

### **What were the purpose and goals of the Corridor Planning Study?**

To address growth and provide a reliable transportation system for residents, visitors and commuters in Heber City and the surrounding area, the Utah Department of Transportation (UDOT) and Heber City conducted a corridor planning study in the Heber Valley to identify a potential alternate route to Heber City's Main Street. The planning study evaluated potential improvements that:

- Reduced traffic congestion on Main Street, enhanced economic development and improved the overall quality of life in Heber City and Wasatch County.
- Alleviated specific types of traffic from Heber City's Main Street, including large truck traffic.
- Improved safety and mobility in the Main Street corridor.

### **How much traffic volume is the proposed Heber Valley Parkway expected to handle and reduce the amount of large vehicles on Heber City's Main Street?**

- The Parkway is expected to carry 20,000 vehicles per day and reduce traffic volumes on Main Street by 6,000-8,000 vehicles per day.
- Main Street is approaching capacity today. If the Parkway is not built 12,000-15,000 vehicles per day will need to find alternative routes through Heber on roads adjacent to Main Street.
- The majority of large truck traffic would be diverted to the Parkway. Every large haul truck is equivalent to approximately three passenger vehicles.
- The specific intent of the Parkway is not to reduce all types of traffic on Main Street but to draw specific types of traffic to the Parkway.

### **How is changing the type of traffic carried by Heber City's Main Street a benefit to Heber City?**

- The Parkway is a tool to help establish Main Street as a destination downtown, to improve the overall quality of life and support economic development.
- The Parkway can help change the characteristic of traffic on Main Street from pass-through to destination traffic.

### **How is UDOT supporting the vision of local government with improvements in transportation?**

- This study is a local government request to evaluate an alternative to the current U.S. 40 alignment.
- UDOT supported this request by providing staff and project management for the corridor planning study.
- The Utah Transportation Commission allocated funding for an environmental study to further evaluate the options identified in the corridor planning study. The environmental study is expected to begin later in 2019.

**What topics were brought forward during public comment?**

- Potential impacts to neighboring homes
- Potential consequences of realigning U.S. 189, including airport related issues
- Need for greater public involvement
- Potential impacts to community resources, including the sewer farm
- Overall attention to safety
- New suggested alternative routes
- Potential economic impacts
- Potential impacts to the environment
- Preservation of community character
- Improvements to existing infrastructure to address traffic congestion

**How were public comments incorporated into the recommended routes?**

- All comments received during the comment periods were carefully reviewed by the study team.
- Route recommendations submitted by the public were evaluated using the same criteria as the other concepts.
- As a result of the community engagement throughout the study process, the study team carried forward more options for the environmental study to consider than previously anticipated.
- All comments will be provided to the project team conducting the future environmental study for review and consideration during that phase.

**What criteria were used to evaluate the route options?**

- Wetland Impacts
  - Acres of wetland impacted by a proposed corridor
- Truck Utility
  - A measure of how easy it is for heavy trucks to use another roadway option. This measure is primarily based on the number of curves and the speed at which those curves can be driven.
- Direct Property Impacts
  - A measure of direct impacts to private property with weight given to impacts that would require acquisition of houses.
- Adjacent Property Impacts
  - A measure of indirect impacts (e.g. noise) to properties adjacent to the corridor.
- Sewer Farm Impacts
  - A measure of how much property would need to be acquired from the sewer farm to accommodate the corridor and 100-foot buffer.
- Traffic Performance

- A measure of traffic operations performance of the option, particularly at the Heber Valley Parkway and the “Y” (1300 South) intersection.
- Local Connections
  - A measure of how easy or difficult it would be to provide or restore access to businesses or residences around each option.

**Is an airport expansion the reason why moving U.S. 189 off South Field Road was an option for the western segment?**

- No. The airport’s future planning is a separate issue outside of any roadway corridor decisions. UDOT is aware that the airport will soon update its master plan and that the airport has a safety zone that needs to be maintained.
- The potential realignment of U.S. 189 was a recommendation provided by the Heber Valley Special Service District (HVSSD) in an effort to minimize the impacts to their sewer effluent fields along South Field Road.
- After the first open house, HVSSD provided the study team with a detailed recommendation for a different southern and western alignment that avoided South Field Road. From that point forward the study team included this alternative in the analysis, though after further review following the second open house HVSSD reconsidered its initial recommendation.
- Traffic modeling showed that the recommended route in the western segment performs better because it moves traffic away from the Hub area and through a realigned portion of U.S.189.
- UDOT will coordinate with FHWA during a future environmental study to make a final determination on the feasibility of realigning any portion of U.S. 189.

**Why did you evaluate a route so close to residential homes near 1300 South for the southern segment’s east/west connection?**

- Heber City has preserved this corridor for a future roadway for a number of years in anticipation of a future alternate route to U.S. 40.
- This route reduces impacts to other regionally-significant operations, such as the sewer farm.
- Traffic modeling showed that the recommended route is best able to meet future traffic demands in the current U.S. 40 and U.S. 189 intersection area.
- Based primarily on benefits to the south segment, the study team initially recommended the option that would re-route U.S 189 onto the Parkway.
- Due to feedback from the public, the study team decided to carry both alignment options (new route, South Field Road) and both U.S. 189 options through to the environmental study for a more thorough evaluation of potential impacts and benefits and additional public review.

- During the environmental phase, all proposed routes will receive additional analysis – including potential impacts to neighboring properties – before a final determination is made.

#### **Why was no route recommended for the northern segment?**

- Three potential routes were evaluated by the study team, but none was recommended.
- Due to wetlands in the area, further environmental evaluation is needed in order to delineate the wetland boundaries.
- An alignment will be identified in a future environmental study that the US Army Corps of Engineering will evaluate.

#### **It looks like the new route is going to add more traffic instead of reducing it. Why is that?**

- Heber City's population is expected to double by 2050. The recommended route will accommodate current and projected traffic volumes associated with future population growth.
- The recommended route should also reduce pass-through large truck traffic from Heber's Main Street, providing for community enhancement and economic development opportunities in Heber City's downtown area.
- The new route will provide an alternative route for the vehicles that won't be able to use Main Street as it meets its full capacity. Without a new route the streets adjacent to Main Street will experience higher traffic demands.

#### **How will the Parkway actually reduce large truck traffic on Main Street?**

- The Parkway is intended to help reduce vehicle traffic on Main Street by becoming the new U.S. 40 through a jurisdictional transfer. This transfer of authority would provide Heber City the ability to limit large vehicle traffic on Main Street.
- The Parkway would need to be designed to a truck standard that meets the same purpose and national network criteria (site distance, grade, curvature, vehicle weight, etc.) for it to potentially become the new U.S. route.
- Unless this jurisdictional transfer occurs, Heber City will be unable to implement actions such as limiting the time of day, size, and/or weight of trucks currently allowed to use Main Street—or restrict them altogether—because Main Street is currently a national route.

#### **Why is an alternative route even needed?**

- The city and the county have worked hard to anticipate growth by identifying which roadways should carry higher traffic volumes and which roads should be local routes.

- These planning efforts included identifying north-south and east-west corridors to address future traffic circulation within the valley, including 1300 South. The master plans identified the 1300 South alignment as an arterial route connecting to improvements on Southfield Road (see the plans from 2010, 2015, 2017) and a new alignment through the north fields.
- As the study team analyzed future land use and traffic patterns, they verified that by 2050 an alternate route to Main Street would be needed because the traffic volumes on Main Street and adjacent city streets will increase substantially. Without an alternate route, Main Street would become even more congested and it's likely that local streets would have to carry more traffic.
- A phasing analysis was performed to see when the new corridor would be needed to keep Main Street from getting too congested (it already experiences periodic failure). This analysis indicated that Main Street will be at capacity by 2035 and it is recommended that the new corridor be built by 2030.
- The proposed Heber Valley Parkway would relieve some of the future congestion problems on Main Street and other north-south roadways by providing another option for traffic simply passing through the Heber Valley.

#### **Why is an environmental study needed in addition to the corridor study?**

- A corridor study identifies a potential route for consideration and planning purposes. An environmental study provides in-depth analysis of that potential route in comparison with other route options to identify a preferred alternative by documenting the potential benefits and associated impacts of a proposed transportation improvement.
- It is also needed to fulfill all required environmental clearances, allocate funding and preserve land to build a preferred alignment.
- In addition, an environmental study provides decision-makers with the necessary information to prioritize projects while considering the anticipated benefits and impacts.

#### **Why did UDOT conduct a preliminary Corridor Planning Study before a study such as an Environmental Impact Statement?**

- As the Heber Valley is experiencing significant development, UDOT, Heber City and other stakeholders needed to start as early as possible to preserve land for an appropriate corridor.
- The Heber Valley Parkway Corridor Planning Study helped UDOT work with stakeholders early to prevent, where possible, property development that could be in the path of a future project.
- In addition, the preliminary study helped the team build stakeholder relationships and learn stakeholder needs to enhance the environmental process.
- Conducting a planning study allowed UDOT to clearly identify a need for further environmental study and inform that study of key issues and recommendations.

**How will I be impacted as a resident or property owner?**

- An environmental study will evaluate all environmental impacts (natural and human) to determine what mitigation is needed.
- Potential impacts to be evaluated in an environmental study will include:
  - Air quality
  - Bicycle and pedestrian access
  - Residential and commercial property impacts
  - Economic development
  - Hazardous materials
  - Historic structures
  - Land use
  - Noise
  - Potential construction impacts
  - Traffic performance
  - Social (e.g., emergency services, neighborhood unity and community character)
  - Wildlife
  - Safety
  - Business and residential access
  - Complex utility relocations
  - Frontage road access
  - Property values
  - Regional growth
  - School walking routes

**Are the routes identified in the study to be the ones constructed since they are identified in the final corridor planning study report?**

- No. The purpose of the study is to identify a corridor where a future roadway could be located for further evaluation.
- Further evaluation is needed in an environmental study to address aspects that are beyond the scope of a corridor planning study, including:
  - Coordination with FHWA on the U.S. 40 and S.R.189 relocation concepts.
  - A full wetland delineation in the northern segment.
- An environmental study is the next phase in the process and will determine a preferred alignment, evaluate potential impacts including wetlands, noise, air quality and property impacts and provide mitigation strategies where needed.
- Other route recommendations brought forward during the environmental study may be considered for evaluation, including a no-build option.
- UDOT will coordinate with the Federal Highways Administration (FHWA) during a future environmental study to make a final determination on the feasibility of realigning a portion of U.S. 189 and U.S. 40.
- The public is encouraged to continue to stay involved when the environmental study begins, anticipated for later in 2019.
- Design and construction cannot begin until an environmental study is complete.
- Construction funding has not yet been identified.

**What are the next steps for me as a resident?**

- The options presented in the corridor study are not final alignments.
- A final, preferred alignment will be determined by an environmental study and as a resident, we encourage you to be involved in the next study as early as you can.
- Funding for an environmental study has been allocated by the Utah Transportation Commission, and that study may take up to five years to complete.
- The environmental study will feature a robust public involvement process that will include opportunities for public comment throughout the various stages of the study.
- Heber City and the Heber Valley Airport will be updating their respective plans while the environmental study is underway. The community is encouraged to extend their involvement to those planning processes.