at the projections for the Heber Valley bypass and recognize that no matter which course is chosen someone will be impacted in a way they consider imposition upon their rights, and wealth. It seems that I will not be impacted greatly where I stand, however, it seems to me that putting in a heavily used highway through a residential district has many more opportunities for collateral damage to people (especially children near schools) than through agricultural or wet land areas. With all due concern for agricultural land loss, and wildlife habitat, the west side route seems more reasonable to me. We are going to have a lot of people moving into the valley in the future and the west side route seems to me to negatively impact fewer human inhabitants. Thank you.
544	Email	Lizabeth Lewis	Gentlemen: It was with great dismay I listened to your presentation regarding routing the bypass route with Option WD. The intended route, which currently will follow the recently installed power poles, is set. We cannot move the power poles. We should keep the bypass route under them as has always been the intention. A bypass route with Option WD north through the Northfields is unacceptable. This is NOT the place for a paved highway-speed road. Turbo Round-Abouts have a place, but not in the Northfields. The Northfields are the gem of Wasatch County and are highly valued by the entire Wasatch Front and Back. It is one of the last bastions of open space, uninterrupted by paved roads. Doing something for the future of our Valley is sometimes doing nothing. Nothing is what should happen in the Northfields. Period. As you all know, you can't put Humpty Dumpty back together again. Best,
545	Website	Melissa Ricks	The East alternatives would cut right through our neighborhood. When we were sold our house earlier this year, it was disclosed that the road access where this road is proposed would be a 25mph road with roundabouts and would be predominantly local traffic. This is very different from the current proposal and would drastically impact our lives in Heber as well as our property value and neighborhood. The west proposal appears to have less impact on neighborhoods and developments/families in our city.
546	Website	Robert B Miller	I am very disappointed in the options outlined in the 3 East Bypass concepts. I realize you need to explore options. The EB and EC options are totally unrealistic given the amount of children in very close proximity, plus the 3 schools. From the options I have seen the West Bypass makes more sense, less people. Wetlands is a concern, but I put people's safety as a higher priority. I understand that much of the property has already been purchased for a west bypass. Finish the project. Judith Miller 803 Red Rock Circle (Cobblestone)
547	Website	David Rimington	I have looked at the projections for the Heber Valley bypass and recognize that no matter which course is chosen someone will be impacted in a way they consider imposition upon their rights, and wealth. It seems that I will not be impacted greatly where I stand, however, it seems to me that putting in a heavily used highway through a residential district has many more opportunities for collateral damage to people (especially children near schools) than through agricultural or wet land areas. With all due concern for agricultural land loss, and wildlife habitat, the west side route seems more reasonable to me. We are going to have a lot of people moving into the valley in the future and the west side route seems to me to negatively impact fewer human inhabitants. Thank you.
548	Website	Cynthia Ball	I am in favor of the West Bypass Alternatives as it has the least impact on existing densely populated areas. Placing a bypass on the western side of Heber Valley makes the most practical sense and is the safer option. The eastern side has too many variables including safety issues with existing neighborhoods, population and schools.
549	Email	Jeanette Furstenburg	Sincerely this is one of the dumbest alternatives I can think of, there are 4 schools close to this option, teaching with traffic noise the whole day will be devastating and all the pollution the children will have to breathe in is unacceptable, as a foreigner I'm also thinking of children's safety so close to a overpass, again as I said, dumbest alternative I can think of and downright dangerous. It will affect our property values too, the visual impact/noise and air pollution will be devastating to our property values (we paid much higher prices to live in the east) So NO to East Bypass option
550	Website	Cameron Roper	Cameron Roper cambroper@gmail.com Mill road should ABSOLUTELY not be the bypass road. That is the heart of Heber, and would RUIN the complete east side of Heber. Please please please do not put the bypass road on mill road. That would be a terrible road for east side of Heber. It is a nice quiet part of town where kids can ride their bikes and has nice walking trails. This would be a really bad thing for the east side of Heber. There is PLENTY of land in Midway to make something like this happen. Please don't do the Mill road bypass!

Comment Number	Comment Origin	Name	Comment
551	Website	Dixie Surratt	I am writing to give you feed back on the proposed east bypass alternatives currently under consideration in your committee meetings. Quite frankly, I was shocked and devastated that such a suggestion was even being considered for the east side of Heber City. This whole discussion was first considered years ago on the west side of town before it became so developed. And now, years later, it has changed to the east side of town, impacting every facet of life for the residents here. I am completely opposed to the whole idea of the east bypass alternative. Now only will it create safety problems for our neighborhoods with much more traffic passing through, the noise pollution will be horrible. We're used to living in quiet neighborhoods where the residents are considerate of the noise, and even the air, pollution around us. This kind of development, with fast moving traffic and noisy, huge trucks will totally destroy our peaceful neighborhoods. Our quality of life will completely be destroyed! This breaks my heart! Homes will be destroyed, neighborhoods completely broken up, and you say that we need to do this so people can stroll down Main Street and shop? Very few people have ever strolled down Main Street to shop, in case you haven't taken the time to see for yourself. Sacrificing homes and neighborhoods for this purpose is ridiculous. I'm concerned as well for the safety of our children getting to and from school safely with the volume of traffic this would create. The value of our property would be completely impacted with this kind of bypass engineering. But that's not as concerning to me as the drastic change in the quality of life that would result from this endeavor. There was much talk about not being able to use the wetlands north of town. How did the highway 40 continue to Park City without working things out in order to use the wetlands? There are other options that need to be considered that don't impact the lives of longtime, loyal Heber City residents! Please try to see our point of view in making this decision!
552	Website	Kevin Payne	There should not be any consideration whatsoever for any West option. Any West option would eventually destroy the North Fields, our biggest asset in all of Wasatch County. It will only serve to encroach into and accelerate growth in an area that should be protected. It is also an area full of sensitive lands (wetlands).
553	Email	Richard and Linda Turner	4 November 2021 We are adamantly OPPOSED to Option 2, (realigning a portion of U.S. 189), for alternatives WA, WB, and WC, of the proposed West Bypass. The Option 2 routing (to the west edge of the Wasatch County sewer farm) would bring the bypass road unnecessarily close to several homes, adversely affecting the peace, quality of life, and property values of those homeowners. The South Fields Road and right-of-way already exists, and having the proposed bypass road follow it (OPTION 1) makes sense and would have considerably less "environmental impact" on the homeowners in that area. OPTION 1 should be the chosen option if WA, WB, or WC are decided on. It has been rumored that Option 2 is being pushed by Heber City to accommodate their proposed (and highly unpopular) future airport expansion. It has also been said that Option 2 is being considered because it would consolidate the County's sewer farm. Neither of these reasons are justification for sacrificing the well-being of the homeowners that would end up being very near the noisy and busy bypass road if Option 2 is chosen. Again, OPTION 1 should be the only option considered. Thank you, Richard and Linda Turner 1677 Edwards Ln Heber City, UT 84032 rlturner@aaahawk.com 435-654-2068
554	Website	Trevor Ricks	Thank you for requesting comment - I think the west bypass solutions make the most sense. Furthermore, all of the eastern bypass solutions are slated to go right through the house I am building on 670 N and 1490 E. It seems like this would disrupt less existing infrastructure to make the bypass on the western side.
555	Website	Greg Gagon	We need the bypass desperately. Go WEST!!!! Very much opposed to the eastern options, specifically the use of Mill Rd. I will oppose this option at every step of the process. Mill Road is in the middle of one of the highest density residential areas in the valley that is 100% built out, with two schools immediately adjacent and one block away. In at least two segments of the proposed bypass there are 20 mph school zones. Building an overpass should not be an option for obvious reasons, being expense to build and maintain, noise, blight on the skyline, interruption to the quiet enjoyment of personal rights to hundreds in the immediate area, etc. All this to save a bunch of open space grass on the west side of town? Move the wetlands!! Its legal. Its done all the time. The grass won't know the difference but hundreds of residents surely will. If that doesn't work, then put the same overpass down main street. Still a terrible idea, but at least then you don't comprise everything suggested above. Even better yet, if we are willing to throw that kind of money around to save the grass, do as they do in other high congestion areas of the world and go under main street with a tunnel.
556	Website	Heidi Franco	The Wasatch Open Lands Board (WOLB), openlands@wasatch.gov ; an advisory Board to the Wasatch County Council.

Comment Number	Comment Origin	Name	Comment
557	Website	Brinkley Pennington	We need the bypass desperately. Go WEST!!!! Very much opposed to the eastern options, specifically the use of Mill Rd. I will oppose this option at every step of the process. Mill Road is in the middle of one of the highest density residential areas in the valley that is 100% built out, with two schools immediately adjacent and one block away. In at least two segments of the proposed bypass there are 20 mph school zones. Building an overpass should not be an option for obvious reasons, being expense to build and maintain, noise, blight on the skyline, interruption to the quiet enjoyment of personal rights to hundreds in the immediate area, etc. All this to save a bunch of open space grass on the west side of town? Move the wetlands!! Its legal. Its done all the time. The grass won't know the difference but hundreds of residents surely will. If that doesn't work, then put the same overpass down main street. Still a terrible idea, but at least then you don't comprise everything suggested above. Even better yet, if we are willing to throw that kind of money around to save the grass, do as they do in other high congestion areas of the world and go under main street with a tunnel.
558	Website	Lauren Lonergan	Lauren Lonergan 1193 Explorer Peak Dr Heber City, UT 8032 lonlau2016@gmail.com I endorse finding a solution to the traffic problems in Heber. I oppose any plan that begins before the city itself and crosses through the middle of the valley (not sure which choice this is called). The valley between 40 and Midway is among the most beautiful in the entire US and putting a highway through that area would ruin a very special place. My first choice is the west corridor plan that begins close to Heber and just skirts the west edge of town. My second choice would be a tunnel - though I assume that is prohibitively expensive and would disrupt traffic for years. My third choice is the east corridor (though it will impact my view significantly as I live in Red Ledges). The other choices, such as splitting traffic between 40/main street and 100 S or putting even more lanes on the current path of 40 will not solve the problem in any way.
559	Website	Ali Shearman	The West D alternative will provide the most beneficial route to make Main Street walkable, decrease traffic noise in the neighborhoods, and prevent confusion for drivers who plan to bypass the city. Please choose West D!
560	Phone	Tyson Lindsey	Hi, my name is Tyson Lindsay. I'm a resident of Heber, Utah. I live in the Stone Creek residences, which is on the East side of the valley and my call is concerning the East bypass alternative concepts. The East bypass would directly affect my neighborhood, my daily commute, and my quality of life. This is also true for a large number of residents on the East side of town. The East bypass would negatively affect the community in several major ways. First and foremost, Mill Road is a 35 mile-per-hour road with houses bordering and facing it. There are two to three school zones on it. The East bypass will go right alongside Timpanogos Middle School and also be within a block of Old Mill Elementary School. Children from both the elementary school and middle school commute via no road to get to and from their homes. And the East bypass does either, you know, there's obviously three concepts being proposed on the East side. One of them is actually on Mill Road. The other two are right alongside Mill Road. You know, there is a high population of deer that live within the hills of the East side of the valley in Heber. I see deer daily right where the East bypass would be constructed. The deer descend from higher elevations of the East hills all year long. The East bypass would directly affect the wildlife in the area. Also the East bypass- very sorry, the East side of the Heber Valley is a highly desirable area to live. Visual impact and noise pollution associated with the East bypass would dramatically decrease home values in the area which in turn would majorly affect property tax revenue. There are a lot of high-net-worth, uh families and and high-value homes on the East bench and I- it would be detrimental to um the city itself and the property tax income and the valuation of the homes in the area with the East bypass. It would also affect the quality of life for primarily young family residences. There are a ton of young families that reside in the homes on the east side um and as I mentioned several schools. If I- the concepts that are being proposed on Main Street would have the least negative impact on the community and value as a whole. The main street concepts would make the most economic social and environmental sense. Thank you for your time.
561	Website	Dan Simmons	To clarify our previous submission, if Main Street option A can be done without disrupting businesses. It would be the simplest approach. We need more data regarding how this could possible be done. The congestion would be high.
562	Website	Keith J Karren	Keith and Diane Karren.- We are very concerned about the Mill Road alternative and the negative impact on the amount of children involved with Mill road, the pollution of oil carriers, both air and noise, and the constant parade of big trucks in a residential area. This alternative WILL have a very negative affect on the quality of our lives and the value of our homes. There HAS to be a better alternative.
563	Website	Erin Pitcher	Please do not have a bypass or overpass come on the east side of Heber (near Mill Road). That entire area is full of residential areas. Lots of kids walk to school; the noise and pollution would be so disruptive, and visually it'd become a sore spot for what is now a beautiful residential area.

Comment Number	Comment Origin	Name	Comment
564	Website	Martina	This is a very emotional topic for many. In order to make the right decision for the future of Heber City and its surrounding towns, we need to think this through all the way down to the long-term effects for nature, the town and the people who call this their home. My opinion: The East-alternative routes EA or EB are the only two choices that make sense. Any of the Western options will: A. destroy the wetlands and precious, irreplaceable bird habitat; B. absolutely enable the Heber airport expansion through rerouting of 189 in exactly that area; C. only help Provo people get to the ski resorts quicker. I know it was a public suggestion, but "Turbo Roundabouts"—please. Sending hundreds of oil trucks through those roundabouts each and every day sounds like a flaming disaster waiting to happen. The East alternatives EA and EB will take the semis coming from Duchesne safely past downtown and on their way to SLC, and on top of that get Red Ledges folks faster to the ski resorts. These two options won't put any more pressure on Mill Rd residents, which was a concern I've heard about here and there. Everybody wins. On top of that I think it's worth thinking about incorporating some of the ideas that'll make Main Street and 100W one-way streets. I'd also like to see some sides streets be turned into pedestrian areas. That's something we should steal from European cities. Thanks for coming to my Ted talk.
565	Website	SHANE BEENY	I would like to voice my strong opposition to any Eastern Bypass. I moved to this area 8 months ago onto the east side of Heber specifically for the pristine and quiet environment. It is now my understanding the proposals for all Eastern Bypass routes would be 45mph to 65mph highways splitting through the exclusively residential areas of the east side. My brand new house's back yard appears to be where the new highways are proposed, so I am highly impacted, but I believe all east side residents would feel extreme impact. Any of these proposals will undoubtedly add significant noise pollution, residential air pollution, and be a visual eyesore to these currently peaceful and clean neighborhoods. I strongly recommend you personally walk these proposed areas (not just look on a map). Listen to the peacefulness...smell the clean air...take note of the all the neighborhoods nearby.... And then imagine the impact the atrocities being proposed would cause with a Bangerter-like highway there. Definitely not worth the monetary cost and massive residential impact when you turn our quiet neighborhoods into a high-speed throughway. Please consider either leaving it alone or coming up with a better alternative.
566	Website	Kathryn Price	Best option is WD. Starting as far North as possible and ending with a connection to 189. Do not realign 189. 1. The solution needs to serve the entire valley, not just Heber City. While Heber City and the east side of the valley is growing, Daniels, Charleston and Midway are as well. 2. The solution should start as close to river road as possible. We have ONE CHANCE and need to serve as much valley as possible to circumvent traffic. Any option that starts/ends at city limits is short sighted. 3. Options that go through undeveloped areas are preferred as developments can be designed to mitigate the noise associated with the roadways. Solutions should be in the least populated areas. 4. The Western option is not perfect: a. The issue of wetlands can be mitigated (as was done with Legacy Highway in Davis County). b. The issue of rural valley views – which should be protected – can be mitigated with design and landscaping. 5. Directing traffic along 1200 South (for the Western options) doesn't seem necessary and would impact the quality of life for the neighborhoods right along the corridor. Connect Western options to 189 and leave 1200 South as a standard surface street (but not an express way). Eastern Bypass Options 1. This Eastern area along Mill Road is too developed/dense for the options proposed. Solutions should be in the least populated areas so new development can mitigate the noise and other environmental issues associated with expressways. 2. Eastern Options have far too many intersections for it to be attractive for through drivers. 3. The speeds of 45-65 through neighborhoods (will significantly increase noise pollution) and decrease quality of life. 4. The starting point of all Eastern Bypass options is far too close to city limits to be effective. The developments north of that point will create additional density that isn't accounted for today. Any solution needs to be as close to River Road as possible. No need to reroute 113 or align with Center Street. 113 is the main street not Center Street. Traffic isn't trying to go from 113 to Center or one to the other so its ok to have them a block apart.

Comment Number	Comment Origin	Name	Comment
567	Website	Adelia Marsh	Adelia Marsh email: adelia.marsh@gmail.com Regarding the east bypass alternatives. My understanding of any bypass road is to reduce the local traffic on Main Street. This is very much needed. By reducing the local traffic to use the bypass roads, it will also reduce the non-local and commercial vehicles on Main Street, which include semi-trucks. Which will reduce the amount of traffic on Main Street. I believe that the non-local and commercial vehicles will always use HWY 40. That's the nature of the beast. It's a HIGHWAY! Bypasses are for local use. Having said that, the 3 alternatives list 3 speed limits. 1. Speed Limit 65: It is not even allowed as you go through town, why would this even be a consideration! Each of the routes go through or next to neighborhoods. I find this speed very unsafe. In addition, there is an elementary and middle school next to these routes which brings in crosswalks and speed limits of 20 MPH during some am & pm parts of the day. with a speed of 65, the noise would be outrageous! I oppose this option. 2. Speed Limit 55: Why do we even need to consider a 55 MPH? As we all know, that means 60plus! A Parkway? We have that! It's called Main Street! I oppose this too! 3. Speed Limit 45: Main Street is a 35 MPH speed limit! Where are all these increased speed limits coming from. If you're trying to get rid of the noise quicker. It's not going to work! 25 and 35 speed limits are the speeds of Heber City! This route to go down Mill Road is a disaster. How many accidents would take place. Don't even want to think about it! Opposed to this! My recommendation is at the end of these comments. In addition to 2 of the paths, not Mill Road, there is a park that is being installed at Center Street. Why would you install a park right next to a road with speed limits of 45, 55, or 65 as options. This is absurd! I have read that you are considering an overpass? Many people purchased lots with a deliberate view...of the mountains....not of an monstrosity of an overpass!!! The quaint, quiet, peaceful environment has now changed to noise and Accommodate the locals! Not those just passing through! Main Street will never be the same as it was 20,40 years ago. That's not even possible! With the city of Heber approving more and more building of homes and apartments, those days are gone! Why not take an approach of making the best of our history and surroundings as Heber City moves forward. My recommendations: Build a east bypass road as planned to go between Stone Creek and Red Ledges and have it end at Center. This makes sense! Keep the speed to 35. Build a west bypass road for the locals. Problem solved! Thanks Adelia Marsh
568	Website	Kathryn Price	Best option is WD. Starting as far North as possible and ending with a connection to 189. Do not realign 189. 1. The solution needs to serve the entire valley, not just Heber City. While Heber City and the east side of the valley is growing, Daniels, Charleston and Midway are as well. 2. The solution should start as close to river road as possible. We have ONE CHANCE and need to serve as much valley as possible to circumvent traffic. Any option that starts/ends at city limits is short sighted. 3. Options that go through undeveloped areas are preferred as developments can be designed to mitigate the noise associated with the roadways. Solutions should be in the least populated areas. 4. The Western option is not perfect: a. The issue of wetlands can be mitigated (as was done with Legacy Highway in Davis County). b. The issue of rural valley views – which should be protected – can be mitigated with design and landscaping. 5. Directing traffic along 1200 South (for the Western options) doesn't seem necessary and would impact the quality of life for the neighborhoods right along the corridor. Connect Western options to 189 and leave 1200 South as a standard surface street (but not an express way). Eastern Bypass Options 1. This Eastern area along Mill Road is too developed/dense for the options proposed. Solutions should be in the least populated areas so new development can mitigate the noise and other environmental issues associated with expressways. 2. Eastern Options have far too many intersections for it to be attractive for through drivers. 3. The speeds of 45-65 through neighborhoods (will significantly increase noise pollution) and decrease quality of life. 4. The starting point of all Eastern Bypass options is far too close to city limits to be effective. The developments north of that point will create additional density that isn't accounted for today. Any solution needs to be as close to River Road as possible. No need to reroute 113 or align with Center Street. 113 is the main street not Center Street. Traffic isn't trying to go from one to the other so its ok to have them a block apart.
569	Website	Mary and Terry Pitts	Most of the concepts are very flawed and put the big rigs through major neighborhoods and pasts schools. Downtown is ridiculous. A tunnel? Who is kidding!!! This bypass should have been done years ago. Big rigs come from the oil companies and I 40. Should be clearly away from schools and parks and main street. The most traffic runs up and down 189 to Provo. East side is highly developed and should NOT run through that area. The Northfields and Southfields have the least development. The wet lands cannot be developed with housing but a highway that has walking and biking trails along it and nicely landscaped (also connecting both reservoirs on a trail) would be the best alternative. The roundabout intersection farther to the north, the better. The best route with the fewest interchanges and stoplights would be WD. The concept of roundabouts keeps the traffic moving. All other concepts are useless, ridiculous, too late and should be avoided!!!
570	Website	David Wong	It seems to me that as Heber and Wasatch county continues to grow, the growth is to the east. Building a bypass to the east will be going into a high density area. The west alternative seems to be going through a less populated area. I know that the wetlands are a concern but I am sure that we can find ways to protect the wetlands to the west and also have a bypass.

Comment Number	Comment Origin	Name	Comment
571	Website	Denis Bartle	To whom this may concern, I am a resident of Heber, UT. I live in the Stone Creek residences on the East side of the valley. The East Bypass alternative concepts would directly affect my neighborhood, my daily commute, and my quality of life. This is also true for a large number of residents on the East side of town. The East Bypass would negatively affect the community in several major ways; 1) Mill Road is a 35 MPH road with houses bordering and facing it, and there are 2-3 school zones on it. The East Bypass will go right alongside Timpanogos Middle School, and also be within a block of Old Mill Elementary School. Children from both the Elementary School and Middle School commute via Mill Road to get to and from their homes. 2) There is a high population of deer that live within the hills of the East side of the valley, I see deer daily right where the East Bypass would be constructed. The deer descend from higher elevations of the East hills all year long, the East Bypass would directly affect the wildlife in the area. 3) The east side of the Heber valley is a highly desirable area to live. The visual impact and noise pollution associated with the East Bypass would dramatically decrease home values in the area, as well as affect the quality of life for primarily young family residences. 4) There are several biking and hiking trails that would be affected. Recreation is crucial to the communities mental health and well being. The bypass concepts that are being proposed on Main Street would have the least negative impact on the community and valley as a whole. The Main Street concepts would make the most economic, social, and environmental sense.
572	Website	Brook Flygare	It's seems both sides of the debate don't want the new bypass near homes and schools... keep it on Southfield Rd and don't reroute 89 past existing homes leave it running next to the airport!!! Eventually Heber city needs to step by and create more roads that connect the city from north and south and east to west!!
573	Website	Steven Dolezal	I live in a neighborhood on the west side of Mill Road. When I go out in the morning or afternoon I see many children walking, bicycling, and skateboarding to and from school. They are young children who attend the Old Mill Elementary School and the Timpanogos Middle School. The Three East Bypass Alternatives, EA, EB, EC, would endanger hundreds of children. Therefore, I believe any East Bypass Alternative is unacceptable. Thank you.
574	Website	Steve Hallows	The idea of having Mill road OR anything nearby it may have been a good choice 15 years ago but not now where there is so much new residential development including schools. It makes more sense to have a westerly bypass at this point as it's not as dense nor as near to as many schools. The boat was missed a long time ago for an Easterly route- from a life-long, Heber city resident.
575	Website	KRISTINE SCOTT	I am in strong opposition to the East Bypass Alternative. It makes absolutely no sense to route the road past 2 schools and near roads where hundreds of children walk to and from school every day. I am also concerned about the increased noise that would be created in a highly residential section of town.
576	Website	Mike Johnston	Thank you for your great work and help in getting Hwys 40 and 189 OFF of Main Street! Strong opinion in Heber City is that the East concepts and the Downtown concepts are ALL completely unacceptable and bordering on crazy; the only reasonable and acceptable route is to the west of Heber City. I agree. All my neighbors agree. All my coworkers agree,. The entire Rotary Club membership agrees. City staff agrees! The "North Fields" are indeed beautiful and the green jewel of the Heber Valley, but I am sure that a highway can be routed around the west side of Heber and through the North Fields in a respectful and aesthetic manner so as to integrate with and even complement the agricultural surroundings. A 55 or 65 mph road with minimal access points and even a center grass median is needed. I strongly suggest a wide berm on each side of the "parkway" with native willow trees and bushes and natural grasses (unmowed.) The berm and trees would muffle the highway noise and the visual impact to the nearby property owners. Also, this would be a terrific place for a 8-ft asphalt trail - either on top of the berm or to the outside of the berm. Storm water runoff could be sent to the center median grass strip and percolate into the ground. I strongly believe that UDOT needs to look ahead 30 more years and plan for extending the west highway even further north than the current Heber City north boundary. The great of amount of future development in the North Village, Upper Jordanelle, and Mayflower areas will be huge, and will eventually clog up the current highway 40 between 500 North and River Road. I think the future corridor needs to be determined and purchased NOW, and then will be available in the future. OR, just build the new west highway further north right now! Thank you for your time!
577	Phone	Debbie Bennion	Yes, my name is Debbie Bennion and I just wanted to leave a comment on how I feel like the Eastern bypass in Heber City is a terrible idea. Not only does it displace families that have been here in the valley for a very long time, but it also is very dangerous for our children that go to the school. The majority of our kids will be heavily impacted by a major road being between their house and their school. And also I feel there is a danger to drivers and wildlife because there's not a day that goes by that I do not see deer crossing that road and I also feel that is- is a benefit to all to keep the busier road and busier traffic next to our commercial space, which is Main Street, and I am a proponent in redesigning Main Street and 100 East and 100 West as an alternative to building a bypass. Thank you.

Comment Number	Comment Origin	Name	Comment
578	Email	David Dalton	My name is David Dalton. I live in Center Creek East of Mill Road. My preference for the main roadways are the ones presented on the West side of the Valley. It will impact far less property owners. My concern is the large truck/semi traffic on Main Street Heber City. With all the roundabouts shown on the West side Corridor heavy truck traffic will continue to use Main Street coming from 189 or Us 40. What good will It be? Too bad this wasn't completed 10 years ago. Regards, David Dalton Heber City, Utah 435-300-0450
579	Website	Rex Dahl	It's hard to understand how this corridor could even be considered to the east side where the bypass would run through the more heavily populated (with homes and citizens) the there is so much open land to the west. We get it that we don't want to ruin the environment along with its wetlands; however, it's been done before with little impact to the wildlife. That reality depend on the design of the corridor. We have others of these corridors in Utah, and the ones we know of don't travel through urban neighborhoods.
580	Website	Mardi Gagon	We need the bypass desperately. Go WEST!!!! Very much opposed to the eastern options, specifically the use of Mill Rd. I will oppose this option at every step of the process. Mill Road is in the middle of one of the highest density residential areas in the valley that is 100% built out, with two schools immediately adjacent and one block away. In at least two segments of the proposed bypass there are 20 mph school zones. Building an overpass should not be an option for obvious reasons, being expense to build and maintain, noise, blight on the skyline, interruption to the quiet enjoyment of personal rights to hundreds in the immediate area, etc. All this to save a bunch of open space grass on the west side of town? Move the wetlands!! Its legal. Its done all the time. The grass won't know the difference but hundreds of residents surely will. If that doesn't work, then put the same overpass down main street. Still a terrible idea, but at least then you don't comprise everything suggested above. Even better yet, if we are willing to throw that kind of money around to save the grass, do as they do in other high congestion areas of the world and go under main street with a tunnel.
581	Website	Dana Rigby	I believe the East Alternatives will have the largest negative impact on our community. The proposed routes and their proximity to Timp Middle School and Old Mill Elementary will create alarming safety concerns for children commuting to and from school. The routes also requires traffic to go uphill and around residential neighborhoods at high speeds which is problematic for large trucks and will increase noise pollution in the heavily populated neighborhoods surrounding the proposed routes. The number of homes that will need to be removed to accommodate these routes will be devastating. These routes also will not alleviate traffic traveling on highway 189 through Main Street. The West Bypass Turbo Roundabout option will be the safest and best option for our community to accommodate our needs now and for the future.
582	Website	Amy Jenkins	The east side should not be an option. This is country NOT a bypass. This poses a serious danger to kids across all grade levels. As a preschool teacher at one of the schools and as an east side resident, this is not a good idea. We have already had a handful of accidents as it is. Also we have had to have perimeter lockdowns in our school due to nearby police chases on nearby highways. I fear that adding an additional higher speed limit road would increase the frequency of such issues and dangers to our children! Please take into consideration the many lives that this will negatively affect.
583	Website	Pace Johnson	As a resident of Heber, to me, placing the bypass highway on the east side of Heber doesn't make sense to me when it cuts right through an established residential area near two public schools (soon to be 3 with the latest elementary school announced by the city). Rather than cut up a city and residential neighborhood with a bypass highway, I strongly suggest the better option is to use the undevelopable agricultural land west of Heber. The environmental impact doesn't seem nearly as significant as routing traffic though multiple public schools. Thank you for your consideration.
584	Website	TJ Stephens	I have a concern with the Eastern bypass concept. It will greatly impact residential neighborhoods and most importantly go right by Old Mill Elementary school and Timpanogos Middle School that my child attends. I believe this poses an incredible safety risk and also a greater liability risk to the City to have a bypass road go through residential neighborhoods and adjacent to an elementary school and a middle school. As a parent, we have to drive so slowly on Mill road because a lot of kids walk and ride their bikes to and from school.
585	Website	Chris Crayner	I am strongly opposed to the Eastern route as outlined in the study. The Eastern route runs through many neighborhoods and heavily populated areas and would have a very detrimental impact to a community that is in a strong phase of growth and development enhancing the tax base and diversifying the community..
586	Website	Chris Crayner	Putting a major new bypass road through EAST Heber through the middle of the Stone Creek/Red Ledges communities would be a disaster. Many homeowners would rather sell and leave Heber than live near such a high-traffic bypass road. I own a home in Red Ledges and strongly oppose this bypass.

Comment Number	Comment Origin	Name	Comment
587	Phone	Tamara	Yes, my name is Tamara and I do crossing for Heber City out on Mill Road currently and this bypass coming down Mill Road- I see as a very bad idea. There is already so much traffic that goes down there. I turn on my crossing light to try to get cars to slow down. Cars fly through, are speeding, cars don't watch, cars are cutting through crosswalks while we're out there with kids. I have had almost every day almost a car accident, a kid almost hit, just- and the fact that they're going to add more traffic and now more semis? We already have dump trucks, work trucks, and everything that comes down that road. It's just going to have a horrible impact on our kids that are trying to get to and from school. We have two schools right there off of Mill Road, that kids are having to try to get to school and having this as an area for the bypass- I just do not see that as a good idea. I know there's a lot of people that have negative feeling about on the West Side wage compared the East side, but also, I feel personally that the West Side would be so much better just because you aren't going through homes, through school zones, and through areas where it is highly populated with little kids. Where area- it might be Wetlands, but they can be protected. But also you're not having to impact little kids being- walking by cars that are going 50, 60 miles an hour. I hope this helps and in your decision, and I really hope that it does not go down Mill Road, this bypass. Thank you.
588	Website	Jill Skoy	Jill Skoy skoy.online@gmail.com Hello, I live at 2362 E Wild Mare Way in Heber, Utah. I have 2 children at Old Mill Elementary School, 1 child Timpanogos Middle School and 1 child at Wasatch High School. I am writing as a concerned parent about the East Bypass options on the table. We live close enough to the schools that I have to take my children to school everyday. I watch 250-300 kids cross Mill Road coming to and from school everyday. There are 2 different places in which the kids cross Mill Road and both are full of children before and after school. If I have to take a left onto Mill Road from either one of the main feeders during these times it can take up to 10 minutes because of the amount of children they have to keep helping cross. My high school student drives across Mill Road before and after school and at lunch time. I have great concerns about the safety of all the children from elementary school to high school who will have to be crossing Mill Road with an excessive amount of large trucks present. We lived in Utah County for 10 years and recently lived in Houston for 3 years. My other concern with routing trucks along the main road children cross everyday is the exposure they will have to truckers. In Houston human trafficking was a huge problem. Any place in which there was a large flow of trucks were dangerous for the children to be in. I am concerned by routing trucks through the neighborhoods and by all the schools they may have the opportunity to have access to the children or learn behaviors of people in the neighborhood which could impact the children with people coming back at a later time. I am also concerned with the noise and air pollution trucks that far East will have on the property values of our homes. We specifically chose to move to Heber to find a slower life rich with views and clean air. I am upset to think we invested so much in a new home that will be so negatively impacted by a large freeway like road through our community. I was told at the public meeting an option would be an overpass over Mill Road. This is so distressing to me as it will ruin our views of the valley and mountains to our West and cause the noise and visual pollution to be even more loud and in our face. I beg the committee that is deciding these things to please choose not to choose the East Bypass. I believe the route West that says "Specific route pending further analysis" is the best option that will save the views of the North Fields and impact the West communities the least amount. As you think and talk about environmental impact I ask you to remember that roads impact us environmentally as humans too. I am an advocate for the environment but believe there also needs to be balance in how these things impact peoples lives, communities, health and safety as well. Thank you
589	Website	Chris Ames	I would like to oppose any consideration of an East bypass. This concept makes very little sense as it would displace and disrupt many established neighborhoods and schools. It makes more sense to use a western option which has more open farmland and will result in less eminent domain and overall costs. Thank you for your time and consideration.
590	Email	Robert Briggs	building the bypass in a residential area as opposed to mostly open space does not seem like the best option. Protection of wetlands pales in comparison to protection of the residents and the communities that would be impacted by having a bypass on the east side. Please consider the problems that would be created by an east side bypass: visually disturbing noise and light and air pollution the safety of residents and their children from the increases of traffic PLEASE CONSIDER THE WEST BYPASS-
591	Website	jill vanleeuwen	I strongly oppose the bypass road going through the north fields. I think the best thing would be to widen and improve I-40 with roundabouts. this would keep the traffic flowing. This would impact less homes. My second choice would be the east corridor.

Comment Number	Comment Origin	Name	Comment
592	Email	Alicia Deaderick	Hello- Thank you for taking comments from the community and listening to feedback from concerned citizens. I strongly believe a bypass is required for the safety and well being of the community and in order for downtown Heber to be pedestrian friendly. However, I strongly oppose the East Bypass proposed concepts and request that you do not pursue the bypass options on the East side of US 40. We live in the Old Mill Estates neighborhood and our children attend Old Mill Elementary and walk/bike/scooter on this section of road every single day. All the East Side concepts would be incredibly disruptive to our neighborhood, our children's safety, and create unwanted visual, noise and air pollution that is the exact opposite of what makes our neighborhood and the Heber valley such a special place. Please share my feedback with the deciding powers and do not move forward with the East Side bypass proposals. The other 4 West Side proposals are much preferred in my opinion. Thank you for taking our feedback. Sincerely, Jeff and Alicia The Pratt Family Happy Heber Valley Resident
593	Website	Jared Williams	None of the east side routes are ideal. I live in the neighborhoods west of the proposed routes and watch hundreds of children per day cross those roads. This would create an unnesecary danger for the children that attend those two schools.
594	Website	Ron Clarkson	I am opposed to the East Bypass alternatives for U.S. 40. S.Mill Rd. is currently somewhat rural but quickly developing. D.R. Horton is expanding at 2800S, Regal Homes is building Windflower subdivision at Sawmill and S. Mill and Hamlet Homes is entering phase 3 of Brookside at 1360 S. All of these new developments will have many children playing along S. Mill road specially by 2024. To me, this eliminates the arterial at-grade option. On the Northern end the limited access and parkway alternatives pass close by Old Mill Elementary School and Timpanogos Middle School which should eliminate them as viable options. These alternatives may be more viable if the route is moved farther East along the Timpanogos Canal. This leaves the West Alternatives as being more viable as the route is a bit more rural. The issue of wetlands can be felt with. Secondly, if one objective is to reduce traffic volume along Main Street the West Alternative ties directly in to the bigger generator of traffic, U.S. 189. As development increases along the Southern Wasatch front traffic along U.S.189 will increase more than traffic from the Southeast along U.S.40 out of Fruitland. The major residential developments in Heber City for the next several years are and will be to the East of city center. This makes the West Alternatives the best solution at this time.
595	Website	ALISON DEE TAYLOR CRAVEN	I strongly oppose the Eastern bypass options. There are several schools that are very close to Mill Road and hundreds of children who cross Mill Road to get to school. The safety of our children should be one of the top priorities when considering traffic options. I'm addition, it would disrupt the lives of thousands of citizens in well-established neighborhoods vs putting the bypass through less populated areas.

Comment Number	Comment Origin	Name	Comment
596	Website	Di Dray	HEBER VALLEY CORRIDOR EIS PROJECT, AKA, THE BYPASS. U.S. 40 ALTERNATIVE CONCEPT 40D WITH TUNNELING IS A TOTAL WIN/WIN! There is also the potential to extend tunnel further north of Heber on US 40, or extend it further east on US 40 closer to the Weigh Station, or extend it further south on US 189. PROS FOR THE TUNNEL Diverts thru traffic keeping Main St truck-free. Diverts local traffic heading out of town reducing congestion on Main. Allows Heber City to provide non-motorized transportation above the tunnel on Main. Allows Heber City to meet their vision for historic town center along with the completion of the Eastern Bypass to alleviate local traffic congestion. No full property or partial property acquisitions required. No relocation of commercial or residential properties required. No intersections needed or turbo roundabouts. No impact during construction. No impact to residential communities. No impact to schools. No safety concerns for pedestrians and cyclists. No light or noise pollution. No exhaust pollution with proper filtration. No snow removal required. No impact on wetlands or creeks or our waterways. No historic properties affected. No recreation resources affected. Any consideration to an above ground alternative must include the additional costs of acquiring real estate or right-of-way, installing intersections, roundabouts and traffic lights etc. & community impacts that an underground tunnel solution would not incur. In other words the cost of building a tunnel could end up more cost effective than any above ground concept when all associated costs are factored in. WEST ALTERNATIVE CONCEPTS WA, WB & WC. These concepts have so many problems. Look at where they start at 800 N as you turn off US 40. At this location you are: Just 1/2 block from Elmbridge Apartments on 750N. 1/2 block from the Heber City Dog Park on 750N. 2-3 blocks from the Muirfield residential community located between 650N- 500N. Runs right through some of the most fragile wetlands in the North Fields. Will create major impacts to residential communities and park users. Will create major impact to fragile wetlands, creeks and waterways. CONS (including WD too) Major impacts to nearby residential communities and park users. Major impacts to fragile wetlands, creeks and waterways. Not cost effective as acquisition of real estate is required. Will not alleviate LOCAL traffic congestion on Main. Major noise, exhaust & light pollution impacts to nearby residential communities. Major safety concerns to Heber City dog park users. Major safety concerns to pedestrians, cyclists, joggers, and residents who recreate in the North Fields. PRO Take the funds earmarked for the Environmental study and use the real estate the County has already acquired and turn it into recreational non-motorized open space.
597	Website	Eileen Williams	Please do not consider the East bypass options. We love Heber and believe it will lose so much charm if a freeway is going right through the East side of the town. The West side makes a lot more sense. The East side option will effect us directly with our quality of life and our home in Red Ledges.
598	Website	Natalie Cannon	Please do not use 1200 E. or the area near it for a bypass. Heber has experienced so much change and growth, but this is a residential street! This would ruin the neighborhoods that surround this street. It is a residential street with an elementary and middle school right next to 1200 E. A bypass road does not belong in this area.

Comment Number	Comment Origin	Name	Comment
599	Website	David George	The inclusion of Eastern route options and route options through the North Fields adds considerably to the complexity of any analysis. Since nearly half (49%) of the traffic at issue is from the Daniels Canyon (US40) route and only 41% from Highway 189, it seems logical that these options, which also includes the oil tankers, should be given priority. As a property owner at 650 South and 1440 West, the two western route options are designed to be uncomfortably close to my property and may, in some instances, requiring acquisition of my land for the highway. This is particularly irritating since adjacent property to the East is as yet undeveloped and early acquisition of this land at a fair price should be the only ethical option. Access west down 650 South does not appear to have been considered. This street is a dead-end road and there may be very significant obstacles to establishing an alternative connection if the by-pass highway precludes continued connection to the east. These include wetlands and a running creek to the west, large intact land holdings, lack of a logical connection route other than to Highway 113, etc. These details need to be examined to understand the complexity of the western routes. The study, particularly the focus on bypassing to Highway 189, seem to ignore the limited capacity for Orem and certainly Provo to handle a huge increase in through truck traffic that this new by-pass will bring. Although complex, does UDOT have a plan to manage a large increase in this traffic in Utah County? Given the likely large changes in transport modes and efficiencies predicted by de-carbonization of transport, it seem the most prudent approach is to focus on the Eastern route options which address more than half of the problem.
600	Website	Kyle Peterson	The eastern bypass makes little sense to me. Having owned a business on hwy 40 I can verify what you already know. Far and away the bulk of traffic is from the intersection of hwy 189 & 40 to the north. Having an eastern bypass does little to remove traffic from Main Street. The best option to improve the flow of traffic through the valley is a western bypass which ties in as far north as possible to hwy 40. I will say the city does need to address the flow of east- west traffic flow especially considering all of the subdivisions they have approved on the east side.
601	Phone	Michelle Richards	Hi, my name is Michelle Richards. I'm calling to comment about the proposal of the bypass, the East bypass that would significantly impact- it is all- impact our entire neighborhood. It is all residential. There are, there is an elementary school. There is a junior high and there is no way that building it- building it- an overpass would in any way be helpful. The noise, everything. We need to go where there's less residential area. I would love to hear what's happening with this because this is brought to my attention and the bypass over by Mill Road is an asinine thought process. To think that it would be okay to do that where we have schools and fully residential areas does not make sense to me. If you need to call me 630-518-5768. That would be great, bye.
602	Website	Janell Palmer	East side concept please Janell Palmer
603	Website	Krista Lewis	Our economy is based on tourism. A full bypass would have the unintended result of tourist traffic also skipping main street. A truck bypass on the eastern side would slow/decrease traffic on main without impacting tourism dollars or the wetlands/north fields.
604	Email	Becca Wilhite	Dear UDOT Team — One of the things your planners have failed to take into consideration with the proposed East Bypass Alternative Concept is the fact that the residents of Heber are willing to drive for miles and miles just to enjoy peace and quiet. Your East Bypass Alternative Concept shows that people can save 2-3 minutes. Why would we want to give up our quiet neighborhood just to save a couple of minutes? This makes no logical sense. The East Bypass Alternative Concepts are not proposed with the residents of Heber in mind. We are different. First priority is to live in a calm, quiet retreat away from the city. Please do not bring big city-like plans to our little town. Thank you, Becca Wilhite
605	Website	Lynne Crabb	The east bypass option is a terrible idea! There are two schools that would be effected by this option, making a very dangerous walk home for many children. No child should have to walk across a road with speeds at 65 mph. This would also greatly increase the noise pollution for many neighborhoods in this area. Please do not choose this option!
606	Website	Rochelle Richards	I am deeply concerned by the impact this bypass, overpass on Mill Road would affect our lives. This is an entirely residential area with the biggest schools in the valley right on Mill Road, Thousands of children who walk, bike, drive, bus to these schools. Pollution, the views, our neighborhood is a very peaceful place to be, and this monstrosity would completely change safety and our quality of our lives. Who even thought this would even be a viable option???

Comment Number	Comment Origin	Name	Comment
607	Website	Nick Lopez	The route with the least amount of destruction, to private property and private lives is keeping US40 the primary route of travel through Wasatch County. As much as some would love to keep the small town feel of Main Street, the reality is the predicted growth will require a larger Main Street even if an alternate route is built for a US40 Bypass. The vast majority of Main Street is no longer original and even many of the original structures have been so monitored they don't even meet historic buildings standards. The vast Major of the business are of modern typical State Street Utah Standards. Car lots that cover several whole blocks with barbed wire enclosures surrounding those blocks. Many of the old structures are on their last leg due to poor maintenance. The small town has unfortunately been forever changed. US40 needs to be improved as a 6 lane highway from Summit County to Daniel. There is enough room with little or no change in width through Heber City. The center divider should be a 18 " raised concrete divider with most left hand turn lanes at every other intersection. This will allow for three travel lanes in each direction, parallel parking and left hand turn lanes at every other intersection. Traffic problems will improve as the #1 and #2 lanes will be travel lanes and the #3 lane will be a right hand turn lane and travel lane. All left hand turn lanes will have left hand turn lights that actually operate. 1200 S Main will have a new intersection constructed with two left hand turn lanes in each direction. 600 N to river road should have a cable, concrete or metal center guard rail to prevent vehicle head on accidents. Traffic lights should be added at Coyote Road, and a couple other major intersections north of Heber City to River Road. The center divider should extend to Daniel and west on Hwy189. UDOT also needs to complete the 189 around Deer Creek to 4 lands and put in a center divider to prevent deadly head on accidents. Having US40 remain as the primary choice will help maintain the undivided North Fields best chance at remaining open space. It will insure that the affordable housing at the trailer park between US40 and Daniel Rd will remain. It will guarantee no other home, farm or business will be condemned for highway construction. No Corps Of Engineer study will need to be done though the north fields this shortening the construction time. Overall construction time will be limited due to an already established route. It should be assumed that the cost for improving US40 route would be less than construction of a second highway and the maintenance of two highways.
608	Website	Ryan Coyle	My wife and I and our 4 kids live in a subdivision adjacent to Mill Road and our kids attend the schools along Mill Road. Currently, our family enjoys how pedestrian and bike friendly the area is, with our kids biking and walking to and from school. We're concerned that an East Bypass would split the meshwork of neighboring subdivisions in two and feel that these east options are too close to schools and neighborhoods. We support the West Bypass concepts that could utilize the open corridors that have been preserved and set aside by the county for years.
609	Website	Lauren Staudt	My husband and I recently relocated to Heber City. We live in a development built in the triangle between 40, 1200 S, and Mill Rd. We moved from our last home to get away from the highway noise. It is extremely frustrating to hear there is a potential for a highway/busy road going in close by. We eventually plan to have children and being in a development close to a busy road such as the planned east routes would be for us, it is not something a parent wants to hear. It makes you worry about what could happen if your children are near the busy road/highway. Therefore I do not agree with the east routes for many other reasons as well. We are very much opposed to the east option so close to a brand new development of homes, homes which will likely have many young families. We are also opposed to the western options as they stand. We can't see why traffic would take longer routes around Heber vs just staying on main street. There is no incentive for people to use the proposed east or west routes, especially when half of the traffic would back track to get to the 40/189 split. Any of the eastern routes will make a nightmare out of 1200 S as traffic will take the bypass to 1200 S, to 189. This route (1200 S off of Mill Rd) is already dangerous for the many inexperienced drivers coming and going from the high school. The east routes also go really close to the elementary and middle schools, again too close to busy traffic for young children. Main street already has the majority of the traffic. Modifications first need to be made on Main Street before moving traffic to a completely different area where it currently has a very low impact. (West or East) - o Many of the options for main street seem very disconnected individually when they should be combined to have the greatest impact. - o Option 40A to widen main street, combined with 40C to re-align 113 and Center St (eliminating current light at 113), and then possibly the reversible lane would do wonders to keep traffic flowing. The 2 stoplights at center and 113 are one of the worst slowdowns through Heber and absolutely needs to be corrected. We don't understand why the Eastern and Western routes are being proposed without first doing any of the options to main street. As for public transportation options, we very much support a public transit route between PC and Heber. Especially with the in-development Mayflower resort. We foresee Heber being a popular place for vacation rentals when that happens. A bus route between the resorts and Heber would be a great option to help the residents of Heber or the guests staying in Heber to easily travel to PC given their issues with traffic and parking.
610	Website	Rob Harmon	The west bypass will ruin the last part of this valley that is natural and beautiful. I know we will never get the Heber Valley of yesteryear back, but we must preserve the North and South fields. Keep some natural pasture land and the wildlife that is next to the river. Just enhance Main Street. Highway 40 is a highway. Make it capable of handling the through traffic and leave the rest of the valley for the locals and the visitors to enjoy.

Comment Number	Comment Origin	Name	Comment
611	Website	Emily Woolley	There can be no question that the eastern bypass option is the worst option. Building a highway through multiple school zones and residential areas is ludicrous when there is so much open land available for the western bypass. I implore you to not seriously consider building this road through our residential neighborhood when there is an ideal and much more viable option.
612	Website	Jason Root	My home is located on the east side of Heber and Mill Road is my back yard. The proposal of an eastern bypass to divert Highway 40 through this side of town is absurd. This option is the most impracticable proposal presented. There are (2) schools in-close proximity from Mill Road. My children and many others walk home from school and have a hard time crossing Mill Road as it is. The existing noise from Mill Road behind my home is loud enough. This proposed bypass will not fix the traffic problem on main street/current HWY 40. The oil trucks are not the problem. It seems that there are very few oil trucks compared to the amount private citizen vehicles that visit the area or that are just traveling through. The bypass will not take care of the issue. Utah citizens will still travel main street and merge onto highway 40 from main street. Oil trucks will still travel main street and stop for food and supplies as they do currently. There are too many homes and structures that currently exist on the east side of Heber City. The east side proposal is not economical or even practical, and it is a waste of Utah dollars. The western proposal however is debatable. If there is a need for a (Highway 40 bypass) it would make sense to have it in the open space with less impact to our current infrastructure. Again, the proposed bypass will not fix the traffic problem as I mentioned above. The only obvious alternative would be the main street proposal. Widening main street/HWY 40 would make the most sense with the lowest impact to our current infrastructure.
613	Website	Tehmi Brimhall	I am strongly opposed to this corridor coming on the east side of the valley. As someone who lives at 865 S 1050 E, I see the amount of children crossing Mill Road multiple times a day, included my own 4 children and it's terrifying that it would even be considered. I can't imagine this being a bypass road. Again, strongly opposed to the East Side options.
614	Website	Patty Sprunt	My name is Patty Sprunt, I live just below Mill Road in Heber City. I'm sure you've heard from many of my neighbors in regards to their feelings about the option of expanding Mill Road for this 1-40 bypass. There are so many issues with this option, but the elephant in the room is that is goes right past three schools, and right through a densely populated residential area. Most of the children in our neighborhood WALK that route to go to school and back! I've read through all the proposed options for this bypass and can see much more reasonable, more viable options for this bypass. PLEASE, do NOT turn Mill Road into a highway!!
615	Email	Mary Jane Taylor	Hello, I wanted to express my concern that a parkway would be considered so close to quiet established neighborhoods and schools. I have 11 grandchildren who live on the streets close by. Part of the reason my three daughters and their families decided to move to Heber was because of the safety and livability of the area. Talk about throwing all that out the window or off the overpass that is proposed. Please consider other more viable options and leave this area alone. Consequences could be very negative and dangerous for many of our youth. Thanks for your consideration, Mary Jane Taylor 801-243-3945
616	Website	Ben	Given the alternatives laid out in the proposal I believe the least disruptive and most preferred alternatives for our valley are on the west side. However down the existing corridor would also have some appeal with the tunneling concept to preserve the landscape. My preferred option is WB and my not so close second alternative choice is 40D. I would be strongly opposed to the east side alternatives as I view them as incredibly disruptive to the community by putting a major traffic bypass route through many established neighborhoods full of children and schools.
617	Website	Dave Parry	See the attached file for my comments
618	Website	Patty Sprunt	I understand there are no perfect solutions for the bypass, but I have to say the Mill Road option is totally moronic. Going through a cemetery, by three schools and disrupting residential neighborhoods with speeds of up to 65 mph is dangerous. I can't imagine anyone would want that!
619	Website	Ben	I am strongly opposed to the east side alternatives as I view them as incredibly disruptive to our community, putting a major traffic bypass route through many established neighborhoods full of children and schools. Given the options laid out in the proposal I believe the least disruptive alternatives for our valley exist on the west side. Down the existing corridor would also have appeal if resources allowed to preserve the landscape. My preferred route for the bypass is WB. If I had to choose an alternative to the west route it would be 40D. Thank you for your consideration.
620	Website	Neil Richardson	What is the problem we are trying to solve for; P1 reduce traffic on main street? P2 efficiently move traffic from the east side of heber either to US 40 or Highway 189? Both problems are solved by east options. If you add wetlands issues on west side seems the only solutions are either no change and live with traffic on main street or east side.

Comment Number	Comment Origin	Name	Comment
621	Website	Kaylene Whalen	AGAINST EAST Bypass: Unfortunately, there is no "good" solution. Our valley has expanded so rapidly, we are now in a reactive instead of a proactive situation. Our city planners should have been focused on this YEARS ago. Now we're in a crisis situation with realistically, no Main Street - It's a highway w/ businesses on each side. East bypass would demolish newly established homes as well as life long homesteaders. The information below was determined by a fellow Heber citizen. It is a good snapshot of the devastation an East bypass would accomplish. Please feel free to compare to your own stats: 'Mill Road Proposal - 127 households displaced or impacted - 440.69 people displaced or impacted, 2.6% of Heber's total population - \$93,276,597 in property annexation costs via eminent domain East of Mill Road Proposals - 94 households displaced or impacted - 326.18 people displaced or impacted, 1.9% of Heber's total population - \$65,874,762 in property annexation costs via eminent domain *Cost above would likely be much higher as it does not include lawsuits from impacted communities (Mill Road Estates, Cobblestone, Triple Crown, Red Ledges, and Valley Hills), as well as all the new residential construction that will be impacted.'
622	Website	Rochelle Richards	I have concerns about this proposal. The noise pollution that it will bring to our neighborhood, the risk for children in this highly populated area with lots of families and kids.
623	Email	Chelsea Cheatwood	To whom it my concern, I come from a long line of Heber residents. My husband and I graduated from wasatch high school. I've watched this valley change and grow, some of it very bitter sweet. My children attend Old Mill Elementary and Timp Middle School. Having a bypass that would go through their path waking to and from school is unacceptable. So may children walk and ride bikes in the area every day. It would change the entire neighborhood from a family friendly area where my kids are safe, to a area that I wouldn't feel safe allowing them to ride their bikes to and from school or to friends houses. Most of the valleys residential growth is on the east side of Heber. If we need a bypass please consider the west side of town, on the border between Midway and Heber. Sincerely, Chelsea Cheatwood
624	Website	Jody Conner	I enjoyed the project information presentation and was impressed by the detail and thoughtfulness of each proposal under consideration. I think the addition of lanes through the downtown area and directional changes in traffic during peak flow to be innovative and least impactful to residences, open space and recreational use areas adjacent to Smithfield Road. If a bypass is developed, the East Route seems likely to funnel truck and tanker traffic away from Main Street. It appears that road construction in that area, while not entirely suitable for bypass will have cleared the area and will parallel the proposed bypass in a way that may be beneficial for expanding construction. I have concerns about the West bypass impact on open space, again the proximity to the parks, arena, and athletic fields near Smithfield Road, and residential neighborhoods. I am adamantly apposed to the realignment of 189. While the project team has reiterated the airport expansion and bypass study are independent of one another, the movement of 189 would facilitate the potential for airport growth. Additionally, the exploration of tunneling as an option strikes me as creative, and worth consideration, partnering with those European communities where it has been implemented to guide us through it. Perhaps we could develop a forward thinking solution and a model for other US communities facing similar issues, with less negative impact to our surrounding areas and expense. I appreciate your commitment to this study, the detailed proposals, and the opportunity to share my thoughts.
625	Website	Kevin Brimhall	I oppose the East Side Routes primarily due to much higher density of residents as well as many school zones which would seem to create a dangerous situation for many young children. I would expect children and residents should take precedence over wetlands, or unusable lands outside something like a bypass. Kind regards, Kevin R Brimhall

Comment Number	Comment Origin	Name	Comment
626	Website	Joshua Gertsch	West Bypass Road Alternative Routes The Northfields area is the only established livestock corridor left in Wasatch County. A western bypass road will have a significant impact on the sustainability and economics of ranching and agriculture within Wasatch County. This may ultimately lead to the loss of precious open land resources which is critical to the beauty of this valley. Please consider the following: The gravel roads throughout the Northfields are used to move cattle to different pastures. A bypass road will limit or entirely halt the ability (especially alternative WD) to effectively move cattle in the region. The Northfield properties are primarily irrigated through flood irrigation. Bisecting the area with a bypass road will impact the ability to effectively irrigate the land and impose burdens on ranchers (private citizens) to modify the current irrigation infrastructure. It would significantly impact the aquifers underlying this region. Further, it would significantly impact the "return flow of water" which benefits downstream users (e.g. Provo and Salt Lake) There is limited land left in Heber Valley for ranching and farming. If ranchers and farmers are pressured to sell their land, they will not be able to relocate within Wasatch County. People might suggest that ranchers and farmers can just "farm" on both sides of a bypass road, but a bypass road increases risk and loss exposure to ranchers/farmers since livestock need sufficient space with calmer environmental conditions. Wasatch County has raised funds to preserve open spaces within the county. The Northfield has been identified as an area with the highest priority. We have executed letters of intent with the Utah Open Lands to establish conservation easements on a significant portion of this area. Wetlands limit development opportunities in this area and the addition of the bypass road will have a negative impact on property values and limit future opportunities. East Bypass Road Alternative Routes Heber City has not effectively managed its approval of growth and development. Significant developments have been approved but sufficient infrastructure to support those developments have not been effectively managed. For example, as part of the Red Ledges development, Heber City required that roads and infrastructures be built and put into place to support the increased population. Heber City should require a road be built from Center Street to connect with US 40 (the approximate location of a portion of the Eastern bypass road). In recent public meetings, Heber has approved further developments (i.e. Sorenson development) and has not required an increase to road infrastructure to address the increase in population. Heber City needs to incorporate solutions to help alleviate the traffic problems created by the growth it is approving. Upon the announcement of the UDOT US 40 Corridor study, Heber City has proposed projects to annex additional property into the City for the additions of school infrastructure as well as to maintain the "legacy" of Heber mainstreet. Yet Heber City has done nothing to help address the road infrastructure needs. This is placing a burden on the citizens of Wasatch County and other municipalities within the Valley to use their resources to address the road infrastructure needs of Heber City. Heber City needs to incorporate solutions to help alleviate the traffic problems created by the growth it is approving. US 40 Transit Routes Heber City is proposing to further restrict the flow of traffic on US 40 by placing more traffic lights between the traffic light near Smith's and the traffic light at River Road. Consideration should be given to building a frontage road along US 40 to support new developments and traffic commuting demands being approved by Heber City.. Other Considerations Costs associated with both the West and East bypass road alternative routes should be considered and weighed against the benefit. Does it make sense to spend hundreds of millions of dollars to save several minutes in driving time? Sincerely, Josh and Laren Gertsch
627	Website	Jessica Christensen	I live just a few blocks off of Mill Road and would like to submit my feedback on the proposal for the east bypass in Heber. I'm sure you're hearing from a lot of people opposing this. I know that no one wants the bypass near them, but I can't imagine a worse place for it than Mill Road. My children ride their bikes or walk home from school (Old Mill Elementary) every day; it's one of the things I love about where I live. But frankly, that wholesome activity where they benefit from fresh air, time to chat with friends, and get some exercise would not be feasible with a bypass on Mill Road. Also, I love the wide open spaces around my home. The fields provide beautiful scenery on my frequent walks and runs around the neighborhood. There are churches and small businesses nearby that would also be impacted. Please, please, please don't put a bypass on Mill Road. We moved to this valley 10 years ago with the intention of staying here for good. We've made it our home and established roots. But I honestly can't imagine a world where I would stay here if a bypass was put in blocks from my home.

Comment Number	Comment Origin	Name	Comment
628	Email	Melissa Campbell	I live a street over from Mill Road and watch every day as hundreds of kids walk, crossing Mill Road, going east to west to the high school and west to east to the middle school and elementary school. This bypass makes their walking and biking much more hazardous! We are trying to encourage our children to be active and walk but I would never let them if there was a bypass—even elevated over the road!—right above them. This is such a disruptive idea to a walking school community with so many homes and children (and the teachers that also walk and bike to work). We also have a section of people directly on mill road who have been long term Heber residents and shaped this valley into what it is. One of them in my ward is one of the very last WWII vets still living. He would be displaced in this option and I can't imagine kicking him and his family (most of whom live on that same east side of the street) out of their homes! Even if they were able to afford something else, they would be displaced out of the places they spent their lives and raised their children and have to the community. I don't want to lose their treasure to our community to somewhere else. I love that my kids have been able to hear Cal Giles's stories and see the legacy he has created. I also think it's incredible that the proposal would go right through triple crown (not my neighborhood, by the way) and Red Ledges/ Valley Hills where we would end up spending a couple million for each acre! That's an insane waste of money! I am frankly annoyed that we knew this needed to happen, why didn't UDOT purchase the land on either side way before all these homes were being built? This seems like such a waste of money to now displace people from their homes and pay on land that has already been developed only to tear down new, expensive homes. For these reasons and many others, I strongly oppose the east option.
629	Email	Matt Pitcher	I wanted to express opposition the east bypass alternatives. These options would run through a highly residential area, including schools located in the area and would negatively impact children and families in this location.
630	Website	Suellen Winegar	We are adamantly against any western bypass option, and especially against option WD, the most invasive of the bypass options. We are greatly concerned that any roadway and construction would contaminate and compromise the North Fields, which is the watershed for over a million users downstream of the Provo River. The North Fields also house a fragile ecosystem of wildlife, which will be destroyed by a highway, and especially the WD proposal. The North Fields are the signature open space that makes Heber Valley unique. People are flocking to the Heber Valley for the pristine beauty and quality of life here, not for more roadways and subdivisions. UDOT traffic studies confirm the MAJORITY of Main Street traffic is local traffic, not through traffic. We cannot support spending hundreds of millions of dollars for the through traffic, which UDOT research proves to be the MINORITY of the traffic. It is not worth spending \$100 million to save one minute. This is irresponsible planning. Especially when the watershed, environment and quality of life are at stake. Rerouting traffic off Main Street will also be devastating to the business economy on Main Street. Main Street is meant to be the thoroughfare. Keep the traffic on Main Street. We support the less invasive options using roundabouts at key Main Street intersections (40B) or using a bi-directional middle lane (40E). These are options that will actually address the MAJORITY of the traffic problem—the local traffic within Heber on Main Street. Do not divert traffic from the economic hub of the town to build a highway with untested turbo roundabouts through the fragile, precious watershed resource. The people of Heber Valley want to preserve what rural beauty that remains the North Fields. It is environmentally irresponsible and dangerous to run a highway through our precarious watershed. With increasing growth in Heber Valley and Utah as a whole, we need to protect our precious water resources because our lives depend on it. It is unthinkable to build a highway through that pristine, beautiful land. We vote NO on any western bypass.

Comment Number	Comment Origin	Name	Comment
631	Email	Jessica Christensen	Hello, I live just a few blocks off of Mill Road and would like to submit my feedback on the proposal for the east bypass in Heber. I'm sure you're hearing from a lot of people opposing this. I know that no one wants the bypass near them, but I can't imagine a worse place for it than Mill Road. My children ride their bikes or walk home from school (Old Mill Elementary) every day; it's one of the things I love about where I live. But frankly, that wholesome activity where they benefit from fresh air, time to chat with friends, and get some exercise would not be feasible with a bypass on Mill Road. Also, I love the wide open spaces around my home. The fields provide beautiful scenery on my frequent walks and runs around the neighborhood. There are churches and small businesses nearby that would also be impacted. Please, please, please don't put a bypass on Mill Road. We moved to this valley 10 years ago with the intention of staying here for good. We've made it our home and established roots. But I honestly can't imagine a world where I would stay here if a bypass was put in blocks from my home. Thank you for taking the time to review my input.
632	Website	Cory Wofford	I have noticed that during the day there is always a tanker driving on Main Street. We need to get the west bypass passed and the construction started soon. For the mean time we need a turning signal at the light at Daniel's Rd and 189. There are a lot of accidents at that intersection. The same goes on Main St. it is difficult to turn across lanes during the day and into the evening.
633	Website	Janie Rossberg	I am opposed to the idea of an Eastern bypass road. This idea may have been feasible 20 years ago before all the land was developed but now this road will impact property values of new neighborhoods and the walking and bicycling routes of schools. Safety will be huge issue with the number of children that use this road walking to and from school. I feel that the best option is to keep the traffic where it is...don't impact any more homes or the undeveloped North fields land... make improvements to Main Street/Hwy 40 whether that be tunnels, widening or alternating lanes.
634	Website	Eric Crabb	I would like to see a study on what damages a bypass does to residential areas. There is less impact on the West side of Heber where there is less housing. Allowing for more opportunity for industry and businesses along the bypass. Please don't put a bypass in the middle of quiet neighborhoods.
635	Website	Brent Crittenden	I just read a editorial opinion in the local paper by the HOA president of Muirfield Estates. I am a property in that HOA and I do not agree with his assessment. Running the bypass through the open fields to the west is the worst thing you could do in this valley.
636	Website	karen korfanta	UDOT has had the Heber ByPass on their radar screen close to 40 years. All discussions thus far have options to do nothing or establish west side options. In the recent presentation UDOT listed options on the west side, down Main Street and the east side. The time has passed to reconfigure Main Street and to buy out and or destroy established homes on the east side. The most viable, efficient and least costly options are those on the west side. Not to mention the significant disruption of residents on the east side and loss of businesses on Main Street. The only options to move traffic from US189 is the west side option. The ByPass is urgently needed and the west side options should be evaluated, the best option selected and begin the construction process.
637	Website	Jason Giles	We live on mill road and strongly oppose the eastern bypass options. The entire length of this option is a residential area. This seems completely ludicrous.
638	Website	Camille Adams	The eastern bypass options pass by many high density neighborhoods with lots of young families with children. As a teacher that works at Old Mill Elementary, the largest elementary school in the valley, I see so many of our students walk from these neighborhoods to our school. They would have to cross the proposed bypass route to get to the school. This is not a safe option for our children. Putting a bypass right between these neighborhoods and their elementary school is an unacceptable solution.
639	Phone	Preslar	Yes, the name is Preslar. Mrs. Preslar. p r e s l a r. Just sharing my comments about this proposed bypass that uh- on the East side of Heber. I am opposed to it going down Mill Road, cuz we live just barely off Mill Road. 390 South Flour Mill Road. So I'm just putting in my opposition. We are. My husband and I. I'm calling on his behalf as well. We oppose that idea of doing that on the east side of Heber, especially on Mill Road. Thank you.

Comment Number	Comment Origin	Name	Comment
640	Website	David Whitehead	To Whom it may concern, I am a home owner and purchased our home in Heber City for the clean air, community and safe environment it provided. I agree that something needs to be done with the noise, traffic, and pollution caused by the routing of all traffic through downtown Heber City off of Route 40. However it CANNOT be any of the proposed EAST BYPASS ALTERNATIVE CONCEPTS. The impact on the residential community would be devastating. The safety of the children and the community should be foremost front and center in any planning for the future for any freeway or major artery. An Eastern bypass would put the community at extreme risk since there is an elementary and a middle school right beside the proposed bypass that the kids walk and ride their bicycles to school everyday. Let alone the three churches along the road that whole families walk to multiple times a week. The next issue will be the decrease in property value and tax base from those houses near the Eastern Bypass proposal. The noise, traffic, and pollution will cause a major impact to all housing in proximity to the eastern bypass and major decrease in value to those houses. That will also cause a massive decrease in home tax base which I am sure Wasatch County and the City of Heber would not appreciate. The communities on the eastern side would rally to fight this for safety and house value since the majority of Heber lives in this area. The Western Bypass is a much better solution since there is less impact on safety and housing value. I looked at other communities that have had issues with infrastructure in the past and battled with wetland and nature preservation and they have managed to lessen impact while still building necessary roads. If we look at the Florida Keys, Florida Everglades, the South Carolina's and there have been multiple other areas in the US that have had roads built through nature and if enough care is taken to lessen the impact then hopefully a bridge over wouldn't cause a major impact. The only option I can see that make sense is running it under 40 all the way through town or west of town, or putting a new road in through from Francis to join 40 after Heber. Unfortunately, Too much development has happened on the east side of Heber since 2006 and this should have been planned out long before then. If the planning committee decides to try and ignore the community and go east of Heber the options will be to go to court or if they would like they can buy our houses outright at current market price at eminent domain and I am sure with Red Ledges, Cobblestone and the other communities that would be majorly impacted by real estate value the cost would be prohibitive. Surely the easier decision for all would be west or under main street, or lastly choose to build a new freeway from Francis to join with 40. Sincerely, David Whitehead
641	Website	Seth Bowers	Seth Bowers, sethryanbowers@gmail.com - I grew up in Murray, UT. Which has a similar issue to Heber in that State Street is the main street through town. It has effectively killed any notion of a historic downtown for Murray as long as I have been alive. If the desire is to keep Heber's small town feel and keep the Neighborhoods connected the only real options are the west side options. Those routes have the least impact to existing neighborhoods and are routed mainly through commercial and undeveloped areas. They also avoid putting a multi-lane highway between students homes and their school. That one item to me is a total deal breaker for the east side routes. The east side routes seem like a total disaster. We have seen how highways destroy neighborhoods both locally and nationally. Running the routes to the east effectively cut off the North and East side of the valley from the rest of town. Those options would change what is now a simple neighborhood bike ride down to JR Smith School to a paralysis journey across a multilane highway. I would not allow my kids to make that ride. The east side routes would also completely isolate the North side of town for foot traffic or mechanized traffic. My vote would be to route traffic off the main drag and to one of the west side options. Less impact, better ability to keep the existing neighborhoods together, and it gives a change to downtown to recover. I am moving to Heber as soon as our home is done. The last thing I want is to be concerned for their safety while they commute to school. We are moving out of Murray to avoid that exact issue.
642	Email	Tim Jenkins	To whom it may concern, I am writing to express my concern regarding the potential for the construction of the east bypass alternate. I believe this to be the most impactful to residents of all potential options. The number and density of homes surrounding mill road in my opinion should make this plan a non starter. I understand that each alternate has its issues and challenges but the other alternatives would not have nearly the volume of young kids near the bypass as would this option. Two large schools sit right next to the proposed location and the volume of students that cross that area each day is already challenging without putting in a bypass road. I also realize that this is an uphill battle for the east side of the valley. We tend to have younger families and, as a result, don't have as much time to be as heavily involved with community matters as the west side of the valley. However, it's precisely because of these younger families and the significantly higher density of homes that the east bypass alternative should be avoided. In short, Please do not take this alternate. Tim Jenkins Heber City resident

Comment Number	Comment Origin	Name	Comment
643	Website	David Scott Whitehead	To Whom it may concern, I am a home owner and purchased our home in Heber City for the clean air, community and safe environment it provided. I agree that something needs to be done with the noise, traffic, and pollution caused by the routing of all traffic through downtown Heber City off of Route 40. However it CANNOT be any of the proposed EAST BYPASS ALTERNATIVE CONCEPTS. The impact on the residential community would be devastating. The safety of the children and the community should be foremost front and center in any planning for the future for any freeway or major artery. An Eastern bypass would put the community at extreme risk since there is an elementary and a middle school right beside the proposed bypass that the kids walk and ride their bicycles to school everyday. Let alone the three churches along the road that whole families walk to multiple times a week. The next issue will be the decrease in property value and tax base from those houses near the Eastern Bypass proposal. The noise, traffic, and pollution will cause a major impact to all housing in proximity to the eastern bypass and major decrease in value to those houses. That will also cause a massive decrease in home tax base which I am sure Wasatch County and the City of Heber would not appreciate. The communities on the eastern side would rally to fight this for safety and house value since the majority of Heber lives in this area. The Western Bypass is a much better solution since there is less impact on safety and housing value. I looked at other communities that have had issues with infrastructure in the past and battled with wetland and nature preservation and they have managed to lessen impact while still building necessary roads. If we look at the Florida Keys, Florida Everglades, the South Carolina's and there have been multiple other areas in the US that have had roads built through nature and if enough care is taken to lessen the impact then hopefully a bridge over wouldn't cause a major impact. The only option I can see that make sense is running it under 40 all the way through town or west of town, or putting a new road in through from Francis to join 40 after Heber. Unfortunately, Too much development has happened on the east side of Heber since 2006 and this should have been planned out long before then. I also don't understand that Heber City is letting new development being built on the east and west side of 40 yet they are worried about the same wetland that they have agreed to let the new buildings be built for housing and retail on. They can't have it both ways. If they want to protect the wetlands then the new building permits for the housing and retail should be revoked. Or if they want to continue to let the building permits remain then they should also put the new freeway on the west side of town by the new housing and retail. If the planning committee decides to try and ignore the community and go east of Heber the options will be to go to court or if they would like they can buy our houses outright at current market price at eminent domain and I am sure with Red Ledges, Cobblestone and the other communities that would be majorly impacted by real estate value the cost would be prohibitive. Surely the easier decision for all would be west or under main street, or lastly choose to build a new freeway from Francis to join with 40. Sincerely, David Whitehead
644	Website	Mike Baker	The East side alternative is a very poor choice due to a high residential population and schools within feet of proposed tracks of the bypass. The other choices have less of an impact on the existing community and also not send high noise pollution and safety concerns through a highly populated area.
645	Phone	Quinton Bennion	Hi, my name is Quinton Bennion. I'm a citizen of Heber City, a resident here. I just wanted to leave a comment on the bypass- the option that's been- Well, I guess, the couple of options for the East bypass. I want to just state that I'm opposed to those options. I think there's a lot of other options that could be considered. The East options seem like it would be the most expensive of all the options that have been looked at. The West option with the land- it's already available with no homes in place, seems to be a better option. Also in the East we have schools that are all in that Corridor with Old Mill Elementary, Timpanogos Middle School. There's a lot of kids that go over the Mill Road area over to those schools with a big highway going through there would not be favorable. I know that the police departments put a lot of effort to make sure kids can travel safely to the schools. And I think that disrupts that plan plus the additional cost. So I just wanted to note that I'm opposed to that and would be supportive of something on the West going down 600 West so, anyway. If you have any questions or need additional information for me, please call me at 435-503-4708. Thank you.
646	Website	Amy Steele	I highly object to Option 2 for alternatives WA, WB, WC Realign a portion of US 189. This is the most disruptive and dangerous alternative. This stretch of 189 borders the Heber Airport where there has already been many vehicular fatalities this year. The air traffic is distracting to drivers and the last thing we need is another access point onto 189 in this already dangerous segment.
647	Website	Jared Malan	I feel the Eastern Route would best preserve what we all love about Heber Valley. Thank you for your effort.
648	Website	Amy Steele	Option 2 for alternatives WA, WB, WC realign a portion of 189 is the least desirable alternative. Instead of improving what you already have you are adding new highways in rural, charming scenic areas that impact agricultural properties. In addition that segment of highway 189 is extremely dangerous with the heber airport bordering it on the other side. There have been multiple vehicular fatalities at the exact location where you want to intersect 189.

Comment Number	Comment Origin	Name	Comment
649	Website	Craig Davis	I absolutely do not believe the East bypass is a viable option or should be implemented. You have an elementary and middle school to close by to have a busy road and would cause safety concerns for too many children. The negative community impact caused by the visual, noise and air pollution would hurt our community for years to come. The residents of Heber moved to this area because we didn't want to live in a community with all the traffic and roads in larger communities. If a bypass must be built it should be built in the less populated west fields.
650	Website	Jen Page	My husband and myself along with our 4 small kids just moved to Heber from the Salt Lake Valley. We built a home in Stone Creek. We just moved in a few weeks ago. We were told that the road behind our neighborhood would be a quiet, small, residential road. We moved here so our kids could get away from the craziness of the city, and so they could run and be free. We moved here on the east side to enjoy the night stars and blackness and stillness of the night that we didn't have before. We moved here to let them be kids, and to give them the room to do it. Please don't put a road in their room to explore and run and play. Please let us raise our kids here, without semis and other cars screaming around them. Please pick another route. Thank you!
651	Website	Bart Scheuller	I am a Midway resident and it is my opinion the only viable alternatives to preserve the landscape and not disrupt neighborhoods is the west routes. I think WB would be my preference but WA and WC don't seem too bad either. I feel WD would really negatively impact the north fields which I think would negatively impact the beauty and aesthetics of the valley. Thank you.
652	Website	Erin Malan	As a resident of Wasatch County, I think an Eastern bypass is a better option than a Western bypass. The environment of the west side of Heber has a beautiful, rural feel and adding a bypass there would take that quality away. The Eastern bypass is also a more direct connection for trucks using I-40. Tunneling/bridging or one-way couplet alternatives are also better options, as the economic impact to homes and businesses in that area will mostly remain the same- as heavy traffic will continue to flow in basically the same areas it does now.
653	Website	Riley Peterson	We need the bypass desperately. Go WEST!!!! Very much opposed to the eastern options, specifically the use of Mill Rd. I will oppose this option at every step of the process. Mill Road is in the middle of one of the highest density residential areas in the valley that is 100% built out, with two schools immediately adjacent and one block away. In at least two segments of the proposed bypass there are 20 mph school zones. Building an overpass should not be an option for obvious reasons, being expense to build and maintain, noise, blight on the skyline, interruption to the quiet enjoyment of personal rights to hundreds in the immediate area, etc. All this to save a bunch of open space grass on the west side of town? Move the wetlands!! Its legal. Its done all the time. The grass won't know the difference but hundreds of residents surely will. If that doesn't work, then put the same overpass down main street. Still a terrible idea, but at least then you don't compromise everything suggested above. Even better yet, if we are willing to throw that kind of money around to save the grass, do as they do in other high congestion areas of the world and go under main street with a tunnel.
654	Website	Tyler Elkington	As a citizen of the Heber Valley, I am strongly against the East bypass. We have four children all attending schools around this proposed road. I fear for their safety as they walk to school. As a large majority of the housing is on the east side, this will greatly affect our community and the visual impact. As we just moved into the Stone Creek neighborhood last year, this was not proposed or planned during that time. I am not sure why this land was zoned for housing if a proposed road was an option. As houses are currently being built with newly occupied tenants only to be demolished a few years later through eminent domain, this makes absolutely no sense. With the limited amount of housing this would displace many families and add to the shortage we are currently facing. This will also effect the sacredness of the cemetery as those going there are seeking reverence. This silence would be greatly disrupted by the large trucks passing by. I am in favor of the west bypass as it would impact less housing and be near the industrial side of the Heber Valley. This would also better serve highway 189. I think this can be done carefully without disrupting the wetlands similar to the legacy highway. We can look to that as a model of what can be done. Thank you for your consideration.
655	Website	Andy Page	Our family of 6 just moved to Heber from the Salt Lake Valley to come to get away from the craziness of the bigger city, enjoy the quiet life and allow our children to play outside in safety. Our new home is in the Stone Creek neighborhood. We bought in that area to be away from the loud, dangerous, and busy roads. Building a bypass so close to this area would drastically impact those who live around it in a negative way by introducing safety concerns, noise, light, and air pollution and would lower the value of our recently acquired land. Please don't build a bypass in this area. Thank you for your consideration!
656	Website	Randy Savoy	Thanks for allowing me to provide my comments on the alternatives. I'm surprised you're even considering an East option. That seems like the most disruptive of all the options we've been given. I can't understand why you would place a high speed roadway through an area where there are neighborhoods and homes, or could be future neighborhoods and homes in the near term based on what has already been developed when the west option gives you almost wide open spaces. I'm scratching my head wondering if you're looking at the same map that I'm looking at. The majority of growth in Heber, from a housing perspective, is east of Main Street which again would lead me to believe an East option doesn't make sense. I'm in the Trucking Industry, when we use a bypass, it's used to pull us away from populated areas, to speed our transit around a city and to help us operate safely. The east option doesn't provide those items in my opinion, it does the opposite by pulling you into the more populated area which can slow your progress and increase your chances of being involved in an accident so if that's the case, we'd most likely use Main Street, defeating the purpose of the bypass. There has to be a benefit to it or the motoring public won't use it and the benefit will be lost. The East option is a loser in my opinion, thank you.

Comment Number	Comment Origin	Name	Comment
657	Website	Tressa	I believe the WEST BYPASS PARKWAY TURBO ROUNDABOUTS are the best option. After studying the maps to address Main Street development and land that has been purchased by Heber City and Wasatch County the west bypass is the best option. It would be similar to the Legacy Highway in Davis County and the safest option for all in the county! Using the west bypass option would keep high speed traffic away from several schools which would be very dangerous for children who walk and ride bikes to and from school everyday. Using the west bypass would also eliminate the need to demolish hundreds of homes and several neighborhoods in an all residential area of the valley. West bypass turbo roundabouts is best and safest option for the Heber Valley.
658	Website	SaraSyphus	It is shocking, and frustrating that Mill Road is even being considered as an "alternative" OVERPASS or BYPASS. How many homes face Mill Road? Driveways that come right onto the road? More than any other option! How many neighborhoods come off of Mill Road? How many children are present, moving along Mill Road to get to and from the the largest elementary school in the school district (Old Mill), the largest middle school (TMS) and the high school? If that isn't enough of a concern, the proposed speed limits for the 3 options in such close proximity to large family neighborhoods is disconcerting. Mill Road is already dangerous enough with people speeding along with children riding bikes, crossing the road to get over to the east side to head up to school. And, in the early morning it is so dark! It isn't safe now, and this proposal will make it 1000 times worse! Turning it into an Eastern bypass is not the right alternative. Not to mention how unsightly and overpass would be, but it would impact home values, neighborhood location appeal, in addition to causing air pollution and noise pollution! Please reconsider this option. Go with the area that has been dubbed for the bypass for the last 50 years!
659	Website	Cindy Cossairt	The Eastern Bypass is needed to divert traffic around the residential area off of Center Street, North to Hwy 40. When I moved to Heber over eight years ago, I was told that Red Ledges was required to build a roadway from Center Street connecting around the cemetery to Hwy 40. For several years they have been given extensions on building their part of the roadway. Red Ledges continued to sell and build houses on property adjacent to where that roadway was suppose to be built. Now some Homeowners are upset that the roadway is "TOO CLOSE" to their houses. They should have been informed by the developer that the roadway was planned and had been for several years. I was aware of it more than eight years ago! Traffic from the eastern side of Center Street services not just residential homes, but is also the gateway to the Unita National Forest. The eastern Bypass is needed to divert traffic from Hwy 40 around the 25 mph speed limit residential area of Center Street to where the Eastern Bypass would connect and the speed limit increases. I would prefer alternative EA because of the limited interchanges and greater speed limits. My second choice would be alternative EB, but I feel there are too many intersections. Only keep Center Street and 1200 S as entry/exit points. I'm not in favor of alternative EC at all, because of way too many intersections. Respectfully Submitted, Cindy Cossairt email: mom4bcc@gmail.com
660	Website	Tana Davis	I absolutely disagree with a bypass on the east side of town on 1200 (Mill Road) through highly populated neighborhoods. There are two schools in the proposed pathways where children walk all day long. The noise and pollution created by this would disrupt all of the beauty and peace that people have moved here to enjoy and be part of. It makes more sense to do a bypass through less populated areas and not highly populated neighborhoods. This location does not seem like the right solution to a big problem.
661	Website	Amanda Foss	We object to the overpass along Mill Road because this is a highly developed area. 2 schools nearby with a third in the making. A plethora of children. It would cause such high risk with all around.
662	Website	Christian	Please put the bypass road on the West side. It would be too close to schools and homes on the east side. The pollution would cause problems for children.
663	Website	Travis Foss	We object to the overpass along Mill Road because this is a highly developed area. 2 schools nearby with a third in the making. A plethora of children. It would cause such high risk with all around.
664	Email	Bob Kowallis	Hi all, Made it just under the deadline. Find attached my comments.
665	Website	Virginia Giles	I am very concerned about the use of 1200 East as a by pass. I live on Mill Road. I am very concerned how this will impact my home. 1200 East has two schools that are directly behind of my home. This by pass is set to be in my fields directly behind the Timpanogos Middle School. I was shocked to here placing a major highway next to two schools was even in consideration. This seems like a very dangerous proposition. Schools in other regions are generally sheltered from the major roadways to protect the children from the dangers of being next to major highway brings. But no not Wasatch county let's freeway by the elementary school. I am all for protecting the environment but I think the children should come first. This has been a problem for years when there was more open space no schools in this area. Now all we have left is the north and fields unspoiled without subdivision everywhere but that's what left. No bypass by two schools one an elementary schools. Let's see 5 year olds trying to cross and get to school. Mill road traffic is already terrible let's not make it worse with a freeway next to it. Find another route.

Comment Number	Comment Origin	Name	Comment
666	Website	Mike & Tia Moore	Western bypass options A, B, and C do not seem to alleviate the amount of traffic on the dangerous section of US40 between River Road and 750 North. With future growth along this corridor, it seems there will be continued increase in traffic and congestion. I like W-D option for the Western bypass because it addresses future growth of the Northern corridor and possible North village as well as alleviates the problem of red lights and congestion along the US40 corridor. It seems to be a straightforward connection to US189. I like the idea of a rural parkway with turbo roundabouts. Commercial development should not be allowed along any parkways through North fields bypass options.
667	Website	Heidi Franco	Heidi Franco, hfranco@heberut.gov
668	Website	Philip Jordan	I am a 16-year North Heber City resident, Muirfield Community HOA President and active participant in both Envision Heber City 2050 and stakeholder in the current UDOT Heber Valley Corridor Environmental Impact Study (EIS). I would like to share my own observations, concerns and conclusions of the multiple WEST Bypass Alternatives currently being considered as part of the UDOT EIS and specifically my support of the W-D Option. First, the highway US40 must relocate from Main Street to an alternate route in order for any of the long-term economic development and cultural Envision 2050 improvements to occur for a walkable Downtown. Therefore, none of the Main Street Bypass options are relevant. Second, the East Bypass options pass through residential areas which will congest and conflict significant daily local traffic and potentially impact the safety of existing and future schools. Heber City's current planning to augment Centre Street capacity and alternate access is relevant but not to the goals of the Bypass. Last, the West Bypass options are the most logical solutions moving forward in UDOT's review and development. However, the dramatic increase of residential homes, commercial town centres and expanded recreational and cultural facilities along the east bench of US40 must direct that development to a genuine 'parkway' in order to function as a Bypass. Turbo rotaries and exit-entrance ramps will support the required vehicle speed and capacity to meet the Bypass goals. On behalf of so many existing residents, ranchers with their livestock and the new high school along the West Bypass options, safety and reason must persist. We have seen great solutions in Canada, Europe and Asia with creating high speed access through farmland and residential areas with below-grade road construction that mitigates major negative impacts of safety, sound, light, reduced access and cultural visibility. In my opinion the primary impact concerns are centered around the Quality of Life we currently enjoy at the North Fields, the Northern residential backyards and the upcoming Heber City Muirfield Park. These are: § - Safe access to recreation and livestock corridors § - Noise pollution § - Light pollution § - Wildlife habitats § - Natural views of the Valley I believe that after the upcoming analysis, the W-D Option will address the required vehicle speed and capacity to meet the Bypass requirements. Safety concerns for the new Bypass intersection with US40 must be addressed using new 'Turbo-rotaries' and exit-entrance ramps. We have seen great solutions in Canada, Europe and Asia with creating high speed access through farmlands and residential areas with below-grade road construction that mitigates major negative impacts to safety, sound, light, reduced access and property values. UDOT and their consultant teams are mindfully proceeding with the primary and secondary criteria evaluations of ALL 13 Options. This progress is positive but must carefully consider how their final EIS recommendation is logical and reasonable acknowledging that we are considering 50–100-year changes to our Muirfield Community and remarkable Heber Valley North Fields. -- Phil Jordan, EIS Stakeholder Advisory Board Member – Northern Residential Community, Heber City
669	Website	Tausha hewlett	Please do not go straight through the northfields. The turbo roundabouts seem especially horrible. They will ruin our valley.

CONTACT INFORMATION (Optional)Date 10-6-21Name JACOB GRIESTENSENPhone [REDACTED]Email [REDACTED]Address [REDACTED]Would you like to receive email updates? **Yes** or **No**

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. Please provide your comments on the conceptual alternatives, significant issues, community & environmental impacts and other transportation considerations.

CONCEPTUAL ALTERNATIVES PRESENTED:

- U.S. 40: 40A) Widen 40B) Roundabouts 40C) Improve Intersections 40D) Tunneling/Bridging 40E) One-way-couplet 40F) Reversible Lanes
- West Bypass*: WA) Limited-Access, Grade-Separated WB) Parkway At-Grade WC) Arterial At-Grade WD) Parkway Turbo Roundabouts *Alternatives WA, WB and WC have the option to realign or not realign U.S. 189
- East Bypass: EA) Limited-Access, Grade-Separated EB) Parkway At-Grade EC) Arterial At-Grade
- Transit Alternative: Based on Wasatch County Transit Study (2020)

UDOT will provide responses to frequently submitted comments and questions following the comment period. A frequently asked questions guide will be developed to address those subjects and posted on the project website.

ON THE EAST BYPASS PROPOSAL A FEW SCHOOLS HAVE BEEN HIGHLIGHTED INCLUDING J.R. SMITH AND WASATCH. FOR SOME REASON TIMPANOGOS MIDDLE SCHOOL WHICH IS RIGHT NEXT TO THE EAST PROPOSAL WAS NOT HIGHLIGHTED. NEITHER WAS OLD MILL ELEMENTARY OR THE PUBLIC PARK NEAR THAT AREA. PLEASE LOOK AT THIS WHILE STUDIES ARE BEING DONE AND DECISIONS ARE BEING MADE.

I ALSO WOULD LIKE TO VOICE GRIEVANCE WITH THE HIGHWAY CUTTING THROUGH SCHOOL BOUNDARIES ALIENATING A GROUP OF CHILDREN FROM THEIR RESPECTIVE SCHOOLS AT TIMPANOGOS MIDDLE SCHOOL AND OLD MILL ELEMENTARY. LOTS OF KIDS WALK AND BIKE TO SCHOOL ACROSS MILL RD (1200). IF THIS HIGHWAY WERE

TO GO IN ON THE EAST YOU WOULD EITHER ENDANGER A BUNCH OF YOUNG CHILDREN OR PREVENT THEM FROM CONTINUING TO WALK/RIDE TO SCHOOL.

I LOVE THE NORTH FIELDS, BUT IN ORDER TO ACCOMMODATE A MAJORITY OVER A MINORITY, PLEASE CONSIDER A WEST SIDE BYPASS ROUTE. WE WILL PROBABLY MOVE IF THE EAST BYPASS ROUTE WERE TO PASS. I DO NOT WANT TO LIVE NEAR A BUSY HIGHWAY WITH YOUNG CHILDREN. I AM TRUSTING THAT UDOT WILL MAKE THE RIGHT DECISION.

MAIL TO

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

OTHER WAYS TO COMMENT

- ③ HeberValleyEIS.udot.utah.gov
- ✉ HeberValleyEIS@utah.gov
- ☎ 801-210-0498

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CONTACT INFORMATION (Optional)

Date 10/6/21Name Dennis Van GeurenPhone [REDACTED]Email [REDACTED]Address [REDACTED] Heber CityWould you like to receive email updates? ☒ Yes or ☐ No

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. Please provide your comments on the conceptual alternatives, significant issues, community & environmental impacts and other transportation considerations.

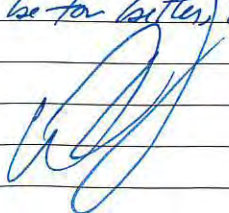
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- Transit Alternative: Based on Wasatch County Transit Study (2020)

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I thought the west right arc bypass was a bad idea. But now that I see the bypass running the entire length of the north fields with roundabout, I'm shocked! That option would absolutely destroy the look of this valley and would change ranching in this valley forever.

This west bypass is absolutely a horrific approach to resolving this issue. There seems to be a better less impactfull way to resolve these traffic issues



CONTACT INFORMATION (Optional)Date 10/7/21Name Don TaylorPhone Email Address  HeberWould you like to receive email updates? ☒ Yes or ☐ No

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Prefer WA and feel we need to include an eastern route in long term planning to address truck traffic from Vernal. I feel the inclusion of an active transportation component was essential.

The WD alternative would be an environmental and visual disaster for our valley.

CONTACT INFORMATION (Optional)

 Date 10/6/2021

 Name Jon T. Gray

 Phone [REDACTED]

 Email [REDACTED]

 Address [REDACTED]

 Would you like to receive email updates? ☒ Yes or No

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I like the Alternative WD. I like how it goes out farther from town and does not use the 1300 South option. I think abandoning the HWY 189 is a waste of money and it will tempt the city to expand the airport. Nobody wants the 1300 S. Section on the expanded Airport except the city officials.

I might accept some of the Western option if they kept the ~~Highway~~ Highway 189 and abandon the 1300 S.

Also in the Sewer fields ~~have~~ deer, Geese, and Sand Hill cranes. You do not want to push these birds closer to the Airport.

I heard part of the 1300 S was for Midway to get to Wallman. This seem stupid to me nobody from Midway has ever complained about using Hwy 189.

Also 1300 S will add more noise and pollution to the residence. Add walls & block it will destroy our home values.

MAIL TO

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

OTHER WAYS TO COMMENT

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CONTACT INFORMATION (Optional)

Date 10/6/21

Name

DAN THOMAS

Phone

[REDACTED]

Email

[REDACTED]

Address

[REDACTED]

Heber 84032

Would you like to receive email updates? ☒ Yes or No

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- West Bypass BORC seems the best solution.
- Hwy 40 ALTERNATIVE APPEARS TO BE VERY DISRUPTIVE TO LOCAL BUSINESS & REROUTING DURING CONSTRUCTION WOULD BE A NIGHTMARE
 - EAST BYPASS SEEMS TO BE DISRUPTIVE & INTRUSIVE TO EXISTING NEIGHBORHOODS

CONTACT INFORMATION (Optional)

Date Oct 5thName Emilee Mae KingPhone [REDACTED]Email [REDACTED]Address [REDACTED]

Would you like to receive email updates? ☒ Yes or ☐ No already do.

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Shorter more efficient route.

What about the railroad being put in Roosevelt to help with the trucking!?

What about the condemned land on Southfield. a bypass would be unlawful use of the land.

the cost to build over the railroad on Southfield.

CONTACT INFORMATION (Optional)

 Date 10/6/21

 Name BRADY FLYGARE

 Phone [REDACTED]

 Email [REDACTED]

 Address [REDACTED]

 Would you like to receive email updates? Yes or No

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ROUTE WD WOULD SERVE COMMUTERS FOR YEARS TO COME. THE OTHER OPTIONS ARE IMPRACTICAL OR SHORT SIGHTED. UDOT HAS ONE OPPORTUNITY TO GET THIS RIGHT. WISH YOU THE BEST.

BRADY

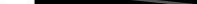
COMMENT FORM

CONTACT INFORMATION (Optional)

Date 9/6/21

Name Frank Suter

Phone 

Email 

Address [REDACTED] Heber

Would you like to receive email updates? **Yes** or No

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Best US 40 Widen 40B

CONTACT INFORMATION (Optional)

Date Oct 6, 2021Name Heidi Lowther

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? ☒ Yes or ☐ No

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With the east bypass I am concerned about the kids crossing to get to school. We are always going back and forth across mill road before and after school.

CONTACT INFORMATION (Optional)

 Date 10-6-21

 Name Gwyn Purvis

 Phone [REDACTED]

 Email [REDACTED]

 Address [REDACTED] Midway, UT 84049

 Would you like to receive email updates? ☒ Yes or No

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U.S. 40 Alternate Suggestion:

Please look at a Bangerter Hwy type
facility with a grade separation interchanges
at various locations along the existing
highway.

Add these interchanges to avoid the
historic downtown locations to preserve
the buildings and sites.

for example - 3 Interchange¹⁵ @ 500 North
@ 100 South

and also @ 189 @ 600 South →

These interchanges should be for those that want to stop in Heber.

There needs to be a way for traffic to keep moving through the city.

This HWY would provide a better flow and through options for trucks and travelers.

Thank-you.

We are smart enough to make this work.

MAIL TO

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

OTHER WAYS TO COMMENT

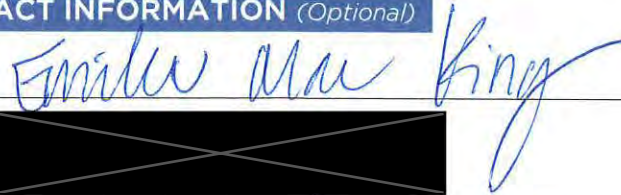
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CONTACT INFORMATION (Optional)

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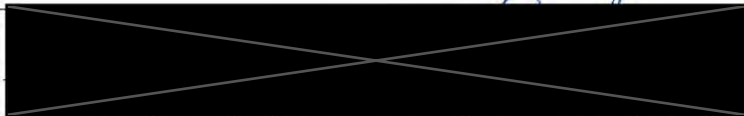
Name



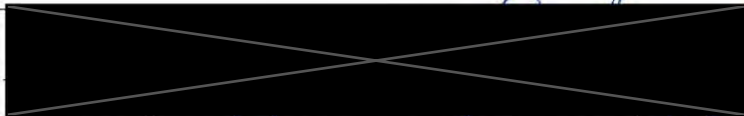
Phone



Email



Address


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The west bypass route is inefficient and will be incredibly expensive to build considering the railroad and even the canal. There should be greater consideration put into the east bypass. Consider the railroad being built from Roosevelt to SLC that would eliminate tanker trucks from our main street.

CONTACT INFORMATION (Optional)

Date _____

Name Heather Sullivan

Phone _____

Email _____

Address _____ HeberWould you like to receive email updates? **Yes** or **No**

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I'm concerned about school access with any of the East Side alternatives.

The West bypass seems consistent with a future planning model that helps relieve "thru-traffic" or truck traffic. I wonder if its a combination of [WB d alternative] and 40F, ~~not~~ one way Couplet ultimately. EAST Side alternatives seem impractical.

CONTACT INFORMATION (Optional)

Date 10-6-21

Name

Cathy WLA

Phone

[REDACTED]

Email

[REDACTED]

Address

[REDACTED]

Heber UT 84032

Would you like to receive email updates? Yes or No

Yes

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The east bypass is a shorter route

CONTACT INFORMATION (Optional)

Date 10/6/2021Name Russ Funk

Phone _____ - _____ - _____

Email rfunk@heber.ut.gov

Address _____

Would you like to receive email updates? Yes or No ALREADY RECEIVE THEM

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MAIN STREET ALTERNATIVES

- DO NOT MEET THE PURPOSE AND NEED OF ALLOWING HEBER CITY TO MEET THEIR VISION FOR THE HISTORIC TOWN CENTER

WEST ALTERNATIVE D

- THIS ALTERNATIVE WOULD BEST MEET THE NEEDS TO ALLEVIATE TRAFFIC CONGESTION BUT WOULD COME AT THE EXPENSE OF THE NORTH FIELDS. ~~WOULD SUPPORT THIS AND~~ PERHAPS SUPPORT FOR THIS ALTERNATIVE WOULD INCREASE IF IT WAS CONSTRUCTED

~~AS A SCENIC BYPASS WITHOUT DEVELOPMENT ALONG THE ROADWAY.~~ IN ADDITION, THE TIE INTO 900 NORTH AS SHOWN IN THE OTHER WEST ALTERNATIVES WOULD ~~ENHANCE~~ ENHANCE THIS ALTERNATIVE. THIS WOULDNT REPLACE THE TIE-IN ON THE NORTH END, BUT WOULD BE IN ADDITION TO.

ALSO, THE SOUTH ALIGNMENT FROM 40 TO THE WEST BYPASS IS ESSENTIAL FOR THE BYPASS TO FUNCTION.

EASTERN BYPASS OPTIONS

- THESE OPTIONS WOULD PRESENT SIGNIFICANT SAFETY CONCERNS ALONG MILL ROAD WITH THE SCHOOLS AND CROSSINGS IN THAT AREA.
- IN ADDITION, THE BRAND NEW DEVELOPMENTS IN THE NORTHEAST CORNER OF TOWN MAKE THE OPTIONS UNFEASIBLE WITHOUT SIGNIFICANTLY REDUCING SPEEDS. IF SPEEDS WERE REDUCED, THIS ALTERNATIVE WOULD NOT DRAW TRAFFIC FROM MAIN STREET.

MAIL TO

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

OTHER WAYS TO COMMENT

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CONTACT INFORMATION (Optional)

Date 10-6-2021

Name

Barbara Boss

Phone

[Redacted]

Email

[Redacted]

Address

Would you like to receive email updates? Yes or No

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It is important to preserve the beauty of the valley. The west route cuts right through the most beautiful part of the valley. Having a Highway there would completely change the look and feel of the valley. I recommend one of the U.S. 40 options or the east route.

CONTACT INFORMATION (Optional)

Date 10-6-21

Name

Cathy Whit

Phone

Email

Address

Heber UT 84032

Would you like to receive email updates? Yes or No

Yes

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The west bypass route is too long for the trucks coming from the basin - they will end up going through the main street. Also the cost to build elevated structures over midway lane, the railroad tracks, Southfield Rd. as well as the fact that this route makes travel distance to bypass Heber considerably longer not shorter makes no sense --

CONTACT INFORMATION (Optional)

 Date 10-6-2022

 Name Brook Flygare

 Phone [REDACTED]

 Email [REDACTED]

 Address [REDACTED] Heber

 Would you like to receive email updates? Yes or No

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most of these routes are very short term solutions - the WD route seems to be the best option for the future growth in Heber.

Relaying 189 is a HUGE waste of resource + \$
 It will also allow for an expanding airport - despite what city/county officials state

CONTACT INFORMATION (Optional)

Date 10/06/21

Name Anita & Duncan Hill/Biddle

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED] Heber

Would you like to receive email updates? Yes or No

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The alignment of the West Bypass is
directly over our property.

obviously a major concern

CONTACT INFORMATION (Optional)

 Date 10/6/21

 Name David Hallock

 Phone [REDACTED]

 Email [REDACTED]

 Address [REDACTED]
Heber City, UT 84032

 Would you like to receive email updates? ☒ Yes or ☐ No

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The most Intelligent option would to build a low impact version of the east bypass, west bypass, and improve mainstreet. This will give traffic the option to choose the most logical corridor for their purpose. Additionally, if an accident blocks on route the other routes will still be available to lessen the impact. Truck traffic will not be an issue for much traffic as pure economics will lessen the need for oil and the tankers. (electric is just cheaper) One single bypass will not alleviate the problem. As for removing and or re-aligning 189, why in the world would you remove an already paid for road and limit the flow of traffic? that is a bad idea.

CONTACT INFORMATION (Optional)

 Date Oct 6, 2021

 Name Cindy Shumway

Phone _____

Email _____

 Address _____ Heber

 Would you like to receive email updates? ☒ Yes or ☐ No

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I like the tunnel or bridge concept going along Main Street.
Think of the snow that doesn't need pushed.

I feel like the east by pass is a little more direct but I
can see a need in the future to have a circle concept
all around the valley like they have in San Antonio.

I don't like the roundabouts anywhere. People drive over
them, the wrong way on them, takes too much ground.

I would like to see some transit options to Park City
or Orem area. Even around the Heber Valley.

Don't split main street and put the south bound on 1st West. They have done that during the parades and it is terrible. The roads are just not big enough for that and you would be going by the park and the city buildings.

MAIL TO

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

OTHER WAYS TO COMMENT

- ⑆ HeberValleyEIS.udot.utah.gov
- ✉ HeberValleyEIS@utah.gov
- ☎ 801-210-0498

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.

CONTACT INFORMATION (Optional)

 Date 10/6/21

 Name Glenda Gray

 Phone [REDACTED]

 Email [REDACTED]

 Address [REDACTED]

 Would you like to receive email updates? ☒ Yes or No

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With the West Bypass - I am concerned about the proposed realignment of US 189 to 1300 S. It seems to be very expensive to move the highway when there is no real need. Also if you build 1300 S. then the migrating birds (geese, sandhill cranes) and deer that feed in the sewer fields will be pushed closer to the airport - Really bad idea!

I also dislike the realignment because it increases traffic in a residential area - right past a community park. With 2 schools nearby, there are many children walking to and from school near that 1300 S. option - Children's safety should come first!

You could still use the turn that takes Hwy 189 into Daniel before linking with Hwy 40 with a roundabout. You don't need to reroute 189.



Hello,

My Name is Joe Coombs. I live with my Family at [REDACTED] Heber City, Ut. We have lived there for nearly 30 years. We have our home, a business and small farm at that location. The business name is Coombs Kennels and Corrals. The kennel is operated by my wife, Toni and my son, Jason. Jason has cerebral palsy and is wheelchair bound. Jason lives at home. Toni and I are his caregivers. The Kennel is Jason's only personal source of income.

We are aware of the bypass issue that has plagued Heber for years. I remember when Heber City did not want it because it would "kill Main Street". I attended last year's meetings and commented on several of the western bypass options. It was exciting to see it finally moving forward. I do not recall any "east side" bypass options at those meetings. Imagine my surprise when I was notified of the possibility that two of the newly touted east side bypass options ran through our property, cutting our pasture in half and possibly taking out our barn, riding arena and Kennel Business. A third east side option would shave several yards off the front yard and place US 40 traffic a few feet from our front porch.

I made contact with several of our neighbors and friends living on Mill Road, whose homes and lands could be affected or eliminated, and none of them were aware of these proposals. They were shocked, dismayed, dumbfounded and angry. There is no overlay of the east side proposals with affected property identified, just a general map therefore, structures and property affected had to be extrapolated. I contacted Midway City Planning, Heber City Planning, and Wasatch County Planning. They all knew about the east side bypass options but none could tell me why or how they got there.

So, my questions with regard to the east bypass are:

1. What criteria was used to come up with the east side options? Why were they not included with the other proposals last year?
2. What traffic surveys, if any, were used to indicate a need for east side options? What were the numbers and/or percentages?
3. What volume of traffic is expected to use this option and, is it specifically for removing truck traffic from main street?
4. What would be the solution for US189 traffic coming from the West and turning North on Main Street or South on US40, if the east side options are chosen? One city planner mentioned (from memory) a traffic study from 2007 that found 2/3 traffic from US 189 turned North on Main street and 1/3 turned South on US40.
5. What would be the solution for recreation, holiday and weekend traffic coming down US40 from Daniel Canyon and turning left to go down US 189 to Provo if the east side route is used?
6. Does the Red Ledges Bypass road have any bearing on the decision to include the east side as an option for bypass corridors?
7. Why would you want to disturb the 18+ property owners in this area and create a new option when the old western bypass option was the expected route and meets all demands?

Comments:

1. The east side options do not address traffic from US189 going north or south on US 40 or recreation, holiday, and weekend traffic returning to US 189 from US 40. There are several semi trucks that use this route too i.e. US189 from Provo.
2. The east side bypass options have severe community casualties as it affects more than 18 established rural community properties in Wasatch County on the edge of Heber City limits. This area is mentioned and actually meets components of Heber City vision 2050 stating preference for preserving a rural feel with a transition zone from city limits into the county emphasizing rural characteristics and activities and open space.
3. The only effect of these east side proposals would be to get the large trucks off Main Street in Heber. That can be accomplished with the western bypass routes without affecting personal property and established households to the extent that it does on the east side. The west side options also address the traffic from US 189 as well as the semi truck traffic.
4. Using the east routes could result in over and under passes that are unsightly at best and would ruin our rural views and community feel.
5. I certainly do not want to lose our farm, business and livelihood when other options will meet the needs of the community and will solve the problems at hand.
6. There is a church on 2400 south that will be affected.
7. Two schools and soccer fields are in this route corridor. Children walking to school and vehicular access to school and soccer fields will be dangerous and difficult.
8. As far as Heber City getting their walkable city center, I think that option faded years ago. Heber's own planning department has contributed to that. Heber has always been a bedroom community with people traveling to SLC and Provo to work. Recently Heber has increased their density 2 fold, up to 8 living units per acre or more, bringing more cars and more congestion. They have now annexed all the northern areas and they will get to command the development process there, so they can make those areas their new city center, and make them walkable and bike friendly. It is difficult to keep traffic volume down when your density is high per acre and everyone commutes to work out of the valley.

Best Option:

Alternative WA with realignment of US189. This gives the best undisturbed flow without intersections and sharp turns while accommodating traffic from all directions i.e. US189 flowing north or south onto or off of US40 and traffic from US40 flowing from the north or the south onto US189. The City already owns the south fields. This option utilizes the expected corridor already preserved. All that is left is the issue of the small portion of the north fields and that should not be impossible. We were able to complete the Legacy Highway right through the wetlands west of Interstate 15. We certainly should be able to accommodate the small portion of the western bypass here in Heber.

Thanks for your time.

Please don't take my house, land and my livelihood.

Joe coombs

BRUCE AND CHRISTINE MAAK

[REDACTED]
Heber City, UT 84032

Email: [REDACTED]

Phone: [REDACTED]

October 8, 2021

VIA EMAIL

Utah Department of Transportation
HeberValleyEIS@utah.gov

Re: Heber City Highway US 40 Bypass

Ladies and Gentlemen:

We write to comment on the proposed Highway 40 bypass for Heber City.

FIRST: We question whether any East or West Bypass is justified. Both entail huge expense, major environmental impacts, and a loss of “desirable traffic” to local merchants – all to reduce tolerable congestion and a few saved minutes of travel time. UDOT’s US 40 Alternative Concepts have a better cost-benefit outcome and suffer from almost none of the disadvantages of East or West Bypass options.

SECOND: If UDOT elects to pursue a West Bypass, we oppose Option 2, which entails a realignment of Highway 189.

UDOT personnel have informed us that Option 2 remains a possibility because it was previously considered, and it may be more effective than Option 1 at diverting Highway 189 traffic to the Bypass. We respectfully suggest that (A) Option 2 will not achieve that goal and (B) Option 2 suffers from major disadvantages. We enclose a sketch to which we will refer below.

A. Option 2 will not Achieve its Goal. Whether Highway 189 traffic exits to or enters from the Bypass at Point 1 on the sketch (Option 1) or Point 2 on the sketch (Option 2) should not logically influence a driver’s choice – both lead to the roundabout/intersection at Point 3 on the sketch. The configuration of the entrance/exit from Highway 189 to the Bypass may influence the choice, but nothing prevents the same kind of entrance/exit configuration at either Point 1 or Point 2. And if the elimination of a segment of Highway 189 (Option 2) is deemed to influence the choice, it can be achieved by eliminating a shorter section of Highway 189 shown at Point 4 on the sketch under Option 1 (in the case of Alternative WD, the turbo roundabout would be located at the present intersection of South Field Road and Highway 189). Looking at Option 1 and Option 2, it seems that Option 2 just unnecessarily moves the segment of the Bypass westerly from South Field Road with no apparent benefit.

B. Option 2 is Disadvantageous. Option 2 suffers from the following disadvantages:

1. The Option 2 segment from 1200 South to Highway 189 is longer than the Option 1 segment and does not follow an existing roadway, South Field Road, as does Option 1. This results in less travel efficiency and additional construction expense. If the goal is to divert more Highway 189 traffic, the longer distance of Option 2 is disadvantageous.

2. The Option 2 segment from 1200 South to Highway 189 results in carving up yet another very large green area in our Valley – the sewer fields.

3. The Option 2 segment from 1200 South to Highway 189 will significantly impact the efficiency of the sewer farm. Existing irrigation pivots were placed most advantageously when installed. Many pivots won't work under Option 2 because the Option 2 segment runs right through their circular path of travel. They will have to be relocated in smaller, less efficient radii under Option 2.

4. The Option 2 segment from 1200 South to Highway 189 moves a lengthy section of the Bypass right next to the historic Heber Valley Railroad and an already approved (but not yet installed) major multipurpose trail to be located adjacent to the Railroad tracks (shown as a dotted line on the sketch). The existence of a major highway right next to the historic Railroad and multipurpose trail will detract from the aesthetic features of both, which deserve protection.

5. The Option 1 segment from 1200 South to Highway 189 follows South Field Road, which has existed for some time and is a significant distance from any existing or future residences (shown as (x) marks on the sketch). The Option 2 segment is close to and in some cases almost right on top of these residences' yards and associated facilities. Option 2, if pursued, will unnecessarily hurt these owners (of which we are some) and their properties.

We respectfully suggest that Option 2 is not a good choice and should not be pursued.

Thank you for considering our comments.

Sincerely,

Bruce and Christine Maak

EXISTING
RESIDENCES
(⊗)

1200 S.

EDWARDS LAKE

POINT 3

SOUTH FIELD

SEWER
FIELDS

POINT 4

POSSIBLE REMOVAL OF
HY 189 UNDER OPTION 1

HY 40

POINT 1

OPTION 2 PROPOSED SEGMENT
OF HY 189 TO BE
REMOVED

POINT 2

--- OPTION 1 { WA1
WB1
WC1
WD1 ADD'L SEGMENT
NOT SHOWN

--- OPTION 2

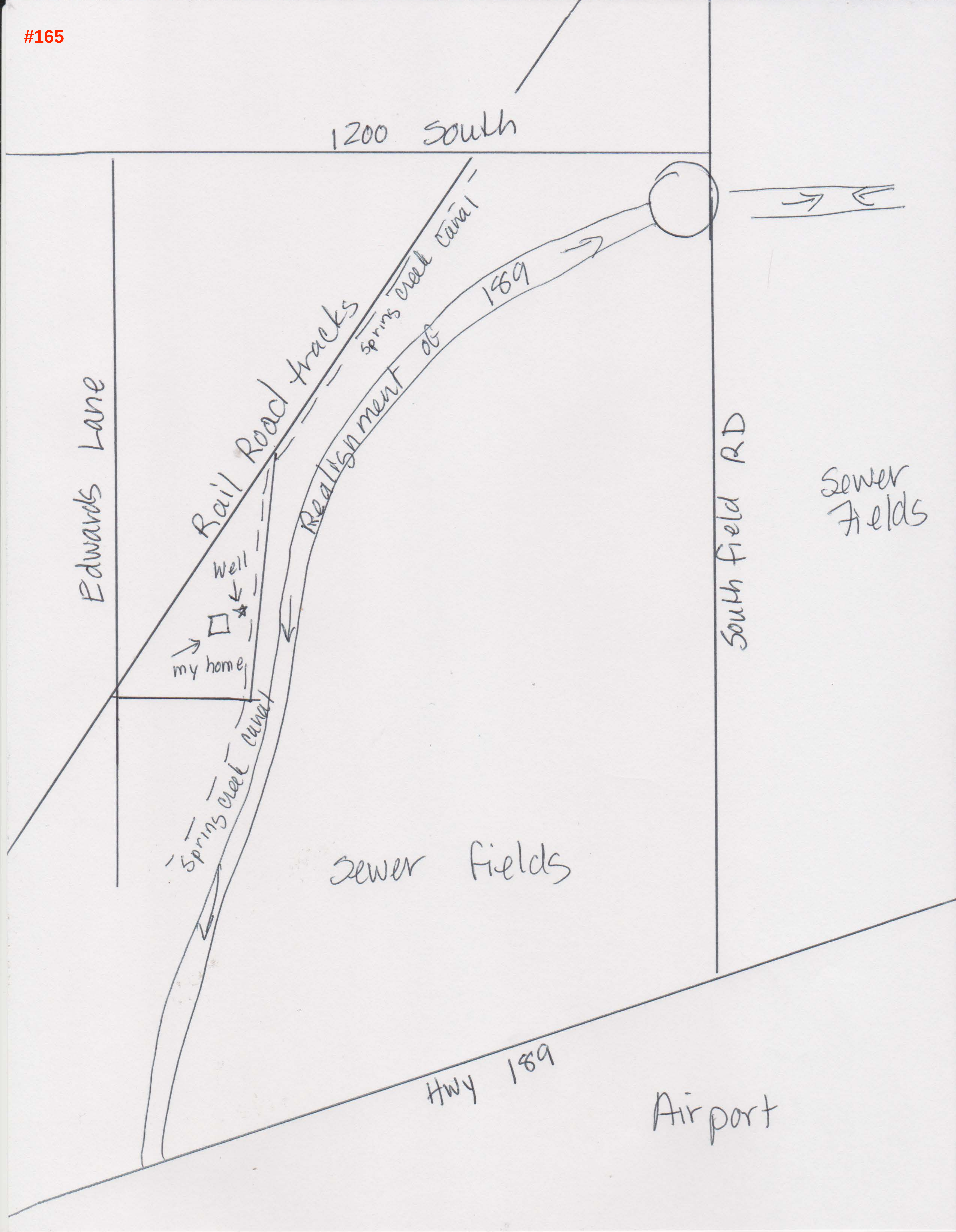
HEBER VALLEY
RAILROAD,
PROPOSED
MULTI USE
TRAIL, AND
SPRING CREEK
CANAL
(.....)

HY 189



#141





To whom it may concern,

In reviewing the proposed plans I have the following thoughts/questions:

With regard to the proposed west bypass alternatives:

It seems that the west alternative options make more sense in terms of less impact on most people involved.

While plan WD upon 1st glance seems like a great option, I have huge concerns about the environmental impact on the wetlands and wildlife in that area. If there was a way to have this option meet with 40 in the same location as the other westbound options, I think this could be the best solution.

Rerouting 189 with any of the west bypass options seems like an ideal way to promote the flow of traffic in that area

Implementing roundabouts (whether turbo or standard) at any intersections would increase the flow through those areas. Installing traffic lights at all of these intersections is going to defeat the purpose of improving traffic flow (especially where semi trucks are going to be traveling).

It seems like the west bypass alternatives are looking to increase the number of lanes in each direction only between 113 & 1300 S. Wouldn't it make more sense in terms of traffic flow and future growth to maintain the larger number of lanes throughout the entire bypass area?

Additionally, in order to maintain flow through the bypass area, it seems that the lesser number of interchanges would be more beneficial. I'm not understanding why there would be interchanges at industrial parkway and 300 west. It seems like traffic could access the bypass at 189 in that area.

Thank you for your consideration.

Sincerely,

Michele Steen



#249

#465

I would like to comment specifically on the east bypass alternative concepts and why I think they would not be feasible and should not be considered. I live in the Stone Creek subdivision and am very familiar with the proposed routes along the northeast section of Heber City. As such, I think I am qualified to outline the problems of these alternative concepts.

First, the proposed routes as presented on the website and in public presentations are depicted on an outdated satellite image. Heber City and the surrounding valley have grown substantially since this image was obtained. Entire new neighborhoods have been built in areas which were just dirt fields on the images used for the published proposals. No proposal should be considered until an updated image of the region is used that will accurately reflect the environmental, safety, and civic impact of the possible routes. Any other course of action would be negligent, ignorant, and reckless.

Because the images used for the proposals are outdated, it is possible those making the east bypass proposals were unaware of the entirely new Stone Creek neighborhood and western portions of Red Ledges that have been built in the past few years. The proposed routes for the east bypass alternatives could not be constructed as proposed without the destruction of multiple newly built homes, in particular the EA and EB routes. The problem with these routes as proposed is the turn they make at their most northeast aspect. As demonstrated on the map, this turn for the EA and EB routes would require the destruction of nearly half the Stone Creek neighborhood. Specifically, there are already people living in dozens of new homes right where these routes are proposed. Numerous additional homes are being built and will be built in this neighborhood where these alternative routes are proposed to go. Given the wide turn necessary for the expected highway traffic, these routes will displace dozens of families from their newly built dream homes. These routes cannot be moved east to accommodate the turn without the destruction of multiple homes in Red Ledges. The routes cannot be north to accommodate the turn because of homes in Five-Acres and on Mill Road. Even route EC as proposed would necessitate destroying several homes as it cuts through the corner of Stone Creek. In order to not destroy homes and displace families along the east side of Heber City, there is only room for a road to make a sharp 90 degree turn at low speed. This is hardly what one would want for a bypass route to accommodate highway traffic, especially one which ideally will handle large trucks.

Second, if these bypass routes are intended to divert highway traffic, in particular large trucks, the terrain of the proposed east bypass alternatives would not be suitable for such traffic. Unlike most of the remarkably flat Heber Valley, the northeast portion of the city begins to extend into the foothills. The proposed routes would require vehicles to go up a sizeable hill, make a sharp turn at the top of the hill, and then have to control speed as they immediately begin to descend the sizable hill again. Given that one of the reasons for the bypass is to accommodate the big trucks, making big trucks go up a steep hill, make a sharp turn, then control their speed going downhill does not make much sense. It makes even less sense when the bypass could be made elsewhere in the valley where the road would be flat. The proposed eastern routes would introduce substantial unnecessary safety concerns and increased risk due the terrain involved.

Third, the proposed routes do not provide the access out of our subdivision that was promised when our residents purchased land in Stone Creek. We have been told from the beginning that a residential access road would be built between Red Ledges and Stone Creek that would provide access out of our subdivision to Center Street and Mill Road. At the moment, that road has yet to be built and forces traffic out of our subdivision onto residential streets to the south and west. While it is a minor annoyance for us in Stone Creek, it is a huge increase in traffic and danger for those previously-quiet subdivisions we drive through to get to Mill Road and Center Street. Though this has always been viewed as a temporary problem, if the proposed alternative routes are built (in particular EA and EB), this problem will be made permanent because the routes as proposed do not provide access to our subdivision. Stone Creek residents will not be able to get out of our subdivision, except by driving through the quiet residential streets to the south and west. These roads and neighborhoods were not designed for such a huge increase in traffic. This increased traffic through residential streets is a huge safety concern for the large number of young children in the area.

Fourth, the proposed eastern by-pass routes pass next to Timpanogos Middle School and Old Mill Elementary School. This is a massive safety concern to make the children from neighborhoods to the west of Mill Road cross such a large and busy road. If overpasses are made in the area to alleviate children crossing the highway, they would have to go under an overpass of a major highway on their way to school which also present safety concerns. For example, an overpass would require all children to use one route to get to and from school which would cause overcrowding on the sidewalks and would cause children to walk in the street, increasing risk of auto-pedestrian accidents. Having a major highway pass next to schools also introduced environmental and health concerns for the children, one of the most vulnerable segments of our community.

Finally, the northeast section of Heber City is home to dozens of deer year-round and likely more during certain times of the year. The deer population in this area is far more than any I have encountered elsewhere in the city and around the valley. While they are a pleasant part of our neighborhood as presently constituted, they would be an extremely dangerous addition to the proposed eastern bypass highway routes. The human safety concerns about increased high speed auto accidents with wildlife cannot be understated, especially when they can be avoided by using a different route. The environmental impact of this road on the local wildlife population will also be huge and should be avoided.

I hope these issues with the proposed east bypass alternatives will convince those making this decision to find other routes more suitable to address the traffic needs of the area. Whether it be changes to Main Street or a west bypass, both of these options seem vastly superior and more appropriate than those proposed east bypass alternatives. I know it will be a difficult decision and there will not be a way to make everyone happy, but I hope I have made it clear the east alternatives are not feasible and should not be considered.

I am concerned that wetlands on the west side corridor will carry more value than the personal property, homes and lives of the people that reside along Mill Road who will, most assuredly, be severely affected by the east side bypass options. Using federal dollars brings NEPA review requirements (NEPA may have been required anyway). While it is important to consider the environment, the environment does not trump people's lives. It is known that the EPA and special interest dollars of environmental groups can drive the narrative of a project like this in favor of the environment and stifle the desires and will of the people that actually live in the valley. I wonder how it was even possible to build the "Legacy Highway".

Heber valley is unique because it is a hub for recreation destinations, a hub through which citizens of several surrounding counties must pass to obtain their objectives. This fact adds extensive traffic to Heber Valley. Additionally, traffic is intensified because a large percentage of household breadwinners travel out of the valley for employment in other counties. Large portions of all traffic pass through the intersection of US 189 and Highway 40 at 1200 South in Heber, flowing to and from Main Street. Somehow, Heber City thinks Main Street should be in "Mayberry" somewhere but, in all reality, Main Street IS Highway 40, a major corridor of traffic flow. Locals are finding alternatives to Main Street to avoid the congestion and decrease their travel time. I'm sure frequent visitors to our valley are doing the same. There is no doubt that a bypass is needed. That being said, many of us that live on the east side, along Mill Road, have lived here for 30+ years, in fact, ancestors of some of the families along Mill Road settled this valley. We all know the west side corridor has been the best option all along. I have been contacting everyone along Mill Road and they are shocked to hear this east side bypass is a possibility. They are not happy. I have encouraged them to get on this site and voice their concerns and express honestly what options before us are the best, in their opinion. I also have to ask, if the eastern bypass is chosen and we stand to lose millions of dollars of property collectively (those of us that live along Mill Road) why were we not considered "shareholders" and included in the shareholder briefings and comment periods that UDOT gave the various city and county councils, as well as Real Estate and the Truckers Association? We stand to lose our homes, our sense of peace, security and community. If the east side is truly not an option or it is only an option because of some water, frogs, fish, or wetlands, I have to ask, how on earth did we ever get highway 40 past Jordanelle dam, across the Provo River, through the mitigated wetlands of the remainder of Mr. John Jordan's ranch (Jordan's ranch was taken for Jordanelle Reservoir dam) and into Heber City? Wetlands are not sacred. It is also known that UDOT has rebuffed requests to move forward on this project over the years because there was not enough "need" to do so. Now here we are, with plenty of "need", asking for or using federal dollars and, all of a sudden, the west side corridor is not necessarily the best option. One is left to ask why? The answer seems to be, "because the NEPA does not think so".

I live on Mill Road. The east side corridor will affect me and my family immensely. The option east of and parallel to Mill Road will cut my pasture in half, leaving the east portion without access. It will take the building lot we invested hundreds of thousands of dollars in to prepare for our retirement home and render it useless. The corridor will

utilize the majority of another small pasture we own, again splitting it, and leaving it unusable. It will separate our existing house from our culinary water well, It will split and disrupt our piped, pressurized irrigation system. It will remove us from greenbelt status because it will take 2+ acres of our property. It will leave our house but it will be untenable living between two very busy roads. Forget about selling. Who in their right mind would want to live between a parkway and a collector road? I don't see traffic on Mill Road magically going away because the corridor parallel to Mill Road is used to build another road. Basically, utilizing this corridor makes my farm, my land, my lifestyle and my very existence null and void. I do not think I will get reimbursed for that and I do not trust UDOT to compensate me for it either. That's just me, there are hundreds of people living along Mill Road whose real property in the form of land, agricultural buildings, and houses will be destroyed, removed, or useless if the eastern parallel corridor is used. The cost of acquiring (I prefer the term taking) that property will be astronomical.

Widening Mill Road will not solve these problems either. It will create more. Think large trucks, day and night, 24 hours, seven days a week, through a residential neighborhood. No City, County, State, or DOT would allow this in any planning stages whatsoever. Why are we even considering it now? It makes no sense. There are many homes facing Mill Road that will not be able to access the road, the highway will be so close to their front door they will not have a driveway to park in. Think safety, children, families, homes, access to their own homes and property. They will be taking their lives into their own hands every time they try to leave their property. Here again is decreased property value, safety, access to schools, school zones etc. With the widening of Mill Road, versus the parkway parallel to Mill Road, the issues are the same with less actual destruction of structures and homes along Mill Road but that destruction is replaced with decreased property value, inability to sell property and inability to utilize the existing property for what it was originally created for. Huge investments of personal effort and finances will be lost. I do not have enough faith in UDOT to compensate these homeowners for their losses, in fact, it is well known UDOT is not expected to compensate intangible losses. This is nonsense.

Let's talk about access to the schools, the traffic past the schools, the safety by the schools, the pollution (noise and air) by the schools, the Children's Justice Center, access to the churches. If the elevated option to the east is used it will bring overpasses that will obscure views and vistas. The eastern bypass will effectively split the valley, and create an east side and a west side. If it is not elevated with overpasses, the trucks will not use it. They will not be willing to stop at every intersection and prolong their trip when they can just go down Main Street, save time and have less intersections with lights to deal with.

The east side bypass does not accommodate all the Main Street traffic volume that a UDOT traffic study indicates utilize U.S. 189 and Highway 40. According to the study, mentioned on this site, 44% of traffic on Main Street travel to and from Daniels Canyon and 46% of traffic on Main Street travel to and from U.S. 189. Weekends, holidays, recreation, hunting season, summer, and winter etc. has traffic on Highway 40 backed

up, waiting to make a left hand turn from highway 40 to US 189, at times, as far south as the Port of Entry. An east side bypass does nothing to address that. If the east side bypass is utilized, there will still be a significant amount of traffic, 46%, going to and from Main Street to U.S. 189 and Daniels Canyon that won't be removed from Main Street. If the western bypass option WA1 with the U.S. 189 realignment option is utilized, all the traffic will be adequately addressed and routed off Main Street rather than sending approximately half of it to the east and leaving the remaining half on Main Street while trying to access routes north and south from U.S.189.

There is now talk of another school in the Sawmill Development east of highway 40 and west of Mill Road. While the school is designated to accommodate the growth in that area it will certainly bring more traffic to Mill Road, Highway 40, and the Highway 40/Mill Road intersection which can get pretty hairy with all the current traffic in the area. Concept WA1 or WA2 will alleviate that issue but an eastern bypass will not. UDOT is going to widen US 189 from Charleston down to Deer Creek reservoir in the next year or so. Why would they do that? They would do that because of the deaths that have happened on that dangerous road. Why is it dangerous? Because it can't handle the increased traffic that currently exists and more traffic they know is coming. With that said, why would they agree to an eastern bypass that will not address current traffic and the increased U.S. 189 traffic they know is coming? That fact alone directs decision making to the WA1/WA2 concept. I prefer the WA2 concept.

I truly believe that the west side bypass options are the best. Yes, there are some people who will be affected and I'm sure they are as concerned about the bypass being in their area as I am about it being in mine but, the western corridor has not been built up and developed as much as the east side. UDOT knows this and states on this site that Heber City and Wasatch County have been actively preserving this western corridor bypass for years. I have personally attending meetings where development was arranged by Heber City to accommodate the western corridor. The problem now seems to be the wetlands and the North Fields that have somehow gained sacred status. They are beautiful and add to the valley but the west side routes (unless you are considering WD) utilize a very small portion of them and has been considered in planning since the beginning.

I personally know individuals on the west side whose property and home will be removed by this project. I feel for them as much as I feel for my own issues, but they have known this day was coming and have been preparing for it. The problem is, the east side has not been considered an option and we have pursued our lives as if no future eastern bypass route existed. We were aware of the future collector status of Mill Road, but it was no "parkway" with 55 to 65 MPH vehicle traffic, nor was it wider than the current existing right of way. We would have certainly chosen a different area to invest 30 years of our life if we had known there would be a bypass located next to, or in my case, on my property.

I feel concept WA1 with US 189 realignment is the best west side option. Utilizing US 189 realignment (I guess you would call that the WA2 option) would prevent the hard

turn north off of existing US 189 and gives better traffic flow. Perhaps we can prevent another tragedy like the one that took the lives of three young women from our community recently on US 189. The least number of stop lights we can have on a road with that volume and speed of traffic, the better and safer it will be. This concept would allow traffic to flow at speed unhindered and prevent the stop and go of intersections. It is certain to please the truckers and make it a preferred route for them to utilize. To accommodate rapid future growth, it needs to be two lanes in both direction the entire length regardless of the option chosen. Think Bangerter Highway in Salt Lake County. How many changes were made to that highway in relatively short amounts of time?

I have a serious question, why wouldn't UDOT make the entire western bypass, in all concepts and options, two lanes in both directions for the entire length of the project? It does not make sense to reduce lanes on any of the options. In the concepts with intersections, the lane reduction will eventually cause bottlenecks and not having two lanes will certainly require future modification to make them into two lanes. Did you know that the traffic study for the Sawmill Development west of Mill Road and east of Highway 40 will have an estimated 8000 car trips a day according to the traffic analysis submitted to Heber City in their application? With that type of growth in Heber Valley and the expected growth in Utah, Salt Lake, and Summit Counties, whose new residents will want to find recreation and will most likely pass through our valley to obtain it, why would we not be wise and prepare for that volume of traffic now so we won't cause congestion and delays when we try to repair our current myopic view in the future?

Heber City has aggressively annexed thousands of acres of land north of town, land that was in, and had future planning in place with, Wasatch County. Heber City could easily relocate its "city center" to another area in that region. With good planning and an eye to the future, Heber City could obtain their walkable, bikeable, transit alternative Main Street and Town Center utopia, thus making way to widen the existing Highway 40 Main Street into a corridor that will handle the traffic destined to pass through it, bypass completed or not.

Thank you for your time. Thank you for reviewing my comments. Just so you know, I feel the eastern bypass is a big mistake. That would be my opinion if I lived there or not. It does not address the traffic issues facing this valley. It basically only addresses the truck traffic and perhaps a small percentage of the through traffic, while glaringly ignoring the traffic utilizing US 189, and, at the same time, destroying hundreds of people's lives and enjoyment of their homes and property.

Re: UDOT Study for the Heber Valley Environmental Impact Statement
November 1, 2021

Having reviewed the various proposals regarding Highway 40 and potential bypass routes for Heber City, and having listened to the presentation to Heber Valley in which UDOT said that they are seeking a single general solution to the traffic problem in northern Heber Valley, we are writing to give our views. We live on Highway 40 in the North Fields and are very familiar with the traffic issues on Highway 40, the proposed developments by Heber City east of Highway 40 in the North Village Overlay Zone (NVOZ) and Sorenson Development, and the diverse environmental problems and costs regarding any new highway into the North Fields.

It is clear that a large percentage of traffic on north Highway 40 involves local people going in and out of Heber Valley, particularly Heber City. This traffic greatly expands in the morning and evening commutes, when traffic is highest. The plan of Heber City is to greatly expand development east of Highway 40 by encouraging developers in that area to annex into Heber City. To entice them, Heber City has enacted the NVOZ with higher density than what Wasatch County would allow. Thus, the future of Heber City foretells high density development east of Highway 40 with its attendant traffic.

The above information functionally dictates that Highway 40 continue to be the primary route from Park City/Salt Lake City to Heber City, Daniel, and Charleston. Midway can be accessed via River Road, but some regions of Midway may still use Highway 40 into Heber City to access the south eastern areas of Midway. Therefore, in order to have a single general fix to the traffic in Heber valley it will clearly have to focus on the stretch of Highway 40 from the intersection of River Road to the current northern semaphore at 500 North Main Street. This is the route most travelers will need going to and from their homes. Increasingly, those homes will be east of Highway 40 along this stretch of highway.

Any proposed bypass must first take into consideration that a large percentage of traffic needs Highway 40 to get to Heber City, Daniel and Charleston, with increasing traffic volume in the future going to the east of Highway 40. This must be the preeminent fact as one addresses so-called "pass-through" traffic. With that view in mind, Highway 40 alternatives A-F clearly go to addressing the core problem. However, it is likely from our perspective that an amalgamation of some of these alternatives may be the best solution. For example, alternatives B and C may be combined and used as needed at different points along this corridor (between River Road and 500 North Main street). Alternative A would be a simple fix for downtown Main Street if it didn't disrupt virtually every business on Main Street. We need more information on how this option could be done without massive disruption to these businesses. Option D is enticing but seems too difficult and expensive. We need more information! We are not certain that Alternative E would fully solve the problem, given the growth Heber City is expecting. Again, more data are needed. Alternative F, seems to be the most doable fix to The Main Street traffic problem. Traffic on current Main Street and on 100 West could

conceivably be fairly light and speed limited under Alternative F, if additional traffic is branched off of Highway 40 by East and, possibly, West Corridors intersecting Highway 40 at around 900 North Highway 40. Right now we favor Main Street Options B,C and F done judiciously and in combination.

Clearly, there needs to be some sort of East corridor(s) to handle the heavy development anticipated in that area. However, the question is whether that should also be the primary corridor for “pass through” traffic. Option EB seems most likely to meet both “pass through” and East Heber-destined traffic. EA-EC all address these needs, but require more local input from the east side. Clearly something must be done with new and significant east routes, as this area will experience highest development through Heber City’s plans

All West bypass options will impact the North Fields, aka the “Jewel of Heber Valley”, but one, WD, is particularly destructive. The least environmentally impactful options from WA, WB, WC should be considered further, although, we, like many citizens, are concerned with ultimate environmental and monetary costs. Any alternative selected should be for “pass through” traffic only with no options for development along the bypass route. Restricted to “pass through” traffic only, one lane per direction may be sufficient, but that must be data driven. The worst scenario of options WA, WB, and WC will be one built as an artery for developing the North Fields and disrupting the quality of life in other areas along its route. Maximum input should be obtained from those affected.

Option WD fails on all counts. It ignores the primary problem of traffic going to Heber City and seeks instead to accommodate supposedly “pass through” traffic by the most expensive, environmentally destructive, long, and esthetically and culturally damaging method possible. This route would destroy the North Fields that have been protected by citizen referendum. It would disrupt the iconic view of the North Fields and Mount Timpanogos from Highway 40 that citizens cherish. It would require the massive purchase of expensive land, instead of using land already acquired for a potential western bypass near 900 North Main Street. It would completely disrupt the historical agricultural use and function of the North Fields. It would seriously impact many irrigation ditches and wetlands that go throughout the North Fields. Most importantly, it would open the North Fields to commercialization and development through its rotary hubs. This is likely the reason behind those who are pushing for this route. In sum, it would have highest cost, highest negative environmental, visual and cultural impact. It would do the least to address the main traffic needs of Heber City and would have a massive effect on agriculture and on the rural atmosphere and quality of life in Heber Valley.

Proponents offer weak mitigations such as planting trees and creating berms to address what are multifactorial problems of this proposal. Trees take time to grow. If they are evergreen, they grow relatively slowly and will not look natural in this setting. If they are more native deciduous trees, they will only screen during part of the year. In any event, the screen will only be partial given that large and obvious trucks will be going down this

route. The water table in this area is very high and the ground very porous,. Because of this the area has been designated by the county as its most sensitive area for groundwater contamination. Farmers will be blocked from accessing lands and the road will potentially bisect many farms. Underpasses to allow farm connectivity, or lowering roads below grade will have water issues. The bottom line is that Option WD fails to adequately address inevitable issues caused by local growth and is also the most negatively impactful at multiple levels compared to other alternatives.

Yours sincerely,

Dan and Trudy Simmons



Heber City, Utah

Heber Valley Corridor EIS Project Team

Thank you for your response. Since your correspondence I have made comments on the EIS web site and may repeat some of those issues here because I'm getting older and do not remember everything I said in the past, sorry. In all seriousness, I was not able to attend the last virtual meeting (I have since viewed it) nor the open house held in Heber City because I am too busy working for a living and completing my obligations to my family. Honestly, the meeting was not a big deal to me because I had attended most of the previous meetings and EVERYONE KNEW the bypass was going to be on the west side. Boy was I wrong. I just spoke to Mrs. Skoy. She did attend the recent open house meeting (so this is second hand) but she came away from that meeting feeling like the east side was viewed as a very viable option by UDOT and was being pursued due to the wetlands found on the west side. UDOT has known about the western corridor and the wetlands for years and now the wetlands are a huge issue? The wetlands have always been there and have not changed. It makes one think the wetlands are being used as a hammer to drive the bypass to the east side. I have to ask, how on earth did we get HWY 40 to Heber City Main Street over the Provo river and through all those wetlands below Jordanelle Dam if wetlands are that important? I would think the community of people that exist on the east side, complete with houses, farms, pastures, fields, and businesses would carry a little more weight. I understand the federal government requirements for review of all options but the east side option has recently grown out of obscurity to an elevated hierarchy in the solution process. I wonder if UDOT is aware of what this east side concept has done to me and my family and the rest of the community we live in?

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and the rest of the community we live in?

We are seriously considering moving because of this mess. Moving was not an issue until this east side concept was presented as viable. Ironically, a viable east side option, in effect, makes us unable to sell because, who in their right mind would buy this property with the possibility of it being destroyed by a road? I wouldn't. Having this eastern option on the table effectively holds hostage any plans for our family and others along its route. Just having the east side concept on the table, as an option, projects no process even remotely able to mitigate the consequences of the east side option, if it is chosen as the perfect solution to traffic flow in Heber Valley. I don't know how it could be perfect when it does not address the west side traffic from U.S.189 that flows through Heber City Main Street and Daniels Canyon. It only addresses half the traffic volume and brings heavy truck traffic through, not around, neighborhoods and communities. The east side option would certainly have to be disclosed in any real estate transaction regarding my property. This destroys our life's work and our means for obtaining funds for our retirement plans in the future by severely curtailing our ability to sell, move, or expand our business due to loss of value and desirability of our property. I am sure none of that can be compensated for if the eastern route is chosen and we are affected by condemnation or eminent domain.

Next, I have been contacting as many people as I can that live on or around Mill Road. We have organized as a community to get this word out. Very few people knew about this east side option and were shocked by it. Mrs Skoy mentioned that her conversation with UDOT at the town hall meeting left her with the impression that there was not much comment for or against the east side corridor in the past and that lack of input somehow translated into "no one really cared about the east side bypass option, therefore, let's do it". That concept is false on all premises. Not one person or household on or around Mill Road that I have spoken to about the east side option, surprised or not, was in favor of it, NOT ONE. We have contacted hundreds of people, everyone said, "the bypass is going in on the west side", EVERYONE. The impression that the East Side does not care about losing their homes, safety, peace and quiet, property values, etc is an absurd fallacy. The fact that everyone I contacted that was knowledgeable about the need for a bypass, uniformly stated, "that is going in on the west side" cannot be an anomaly. It has been the expectation of this community, by that I mean Heber Valley residents and government agencies, that the bypass would be going through the western corridor.

I assume UDOT has a pretty good idea where the bypass should go. They have spent a lot of time studying it. What would influence or change that logical decision? I would hope ideological issues that place environmental concerns over the established lives and homes of people would not be one of them. I feel for those who own land and homes on the western corridor. The bypass has been a long time coming to fruition. I'm sure they have the same concerns about their homes that I have about mine. But, they have known for years, as has UDOT, Wasatch County and Heber City, that the western route has been preserved for that purpose. It is a fact that the number of dwellings and volume of individuals that will be directly and severely affected on the west is far less

than those on the east. By directly and severely I mean, confiscation of their house, their farm, their land, and their business. The cost to human life and property should outweigh the existence of and need to cross an area reported to be wetlands. There is no dispute that a bypass is needed, what is in dispute is value placed on a minuscule area of wetlands over human life and property rights. The difficult decision should not be wetlands versus people, that should be clear. The difficult question will be what route will adversely affect the least number of human lives and still meet the objective for traffic flow through Heber Valley.

Thank you for your time.

Joe Coombs

November 2, 2021

To: Heber Valley Corridor EIS

Feedback and alternate proposal for Hwy 40 Heber City bypass.

Feedback on current proposals

Routing the bypass road on the west side of Heber is the best proposal for many reasons. This west side route has been supported for many years by the Heber City government and by Wasatch County government. All routes plan for many years. The route is nearly flat all the way which should keep construction cost at a minimum. The best north side starting point for the west side route is included in the WD option.

Routes WB and WC are preferred over WA and WD on the south end attaching to Hwy 189. However I have included what I think is a better route for the south end of the bypass in my alternate proposal later in this document.

The east side routes EA, EB, EC and ED are not desirable in my opinion. All these routes go right thru very populated residential areas and do not really "bypass" Heber but rather bisect Heber.

The west side routes are preferential for light industrial area access as these areas are located predominantly on the west and south end of the Heber City area.

Alternate proposal (Wasatch County Resident)

Please consider this alternate proposal which starts the bypass near the current weigh station on Hwy 40 south of Heber City. The starting point should be south of 3600 South Street and proceed West hugging the hills. Build roughly following Daniels Creek the route continues west of South Field Road, approximately 2000 West and intersects Hwy 189 just East of the Hwy 189 and 300 South intersection, west of the airport end of the runway. The north bound route continues basically following the WA, WB, WC and WD described routes. The key is that the bypass is started at the Weigh Station and is predominately south of the Daniel residential area.

This route provides minimal impact to residential areas, fully bypasses the Heber City Main Street area, provides a Hwy 189 North to Park City route, provides nice Hwy 40 to Hwy 189 to Provo link and follows the mid valley plan which has been in the Heber City and Wasatch County plans for many years.

Summary

No to all East side alternatives.

Yes to West side alternatives WD on the north end and WC on the south end.

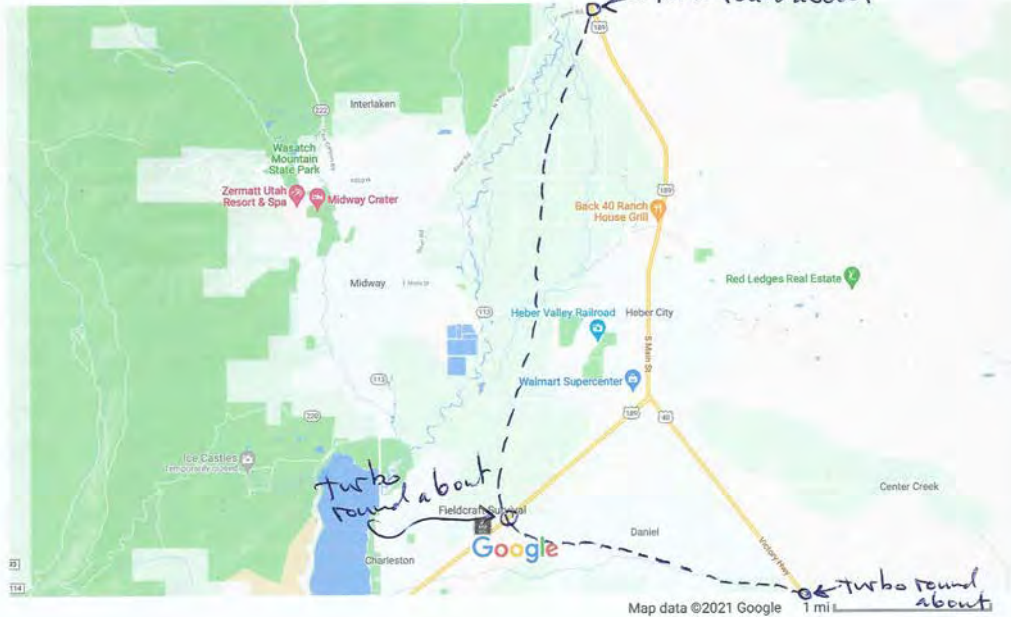
Alternate proposal for better routing of traffic starting near the Weigh Station on Hwy 40.

Thank you,
Gordon Mortensen
Wasatch County Resident



Google Maps

Alternate Proposal
(Wasatch County Resident)



Map data ©2021 Google

near
Wegh
Station



IN REPLY REFER TO:

United States Department of the Interior

BUREAU OF RECLAMATION
Provo Area Office
302 East Lakeview Parkway
Provo, UT 84606



PRO-631
2.1.4.17

VIA ELECTRONIC MAIL ONLY – hebervalleyeis@utah.gov

Heber Valley Corridor EIS
Attention: HDR
2825 East Cottonwood Parkway, Suite 200
Cottonwood Heights, Utah 84121-7077

Subject: Comments on Heber Valley Corridor Environmental Impact Statement Conceptual Alternatives

Dear Heber Valley Corridor Team:

As you proceed with the development and analysis of the conceptual alternatives that have been proposed for the Heber Valley Corridor Environmental Impact Statement (EIS), the Bureau of Reclamation provides the following comment for your consideration.

As has been discussed in previous EIS meetings, the United States, acting through Reclamation and the Utah Reclamation Mitigation and Conservation Commission, owns and manages over 1,500 acres of land in Wasatch County adjacent to and including the Provo River. This property is the Provo River Restoration Project (PRRP). We understand that based on the conceptual alternatives that have been presented so far, the PRRP might not be impacted by the Heber Valley Corridor Project. If this changes, and direct or indirect impacts become a possibility for the PRRP as alternatives are developed, Reclamation may then ask to become a cooperating agency as we would have a decision to make for any potential impacts.

We appreciate the opportunity to coordinate with your team during the EIS process. If you have questions, please contact Ms. Brittany White from our environmental group. Ms. White can be contacted by phone or email at (801) 379-1052 or blwhite@usbr.gov. For Text Telephone Relay Service access, call the Federal Relay System Text Telephone (TTY) number at (800) 877-8339.

Sincerely,

Acting For

Kent Kofford
Area Manager

Digitally signed by RICK
BAXTER

Date: 2021.11.03
09:51:43 -06'00'

November 3, 2021

EPA COMMENTS

SUBJECT: Heber Valley Corridor – Alternative Concepts Development

FROM: Matt Hubner, NEPA Project Lead; Chris Razzazian, Air and Radiation Division and Nolan Hahn, CWA 404 Program

TO: Naomi Kisen, Environmental Program Manager, UDOT and Craig Hancock, Project Manager, UDOT

The following are comments for your consideration pertaining to the request for input on the Alternatives Concepts Development of the Heber Valley Corridor Draft EIS. We appreciate the opportunity review alternatives and are providing comments based on our review of the provided information and discussions from the September 30 agencies meeting. If you have questions or would like to discuss these comments, please contact me at (303) 312-6500, or by email at hubner.matt@epa.gov.

General and Safety

- We were pleased to see the breadth of alternatives being evaluated for this project. Further, it was useful to hear from UDOT that, though land has already been purchased on the west side of Heber City by the City, it is not driving the direction of alternatives selection. In our scoping comments, we signaled our concern regarding this and the possibility that it could limit the scope of the alternatives. Further discussion on this is below, in the Water/Wetlands section.
- We recommend that accurate counts of existing vehicle traffic, especially heavy haul diesel trucks, be collected. Further, we recommend that counts be conducted not only at peak times or under conditions that are more likely to result in failure conditions. Alternatives selection and analysis in the EIS would be best-served by having a clear picture of the baseline traffic patterns throughout the day and during favorable and unfavorable conditions alike.
- We re-iterate our verbal comments from the September 30 meeting that alternatives diverting traffic from Mainstreet, especially heavy diesel truck traffic, would benefit from two lane service. One lane service would likely not provide optimal peak traffic results and truck traffic would likely impede passenger vehicles during off-peak hours leading to possible congestion. Further, issues of decreased safety are a consideration for undivided single lanes of traffic where passing may occur in the oncoming lane. We recommend these comments be considered to ensure alternatives meet the purpose and need of the project and increase or maintain public safety.

Air Quality

- For alternatives that would involve construction near businesses and residences, we recommend that analyses of air impacts be conducted by calculating and analyzing emissions that would

result from the construction activity. Depending on how and where the project is constructed, emissions during construction may result in the highest impacts on nearby populations.

- Further, if there are potential receptors that could experience increased exposure to traffic resulting from the alternatives, we recommend that UDOT consider whether a more in-depth air quality analysis is necessary to inform decision makers and nearby populations.
- As a part of alternatives development we recommend alternatives provide high level of service (LOS) and avoid failing LOS conditions thereby reducing motor vehicle emissions associated with traffic congestion. We also recommend that the alternatives include other design measures that can improve near roadway air quality such as the use of vegetative barriers (see, <https://www.epa.gov/air-research/recommendations-constructing-roadside-vegetation-barriers-improve-near-road-air-quality>).

Environmental Justice (EJ)

- In addition to analyzing effects of alternatives on the general population, as part of the alternatives development for this project, we recommend that the UDOT analyze any effects alternatives may have on any marginalized communities that could be further impacted by the implementation of an alternative. For instance, if a bypass were to increase traffic, including emissions, and disrupt residential life or impede movement of community members to other parts of the city, we recommend that considerations to ameliorate the impacts of alternative(s) on the community(ies) be incorporated or other alternatives be considered.

Water/Wetlands

- One of our primary concerns regarding this project was the potential for development of a western bypass that would be more likely to impact waterbodies and wetland complexes. As noted above and in our scoping letter, we were concerned that due to the historical purchase of land on the west side of the city, and the secondary cost screening criteria, the alternatives could be narrowly limited to favor selection the western route. The discussion at the September 30 meeting allayed much of these concerns; however, we reiterate that the western alternatives could result in greater wetland impacts and may not be the LEDPA under CWA 404. We were pleased to hear that eastern alternatives were likely more favorable and fit better with the existing traffic patterns. Further, commitments to delineate wetlands and waterbodies in the project area are welcomed and will better inform alternatives selection and development in the EIS.

UDOT EIS Public Comment
Nov 4, 2021

Dear UDOT;

We are the Wasatch Open Lands Board (WOLB), a Wasatch County Government Advisory Committee established to vet applications, and send recommendations to the County Council on properties that are interested in utilizing the \$10 Million Open Space Bond passed by voters in 2018 to preserve what is essential and unique about Heber Valley—its agricultural heritage. This was a major action taken by Wasatch County to preserve agricultural land. Here are more actual votes where the majority of Wasatch County voted to preserve the Valley's agricultural land.

Also in 2018, County wide Proposition #10 was defeated by 62.74% of the voters, which overturned the Wasatch County Council decision to move a zoning boundary and introduce higher density in the beloved Central Zone, where North Fields is located. Again in 2016, Proposition #12 on the ballot resulted in almost 74% of the citizens of Wasatch County voting AGAINST the rezone of 2800 sensitive acres to a smaller 10-acre zone.

All of these recent voter actions *show the consistent commitment of the majority within Wasatch County* to preserving the A-20 agricultural heritage in the North Fields part of Heber Valley. The North Fields are what Heber Valley is mainly known for; they are irreplaceable, and the A-20 zoning protects the unique aquifer, wetlands, and groundwater draining into the Provo River and Deer Creek.

As elected and appointed representatives for our County to promote open space preservation we are very concerned about the UDOT Western Bypass Alternatives presented in Oct 2021 for the Heber Valley Corridor EIS Project. Thank you for considering our comments below.

Comments On The Alternatives

1- Alternative WD: West Bypass Turbo Roundabouts. Private landowners in this 'Alternative' area have already submitted 'Notice of Interest' applications for WOLB's funding to sell their development rights. These property applications will also seek other federal and state matching grants from NCRS, etc., in order to finalize a conservation easement on their property. Also, other property on the west side of Alternative WD *is currently preserved* using our Open Space bond funds, federal and state moneys and have legal conservation easements as protections on their land.

The North Fields' zoning is A-20 because of its high-water table, wetlands, Provo River corridor, etc. The Alternative WD: West Bypass Turbo Roundabouts will destroy this incredible, unique viewshed, & detrimentally impact the wetlands and water quality that ultimately drains into the Provo River, Deer Creek Reservoir as well as the Valley's Class 1A aquifer (defined according to Utah Administrative Rules 317-6-3.2; 317-6-4.2; 317-6-5.1). This aquifer is technically defined as 'unprotected', (according to Utah Administrative Rule R309-110-4) and 'contiguous' with 'high risk sensitivity' in the North Fields (according to the latest SWCA County Groundwater Study, Sep 2020 at: <https://docs.wasatch.utah.gov/OnBaseAgendaOnline/Meetings/ViewMeeting?id=1459&doctype=1>). Full study is available from the Wasatch County Board of Health, contact Tracy Richardson, Environmental Health Scientist.) 'Contiguous' means this same Class 1A aquifer provides drinking water for **all** private and public wells within the entire Heber Valley.

We are also concerned that the proposed 'Turbo Roundabouts' located in the middle of the North Fields will allow unnecessary and unwanted commercial and residential development access that is *not* allowed under the current A-20 zoning or on those current private roads in the North Fields. Higher densities & larger roads will likely develop in conjunction with the 'Turbo Roundabouts' in what are now agricultural fields. Larger roundabouts that are on the 'turbo' level take up even more of this agricultural land. This again defeats the purpose of agricultural preservation in the North Fields. We also encourage UDOT to *not* use this WD Alternative with either the proposed UVU Highway 40 intersection, NOR the River Road intersection. These proposed intersections further cut up the North Fields into developable areas, impact the wetlands & aquifer, agricultural uses, the irreplaceable unique viewshed and sense of place for Heber Valley.

We are concerned that an intensive permitting process from the Army Corp of Engineers will be needed for Alternative WD: West Bypass Turbo Roundabouts, as well as the highest level of stormwater and groundwater protections because of the unprotected Class 1A aquifer. The thought of high-speed diesel tankers traveling through this Alternative raises increased accident probabilities, especially around roundabouts, which could also threaten water quality for our entire Valley.

2- Alternative WB1 -West Bypass Parkway at-Grade follows the previously planned Western Bypass route, yet WOLB encourages UDOT to use a route closest to the existing Heber City boundaries north of SR 113 as well as the Highway 40 intersection closest to the City at approximately 900 North Highway 40 while considering viewshed/berming/landscaping, and noise mitigation for existing City residences.

3- Alternative WA1 – West Bypass Limited-Access Grade Separated. WOLB appreciates UDOT using this route again focusing on the closest route possible to Heber City proper north of SR 113 while considering viewshed/berming/landscaping and noise mitigation for existing City residences.

Comments On The Criteria Used To Screen Or Eliminate

WOLB is very concerned the Level 2 Screening Criteria needs to protect the agricultural heritage in our Valley with our invaluable agricultural ditches, creeks, springs, streams, which all feed into the Provo River corridor and our aquifer, plus provide all drinking water within Heber Valley. Protecting this priceless Heber Valley heritage, environment, and aquifer is vital and indispensable. It *cannot be duplicated* in any other place in our Valley and is *more important or just as important* than the Level 1 screening criteria of improved mobility and the historic Heber City town center. Where else will our Valley get water from, if not from this unique, unprotected, contiguous Class 1A aquifer?

Thank you for considering our position and the commitment of the Wasatch County voters, plus the needs of all for their drinking water source in our Valley.

We look forward to providing more information and feedback in the Heber Valley Corridor EIS project.

Sincerely,
The Wasatch Open Lands Board
Wasatch County Government
openlands@wasatch.gov
<https://www.wasatch.utah.gov/Departments/Open-Lands-Board>

Heidi Franco, Chair hfranco@heberut.gov

COMMENTS ON THE HEBER VALLEY EIS BYPASS ALTERNATIVES

INTRODUCTION: My name is Bob Kowallis. I was born in 1941, lived (until age 16) in an apartment house on the two hundred block of Main Street where the Karl Malone dealership now stands, went to the Central School Elementary one block south and Wasatch High School directly across the street. Married and left Heber in 1960, and returned in 2010 to settle in Charleston. In our moves to Salt Lake City, Rawlins Wyoming, Pleasant Hill and Fairfield California we have always considered the Heber Valley our home!

ELIMINATION PROCESS TO ULTIMATELY CHOOSE BYPASS ALTERNATIVE:

EAST BYPASS ALTERNATIVES: I recommend eliminating all east bypass alternatives. These alternatives are definitely not viable as they do not provide U.S. 189 north bound an option to bypass and will encroach on, or be too close to, residential properties, both existing and currently proposed.

U.S. 40 (Main Street) ALTERNATIVES: Heber Main Street and the buildings that remain from its early beginnings is an historic pathway worthy of preservation. This four lane road, built to Utah Pioneer standards, has evolved from dirt and mud to gravel and then asphalt, each with diagonal parking. Next came the cement curbed median and parallel parking. Subsequently, due to more growth and traffic the median was removed and there came the addition of a fifth, two-way turn, lane, stop lights and other improvements which have brought Heber Main Street to where it is today. With the addition of a bypass there should be no need for changes to an already

attractive and soon to become a, traffic relieved, main street. **I recommend eliminating all U.S. 40 (Main Street) alternatives.**

WEST BYPASS ALTERNATIVES:

All West bypass alternatives have more Heber City and Wasatch County owned and dedicated property available for the route than any other alternatives and will have far less impact on residential properties.

As I review these five concepts I am convinced that a west alternative with speed of travel less than 55 mph would **not incentivize** most U.S. 40 drivers to avoid the Main Street route, especially when they will have to encounter and dog leg that is currently proposed from U.S. 40 west bound to Heber Parkway.

I recommend eliminating WD because it does not address reasonable access to U.S. 40 traffic and reaches further north than necessary with a negative impact on the north fields.

I recommend eliminating WC1 because it has a design that makes it too slow, based on the number of intersections (9) and access streets contained in the plan.

I recommend eliminating option 2 for all West bound alternatives because it takes traffic destined for Heber City from the current route on U.S.189 and sends it an additional .46 mile through the west fields, and ultimately back again to the (U.S. 189 / 1300 S) intersection. UDOT personnel have said that this is not for the airport expansion and Heber City Mayor has added, in the KCBW radio mayoral candidate debate that, “any expansion of the airport can be done within its existing foot print”.

Option 2 cuts through the HVSSD (sewer) property for 1.9 miles, west of South Field Road and completely obstructs the operation of the NW (middle) irrigation pivot area, and further reduces the effectiveness and Irrigation ability of the North pivot area which will already be impacted by each of the

four alternatives. All three pivot areas, North, North West and South will each be impacted by the unnecessary reduction in profitable acreage in addition to upsetting the existing pivot line water patterns.

Option 2, from its south beginning through to 2400 S., intersects four privately owned properties located within Charleston Town's future annexation area. A Heber City bypass should be contained as much as possible within its own boundaries and or expansion areas.

As I have considered ways to make the WA1 alternative more acceptable I recognize one of the key factors in its value are the interchanges which enable traffic to move along smoothly and at a higher rate of speed. However, interchanges at best are unsightly structures that jut up above the landscape with loops and circles attached saying look at me! Neither I nor, (in my opinion) the residents of the valley will accept a solution that draws undue attention to its self, nor blights the valley landscape with unsightly cement and asphalt structures, which will surely happen with a traditional interchange.

The road specifications for this alternative require a larger footprint than necessary and will require us to re-establish passage where the bypass is built on top of existing roads. Those roads needing re-established are: from U.S. 189 north along South Field Rd. to about one thousand feet south of 1300 S., from the N/E corner of 1630 S. Daniel Rd. north through Heber Parkway to U.S. 189, from Daniel Road west along Heber Parkway to U.S.189 and from U.S. 189 west along 1300 S. to Industrial Parkway. The section of 1300 S. between U.S.189 and Industrial Parkway will not be resolved easily and will need a way to cross the bypass in the north / south direction.

With this being said, given all previous considerations, **I recommend eliminating the WA1 alternative** leaving **WB1 as the alternative of choice.**

CONSTRUCTION OF THE WB1 ALTERNATIVE:

To enable us to move forward with construction of this route there are six items that that I will address:

1. The Route option, from S.R. 113 to U.S. 40, needs to be selected.

The route furthest east is too close to residential property and does not utilize the purchased and dedicated Wasatch County property just west of 600 W.

The center route bisects property unnecessarily, further impacts wetlands, is a “second eye sore” to the landscape and also does not utilize the Wasatch County property.

I recommend the western route that would closely follow the newly erected power transmission line, “the first eye sore”, and utilize all Heber City and Wasatch County dedicated properties. This would also place the power lines and road together lessening their individual negative visual impact.

2. Overall Road Specifications need to be determined. In reviewing all the existing roads in the valley and the UDOT West Bypass Alternatives I have identified two road designs that can be utilized on the project.

All compass directions, east, west, north and south are in relationship to Heber City.

Option A is represented by U.S. 40 east and is an “At Grade (two- lane, one in each direction with a double yellow line center)”. This design will adequately handle any and all types of local traffic, including oil tankers and in its unmodified sections is a 60 mph road.

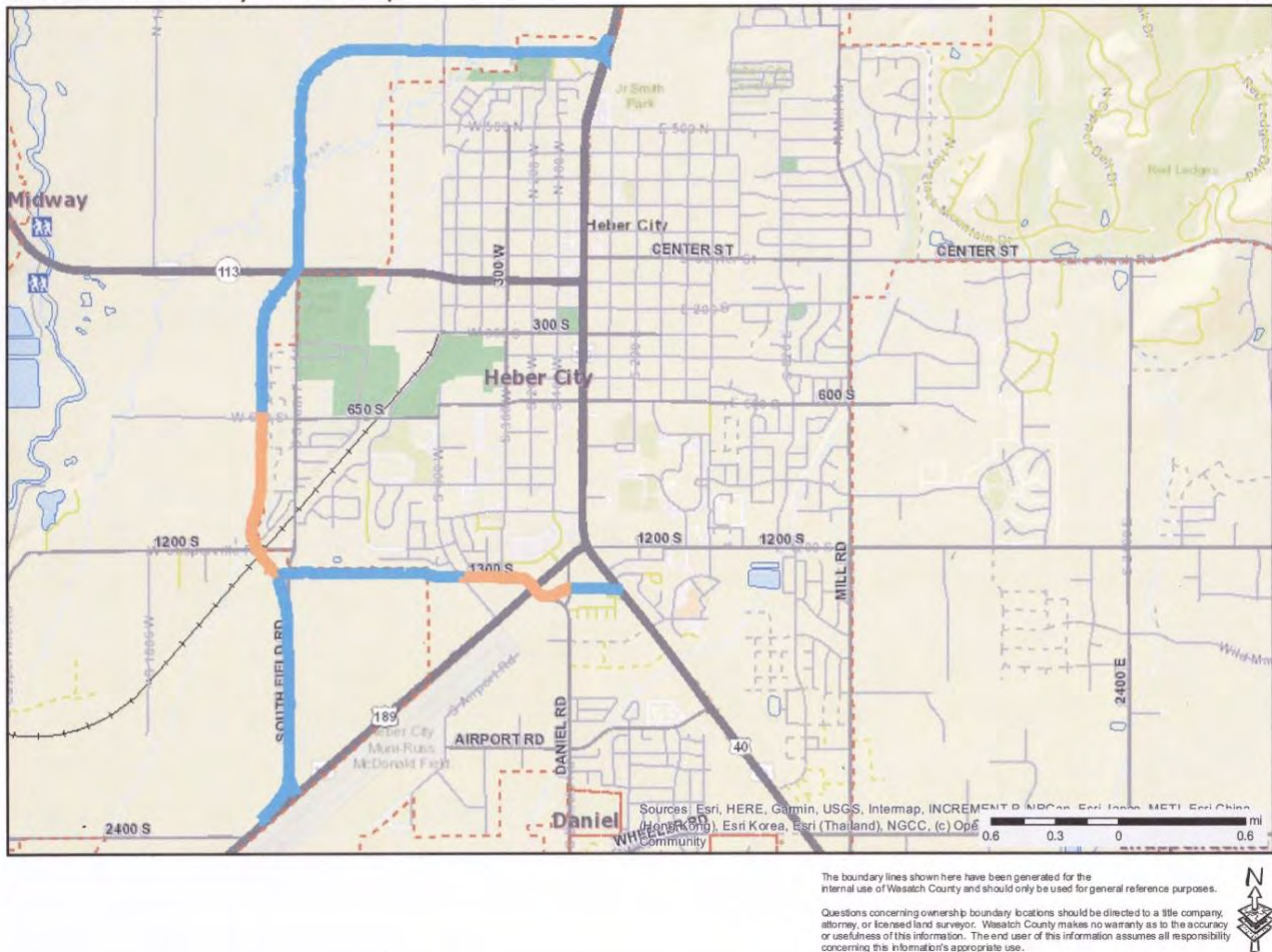
My recommendation is that **Option A** be utilized in the following locations. From U.S 189 along South Field Rd. for about 4,000 feet then divert north-west for about 800 feet to the 1300 S. interchange. (interchange explanation to follow); from the 1300 S. interchange east to 100 feet +/- before industrial

Parkway and from the east end of Heber Parkway 100 feet +/- before Daniel Rd. to S.R. 40.

Option B is shown in UDOT Alternative WC1 “At-Grade (three lanes, one lane in each direction with one two way left turn lane)” and is the same design as A, but with the third lane left turn option added. This left hand turn lane enables crossroad traffic to cross over or access the bypass more easily and safely.

Option B will begin 100 feet +/- west of Industrial Parkway and continue east along 1300 S, through Heber Parkway to 100 feet +/- before Daniel Road and from the 1300 S Interchange north 100 feet +/- beyond 650 S .

These two bypass options represent functional designs with the smallest footprint and will likely carry less than half the combined traffic of U.S. 189 and 40. They can be referenced by the Wasatch County Web Map below.



3. Intersection and Crossroad proposals: Crossings over, nor entering onto major highways such as U.S. 189, 40 and Main Street are not all regulated by traffic lights. However we have, with some frustration and patience, learned to navigate them daily. To reduce traffic on Main Street we must make the bypass the **route of choice** for those not needing to enter Heber City. This will require a road with minimal delays and one that can handle speeds between 55 and 60 mph.

Intersections as shown in UDOT's West Bypass Alternatives and according to my understanding suggest a more complex and **restrictive** junction of roads requiring signal lights, four way stops, turn lanes, cross walks etc.

Crossroads are less **restrictive**, are controlled by stop signs and function efficiently when there is a third left hand turn lane provided on the road they are going to engage.

I recommend removing the intersections at 300 W, Industrial Parkway and at 1200 S. **and establish them as crossroads.**

There are several crossroads and one Rail Road along the bypass route including the three above. Each can be controlled by stop signs. These crossroads include 600 W., 650 S., 1200 S., South Field Rd. crossing north and South Field Rd. on and off south, Industrial Parkway, 300 W. and Daniel Road. The Rail Road will control their crossing.

Including the above conversions we are left with six intersections to address. There is one on U.S 189 south, one on U.S. 40 north and one on U.S. 40 east. There is one currently existing at U.S. 189 and 1300 S. which can remain as is, one at the 1300 S. interchange and the last is at S.R 113.

I begin with my recommendation for the 1300 S. west intersection which I have drawn up in Exhibit A. This intersection, **now interchange**, is at grade with one below grade return. It is a non -restrictive junction and with UDOT's expertise could be constructed in way that would not eat up too much more of the sewer farm property.

My first thought was that this design would work well at the three U.S Highway locations but tunneling under south U.S. 189 or north U.S. 40 with their 4 lanes of traffic and center turn lane was unrealistic. It could be a possibility for U.S. 40 east.

My recommendation for U.S. 189 entering the bypass, is to install a traffic light in the north bound left hand turn lane and leave the adjacent two lanes, toward Heber, free flowing. It is understood that the south bound lanes would also have to stop when this left turn light is operating. There would be no traffic light controlling the lane coming off of the bypass onto U.S. 189 as it

would exit on a southbound merge lane. At this location there would be no provision to enter north bound traffic. Should this be desired, they can go further south and turn around at the 3000 S intersection.

My recommendation for U.S. 40 north is to utilize the south bound exit ramp onto the bypass and control the bypass exit traffic onto U.S. 40 with a traffic light. This will enable the bypass exit traffic to go either north or south on U.S.40.

My recommendation for S.R. 113 is to have the bypass cross over S.R.113 at grade and have S.R.113 follow its current route below grade. This will fulfill the needs of the bypass by providing unrestricted passage and the ability to maintain reasonable speeds. This option also preserves, with a slight sacrifice, our heritage pathway between Midway and Heber City, “Midway Lane”. Unless UDOT has data otherwise, I see no reason to connect these two roads.

There are several things that come into play when taking this approach:

1. Maintaining the integrity of South Field Road and its ability to access S.R.113.
2. Restoring the walking path along S.R. 113 that will be interrupted by the bypass.
3. Restoring the lane into farm buildings cut by bypass south of S.R.113
4. When building the underpass be mindful of underground sewer on south underground power lines on north.
5. After crossing S.R. 113, continue the bypass between the first and second power poles and follow the power line right-of-way **on the inside** to U.S. 40. As you make the north east corner, try to avoid entering parcel # 08-0056.
 - a. This will avoid impact on the smaller properties west of the power lines.

- b. This will keep the two “eye sores” together.
- c. This will keep us clear of all but one of four properties whose owner succumbed to eminent domain at the n/w corner of the power line construction. We will still have to enter his property just south of S.R. 113.

My recommendation for U.S. 40 east appears to be fraught with complexity and if not resolved could eliminate all west bypass alternatives. See map below.

The original plan (Black) was designed to originate at U.S. 40 and the entrance to the Intermountain Hospital complex. The route began at this strategically placed intersection and headed west in an unobstructed path to connect with Heber Parkway to the west.

In about 2016 Burton Lumber met the Heber City requirements to build a lumber yard on Daniel Road just south of the mobile home park, **thus eliminating the original plan.**

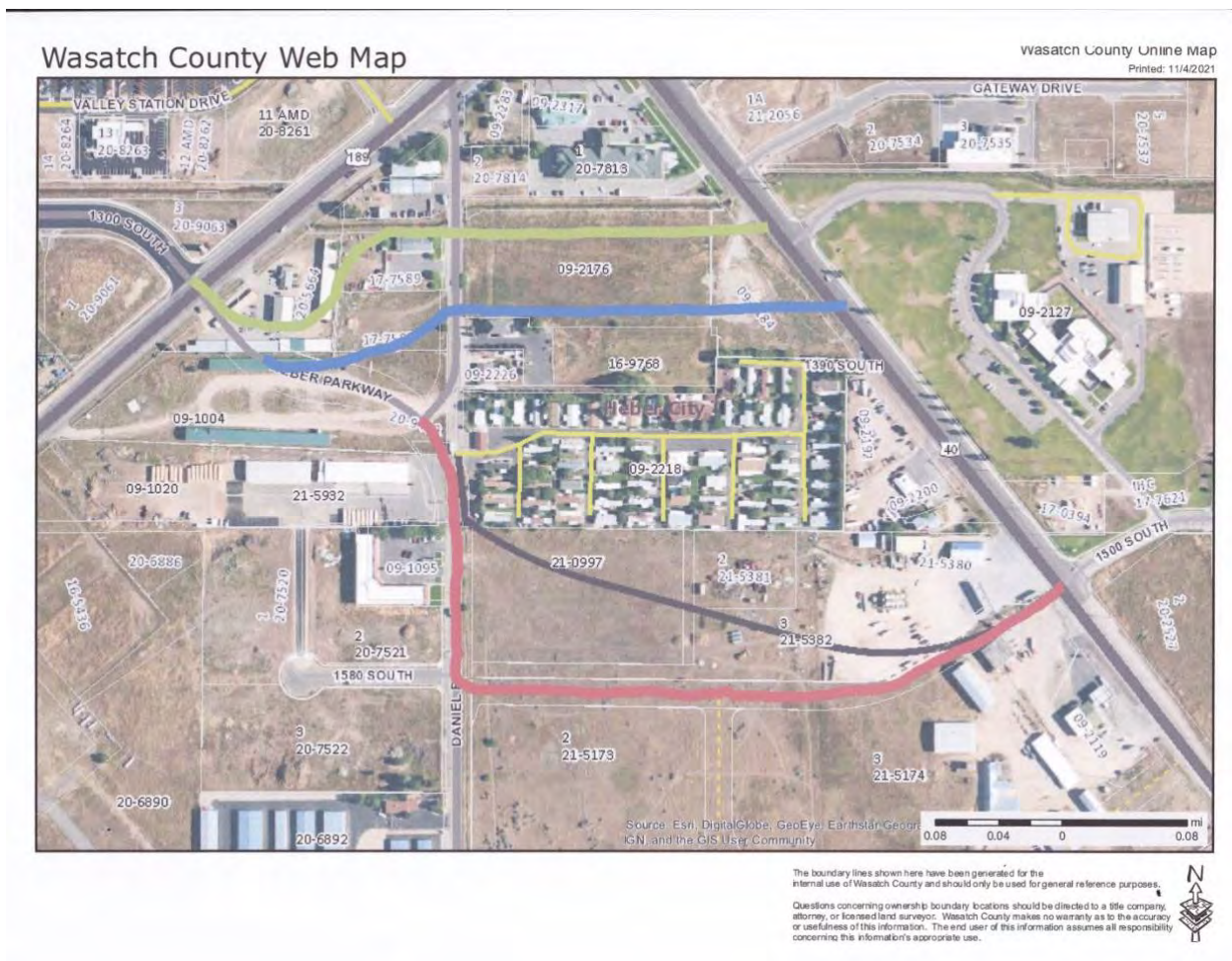
Heber City owns a 73 foot +/- strip of land south of Burton Lumber which goes from Daniel road to U.S. 40 and could have been considered the second option. (Rust)

This narrow road meets Daniel Road at 90 degrees. There is no additional space north or south which makes the turning radius on to Daniel Road too small to accommodate the type of traffic coming from U.S. 40. If that weren't enough, immediately south of this second option is an in progress condominium project. **These negative circumstances eliminate the second option.**

Going further north along U.S. 40 there are two undeveloped parcels of land that can offer an unobstructed path from U.S. 40 to Daniel Road and from Daniel Road to our destination at intersection U.S. 189 and 1300 S. I established what I will call the third option (Blue) which has an acceptable

approach to our intersection but I found out later that it is crossing two parcels that are “shovel ready” for a medical office building. **This eliminates the third option.**

Moving 200 feet further north on the same parcels, I **established what I will call the optimal option,** (Green) It is in fact the only remaining option from U.S. 40 to the west. Traveling west from Daniel Road it crosses through older developed properties and has a less desirable intersection approach.



4. Incidentals:

There should be a sound wall built along the route between Industrial Parkway and the 1300 S. interchange.

There is a proposed sewer line to be laid between 1200 S and U.S. 189 along South Field Road.

In regard to the graph that showed percentages of the different types of vehicles traveling on Main Street, I would suggest you make a graph that shows the impact **by length** that each type of vehicle contributes. This would be based on the average length of the vehicles contained in the highest percentage group on your existing graph. For example if this average was determined to be 10 feet and we wanted to find the impact of a 60 foot truck and trailer it would end up being the equivalent of 6 cars. I think that this might balance the graph somewhat. (f course this has nothing whatsoever to do with building the bypass and relieving Main Street congestion)

5. Summary:

The following assumes that UDOT is able to build a functional connection between U.S. 40 east and the intersection of U.S. 189 and 1300 S.

Beyond entry points at U.S. 40 north, U.S. 40 east, U.S. 189 south and intersection of U.S. 189 and 1300 S. I have presented a bypass plan with no obstructions, nor reduction of UDOT recommended speed.

As I look at my map I see traffic on U.S. 189 entering the bypass at South Field Road and making a speedy trip to exit at U.S. 40 north of town.

Conversely, traffic leaving U.S. 40 east will encounter some delay traversing the route across Daniel Road and to or through the intersection of U.S. 189 and 1300 S. The distance via bypass necessary to reach the north end of town is double that of going down Main Street and I would venture a guess it would take about the same time.

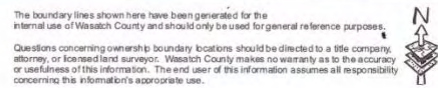
Extreme example 1: As I drive my semi with trailer north on U.S. 189 to Rock Springs I will be more than happy to save some time on the bypass rather than confronting Heber's congested Main Street.

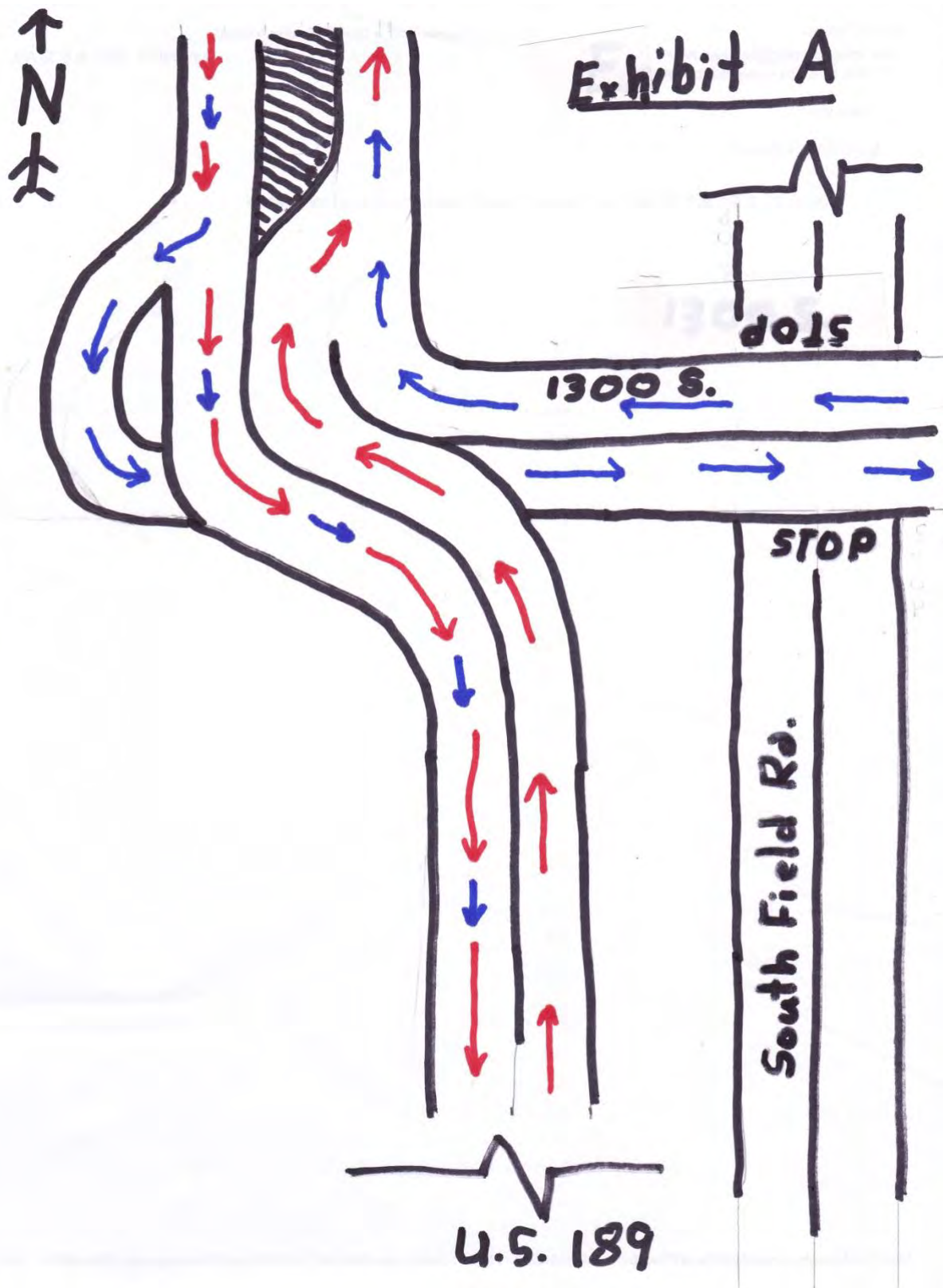
Extreme Example 2: As I drive my oil tanker west on U.S. 40 to Salt Lake, wanting to get home at a reasonable time, I have a choice to make. Should I take the bypass around or stop at McDonalds for a burger? At this point I am convinced it is six of one half a dozen of another.

6. Recommendation: Not too long ago I heard somewhere in conversation and I thought they were frustrated and thus being indignant, "let UDOT give Main Street to Heber, build themselves a new route for the U.S. Highways and let Heber determine what traffic comes down Main Street". I can see now that this statement has credibility. Not really the outcome I was hoping for.

Whether UDOT utilizes all or part of my suggested design or decides to activate one of the east alternatives and have two bypass routes **I strongly recommend that Main Street become the property of Heber City.**

Wasatch County Online Map
Printed: 11/4/2021





UDOT Heber Valley EIS Comments

Nov 4, 2021

Dear UDOT,

As the new Mayor-elect of Heber City thank you for considering my comments on the various alternatives, criteria, and impacts. I and the Heber City Council look forward to working with you on the Heber Valley EIS Project. Our City greatly appreciates the HAWK crossings on Main Street and your responsiveness to us on traffic light timing, & your continuing upkeep on Highway 40, SR 113, Highway 189. We greatly appreciate all of your hard work and vision to help us with the Heber Valley Corridor EIS Project. We want to be a valued partner as the Corridor project moves forward. Thank you again!

COMMENTS ON ALTERNATIVES

1- Alternative 40A: This alternative would be very disruptive of Heber City's Main Street and would make it difficult for the downtown to retain its commercial activity and the City/County tax base in the short-run during construction, as well as incredible long-term business disruptions. Right of way costs could be very high given property values. As our City and County rely on Main Street for its tax base, I am greatly concerned about this alternative. I am concerned impacts to our city budget in the short and long run. I believe this alternative would not allow Heber City to revitalize its Main Street for pedestrian mobility, but instead focus Main Street on traffic mobility only.

2- Alternative 40B: This alternative creates many roundabouts that will slow down traffic but not manage diesel, local, commuter, and tourist traffic without incredible gridlock. Mobility will be greatly impaired with this alternative. I can't visualize replacing the current high-volume intersections with roundabouts. All traffic on the road would slow to a crawl during rush hours, evening, and weekend hours and create even longer commute times. The gridlock from this alternative alone would stop Heber City from revitalizing downtown. I believe that local traffic would not want to use Main Street at all with this alternative, nor would it be a tourism draw. I believe this Alternative could *only* work in conjunction with another alternative to take diesels and commuter traffic off of Main Street. Yet, I doubt UDOT wants to double their costs by building two alternatives.

3- Alternative 40C: I do like the access off of SR 113 on the western side of Heber City (before 600 West) onto Center Street. This would increase access and mobility into our downtown as well as lessen traffic loads on SR 113 to Heber City Main Street. I am concerned though about the impact on the residential areas from 600 West to Main Street. Please check with the Heber City Engineer as to right-of-way widths the City already allows on west Center Street. This alternative does not help redirect diesel or commuter traffic off of Main Street nor help with Main Street revitalization, so I hope UDOT will consider using this alternative in conjunction with another alternative that is focused more on diesel and commuter traffic out of the downtown.

4- Alternative 40D: The tunneling idea is very attractive because the street-level Main Street could then extend sidewalks to provide greater downtown mobility for pedestrians, outdoor dining restaurants, etc. Tunneling could provide an excellent route for diesels and commuter traffic to pass through quickly and easily to their destinations, while allowing local and tourism traffic to enjoy a revitalized Main Street. I am not familiar with the logistics, engineering, and costs needed for a tunnel; yet I hope current businesses on Main Street could still be accessed and used during construction. I hope there would not

be short-term or long-term economic disruptions to existing businesses in this alternative. I look forward to further discussions given UDOT's knowledge of how a tunneling alternative could work. I do not believe the bridge alternative would revitalize the City's downtown, but rather stop revitalization given the bridge's double traffic & double noise preventing pedestrian enjoyment of the downtown.

5- Alternative 40E: Reversible lanes are confusing and actually scary to drive on. With the amount of tourism traffic we receive that is unfamiliar to the area, I believe reversible lanes would not work. I also believe that our rush hour traffic is getting more even on both sides of Main Street so reversible lanes may not help as much with rush hour traffic. Reversible lanes will not help revitalize our downtown, nor take diesel & commuter traffic off Main Street.

6- Alternative 40F: The one-way design of Main Street and 100 West could be applied in a new way. Currently 100 West is mainly residential, so the alternative impacts would be tremendous & disruptive to our citizens in this long-term residential area. Citizens do not want a one-way highway in their front yards. We do not want anyone to feel like leaving their homes because of this one-way 100 West alternative. Berms, landscaping, and other noise control measure must be used. May I also suggest a new idea that Heber City work with UDOT to study one-way traffic lanes on both 100 East and 100 West to alleviate local traffic on Main Street? Also, if this alternative ever becomes seriously considered, then consider that the 100 West option be extended straight south to Highway 189. Otherwise there would be a terrible bottleneck for traffic before the 'Hub' (1200 South) intersection.

7- Alternative WA1: This alternative follow closely what Wasatch County and Heber City planned for on a potential Bypass route. Speeds should be conducive for diesel and commuter uses. Heber City and Wasatch County already own much right of way on this route. I recommend that north of SR 113 that the route stay as close as possible to Heber City proper in order to avoid wetlands and impact the North Fields. I highly recommend that UDOT consider berms, landscaping, noise control and other mitigation for city residences along 600 West to lessen impact. UDOT should know that the City just bought a parcel adjacent to Muirfield Park on the NW corner of the City which this Bypass alternative could pass through. Heber City wanted to protect the environmental quality in Muirfield Park with this parcel purchase. Please discuss with us how this alternative route could impact the new Muirfield Park expansion parcel. In the past Heber City and Wasatch County discussed many times to limit access on this alternative to and from SR 113 only, but did not want further accesses along this alternative route especially to protect the North Fields from development. The HVSSD Board, which I serve on now and will in the future wants to protect its Sewer Farm capacity from undue disruptions in any Western Alternative Road construction. It's taken HVSSD several years to develop additional capacity for the Farm and get new land usable. I say this because of the time to install infrastructure for the sewer effluent to be used; hence, I'm concerned about any disruptions to needed sewer farm capacity for any West side Alternative. Also, the wetlands in this area tie into the Class 1A aquifer that is 'unprotected' and 'contiguous' in this Valley. It is very hard for UDOT to fight gravity and the natural drainage that occurs in the agricultural fields/North Fields on this alternative. The Class 1A aquifer is the source of all private and public drinking water in this Valley (though Midway has a different class aquifer given their geology). To me that means UDOT needs to provide the highest level of protections for ground water and stormwater if any western routes are chosen. I understand that the Legacy Highway from SLC north also went through various wetland areas, yet I did not think that those wetlands were tied to a Class 1A aquifer that is 'pristine' and a sole drinking water source. Tracy Richardson, the Wasatch County Board of Health's Environmental Scientist has the data for the Valley's aquifer and should be consulted on each

alternative. Also, the southern road in this alternative from Highway 40 south, below the 'Hub' Intersection (1200 South) that crosses in front of the City's Walmart and continues west to Southfield Road creates other major concerns for its direct impact on residential neighborhoods. Citizens in the SW corner of our City do not want a major Highway in their back yards. They are concerned for air quality, constant noise, and other quality of life and property value impacts in what now is an idyllic area. I agree with them. If diesels can be required to use the new WA1, then it won't disrupt diesels much to drive down to Southfield Road to access Alternative WA1 instead of using the proposed route in front of Walmart. Please do not disrupt our neighborhoods with the proposed route in front of Walmart. I was elected to protect the quality of life in Heber City.

8- Alternative WB1: Please see the same comments I've listed above for Alternative WA1. They still apply. I also believe that merging from one-lane to two-lanes and back again in any West bound alternative defeats the purpose of traffic mobility.

9- Alternative WC1: Please see the same comments I've listed above for Alternative WA1, except for the speed comment. The speed proposed for this alternative seems to lessen the desirability for diesel and commuter traffic compared to Alternatives WA1 and WB1.

10- Option 2 For Alternatives WA, WB, and WC: This alternative is the most disruptive to the SW neighborhoods in the City. It also impacts commercial development, property values, & development potential along the existing Highway 189 both NE and SW of Industrial Parkway, which area is already annexed into the City and is zoned commercial. If diesels can be required to use any westbound alternative, then it shouldn't be disruptive to them to drive on Highway 189 to Southfield Road where the Westbound Bypass alternatives start.

11- Alternative WD – West Bypass Parkway Turbo Roundabouts: This alternative is the most disruptive to the North Fields, the Valley's wetlands, agricultural lands, and likely our Valley's Class 1A aquifer. This alternative would forever destroy what Heber Valley is known best for – its North Fields. How can diesels maneuver roundabouts while going 55 miles per hour? Any turbo roundabout takes up even larger amounts of agricultural land thus disrupting even more of this Valley's historic, environmental, and scenic treasure. Turbo roundabouts can open up the North Fields to incredible development pressure. Wasatch County citizens have voted three times in the last five years to protect the zoning and agricultural farmland in this area. Also, what are UDOT's standards for trails, trees, and berms? All alternatives need these mitigation methods to lessen impacts to our Valley's quality of life. The proposed intersections at UVU on Highway 40 and to River Road further destroy the North Fields agricultural value as well as tremendously impact water quality. Please do not use either of these proposed intersections either. Additional mobility is not worth the loss of the North Fields historic, environmental, and scenic importance. The vast majority of people in this Valley do not want the Bypass Road to destroy *why* we live here. We live here to protect and enjoy the environmental quality from the agricultural heritage in the North Fields and other open space areas within our Valley. We do not want to lose what is irreplaceable and unique in this Valley because of this alternative.

12 – Alternative EA: This alternative seems to have the potential to take diesels off of Main Street going northbound mainly. Yet it passes by two schools and goes through high-valued residential areas. These areas also need mitigation protections just as much as the SW corner of Heber City and 100 West. Plus the School children in this area must be protected at all costs. School children and their families access the schools throughout the day and most of the year. Impacts to air quality at the schools & homes must

be considered in this alternative. *If* this alternative is seriously considered, then please add in the costs of overpass walkways for children to access Old Mill Elementary and the new Jr. High schools. Berms, landscaping, and noise mitigation would be needed for this alternative. Water quality protections are needed for the year-round springs at approximately 900 North in the 'New London' development project (directly west of 550 East/Cemetery). This alternative does not seem to redirect commuter traffic from Park City to Highway 189 though, so high levels of commuter traffic will continue on Main Street. This would lessen Heber City's ability to revitalize Main Street with increasing levels of commuter traffic.

13 - Alternative EB: The comments in Alternative EA still apply here. The seven intersections will slow down diesel truck usage of the road, plus cause increased risk to children going to the two schools on the route, as well as risk to local traffic. The four close intersections will not allow the 55 mile an hour speed limit to be used on that part of the route either.

14- Alternative EC: The 12 intersections proposed here create the same issues as Alternative EB. The proposed speed of 45 miles per hour would not be reached along any stretch of this alternative. This would lessen diesels' usage of this alternative. It would lessen *anyone* using this alternative to decrease traffic on Main Street or revitalize it. The traffic mobility potential seems worse on this alternative than our existing Main Street and greatly disrupts residential areas and schools without achieving the goals of increased mobility for diesel and commuter traffic off Main Street.

COMMENTS ON CRITERIA – LEVEL 1 & LEVEL 2

Level 1 Criteria:

Improve regional and Local Mobility on US 40: Thank you for this Level 1 criteria. Increased Mobility is important for our local and tourism traffic. I believe it is important to Heber City to redirect commuter and diesel traffic off of Main Street to allow greater local and tourism traffic. This is key to the City's vision for revitalizing our Historic Town Center. I also hope that when any alternative is built that (if possible) Heber City can gain control of Main Street with the new alternative being assigned as Highway 40. I'm not sure if the tunneling alternative on Main Street would allow this though.

Provide Opportunities for non-motorized Transportation: I believe Heber City also wants pedestrian usage to increase on Main Street as part of it's Vision. Yet I believe diesel and commuter traffic must be off Main Street to do this. Any 40A-F Alternatives, or eastside or westside alternatives must achieve a reduction on Main Street of diesel and commuter traffic to achieve this Level 1 criterion. Plus, I urge UDOT that any alternative chosen should provide safe and protected pedestrian trails with berms, landscaping, & noise mitigation to the greatest extent possible. Our City has a Master Trails Plan showing where future trails are planned in the downtown with connections to the rest of the City and County. *Can I send in this Plan to you?* It is very useful to see the vision of planning non-motorized transportation corridors for any alternative.

Heber City's Vision for Historic Town Center: Heber City also developed a downtown Revitalization Plan using UDOT grant money. *Thank you again, UDOT.* This plan does increase & focus pedestrian mobility/walkability in the Historic Town Center. Yet I believe any alternative ultimately chosen must (again) redirect diesel and commuter traffic off of Main Street in order to achieve this. I greatly appreciate UDOT's cooperation to help our City achieve this Level 1 criteria!

Level 2 Criteria:

Waters of the US: This Criteria is as important as the Level 1 Criteria. This Valley has one main Class 1A pristine aquifer where *all* public and private drinking water comes from. This aquifer is unique to our Valley's geology and geography. We can't change gravity, geology, or the impacts of the westside alternatives on the water drainage into the Provo River and Deer Creek—which is the major water source for Utah Valley, etc. I am committed to the highest water quality protections within our City and Valley. This is why I was just elected. I strongly encourage UDOT to protect water quality in these impacted Waters of the US to the highest degree possible in any alternative. We must protect the contiguous and unprotected aquifer in our Valley in order to live here. That's why this criterion is just as important as any Level 1 Criteria above.

Section 4(F) Resources: There are potentially historic property along most 40A-F alternatives. The City has a Historical Preservation Committee which UDOT can consult with for particular property impacts. Each property likely needs a case-by-case review for its historical significance or need for preservation.

Right-Of-Way: Most Rights-of-way are purchased using Southfield Road and northward for westbound alternatives.

Cost: I believe any alternative is expensive, especially given right-of-way costs for widening Highway 40 in the downtown. Cost is a necessary criterion, but so also is protecting the *only* drinking water source in our valley. So also is protecting the unique environmental and agricultural heritage in our Valley in the North Fields. Water Quality and the agricultural heritage in our Valley are actually priceless and irreplaceable to us. Please, UDOT, do not let this cost criteria outweigh what is priceless and unique in this Valley. Remember how the majority of Wasatch County voters have voted three times in the last five years to protect the agricultural land and its associated water quality. Please do not let the cost criterion alone destroy what is priceless here.

IDENTIFICATION OF SOCIAL, ECONOMIC, AND ENVIRONMENTAL IMPACTS.

-As mentioned above, the social impacts are drastically HIGH for Alternatives EA, EB, EC, WA1, WB1, WC1, Option 2 for Alternatives WA, WB, WC & 40F because of residential neighborhood impacts and school impacts.

-As mentioned above, the economic impacts are drastically HIGH for Alternative 40A.

-As mentioned above, the environmental impacts are drastically HIGH for Alternatives WA1, WB1, WC1, (though following a route north of SR 113 closest to Heber City proper can help), Option 2 for Alternatives WA, WB, WC, and especially Alternative WD.

Thank you again, UDOT; for considering these comments.

I appreciate all of your work! I can't say that enough. I look forward to working with you!

Sincerely,

Heidi Franco, Mayor-elect of Heber City
Current City Council Member hfranco@heberut.gov