

VINEYARD CONNECTOR NORTH ALIGNMENT STUDY

Northern Utah County, Utah
UDOT Project No. S-2935(2)0
PIN 16370

June 2019



Utah Department of Transportation, Region 3
658 North 1500 West
Orem, UT 84057



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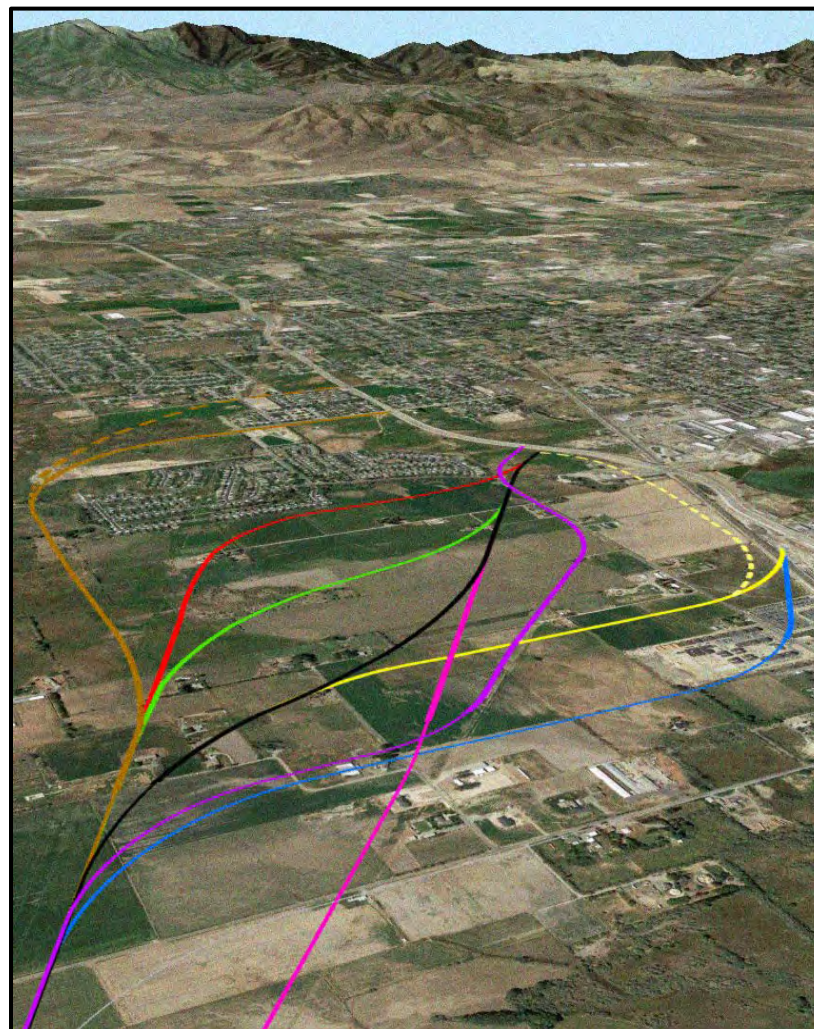
Appendix A: Projects in the 2040 Regional Transportation Plan

Appendix B: Public Involvement and Stakeholder Engagement Memorandum

Appendix C: Travel Demand Modeling Memorandum

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2008 Vineyard Connector State Environmental Study





1 Introduction

The Utah Department of Transportation (UDOT) finalized a state-funded Environmental Study (SES) for the Vineyard Connector in Fall 2008. The Vineyard Connector will be a new north-south highway in Utah County between Pioneer Crossing in American Fork and 800 North in Orem. The purpose of the Vineyard Connector will be to improve regional north-south mobility west of Interstate 15 and east of Utah Lake between the communities of Lehi, American Fork, Lindon, Orem, and Vineyard.

Despite being identified as a critical highway need, Vineyard Connector is only one of the many high priority transportation construction needs in this rapidly growing portion of Utah County. Consequently, the majority of the Vineyard Connector has not yet been built. In the meantime, continued land development has created new conflicts with the northern segment of the Vineyard Connector alignment.

UDOT's goal for the current study was to work with American Fork, Lehi, and other stakeholders to determine if a feasible realignment for the northern segment of the Vineyard Connector could be identified and carried forward, either as a reevaluation of the Vineyard Connector SES, or as an alignment for corridor preservation in local planning.

1.1 Changes in Land Use and Planning

Changes that have occurred since the SES include:

- completion of the Pioneer Crossing, an east-west highway between Saratoga Springs and I-15 in American Fork,
- construction of the FrontRunner commuter rail transit station in American Fork,

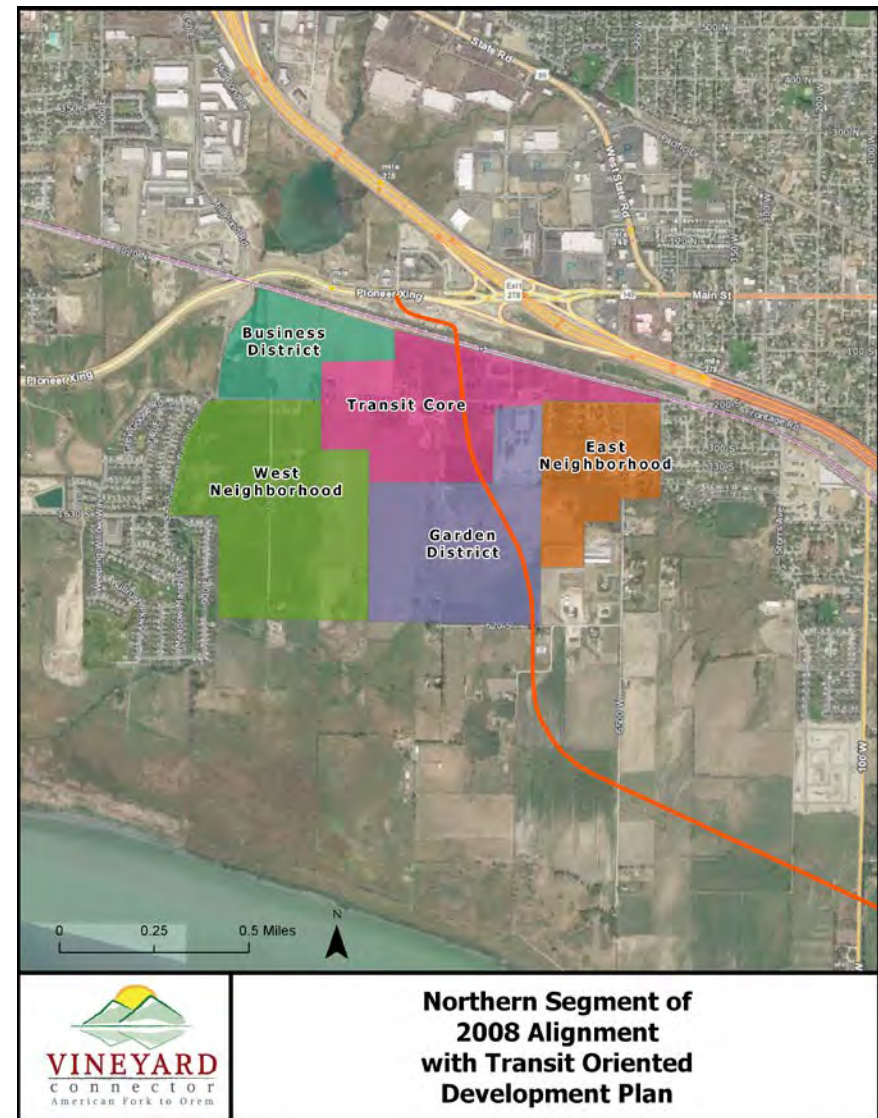




- new multi-family and commercial development in American Fork and Lehi,
- development of a Transit Oriented Development (TOD) zoning designation and land use planning by American Fork City, and
- identification of additional regional transportation projects in the 2040 Regional Transportation Plan (the Vineyard Connector SES was based on the 2030 RTP).

In 2015, the Mountainland Association of Governments (MAG) initiated the Meadows Crossing study to assess options to facilitate a more efficient connection between the American Fork FrontRunner station and the TOD area with The Meadows shopping center to the north. During this planning effort, the 2008 alignment of the Vineyard Connector was determined to be no longer feasible in the original location due to significant land use changes around the planned northern terminus of the Vineyard Connector since the SES was completed. The Meadows Crossing Study identified potential alignments and intersections of Vineyard Connector, Pioneer Crossing, and the Meadows Crossing roadway.

In 2017, UDOT completed a phasing study for the Vineyard Connector. The purpose was to assist the cities, UDOT, and MAG in their respective transportation planning and project funding efforts. In the Phasing Study, UDOT identified both the Meadows Crossing Study alignment of Vineyard Connector (Phasing Study 1A alignment) and a subsequent alignment preferred by American Fork City in their updated land use planning for the area. The American Fork preferred alignment (Phasing Study 1B alignment) would shift the Vineyard Connector next to the Lehi City limit, adjacent to the Spring Creek Ranch subdivision; illustration of this alignment in American Fork city planning documents created some animosity between the cities, contributing in part to UDOT's decision to develop the current study.





Vineyard Connector Alignment from 2015 Meadows Crossing Study and 2017 Phasing Study





Another conceptualization of the Vineyard Connector north alignment appears in the 2040 Regional Transportation Plan, where MAG identifies a future Pioneer Crossing/Vineyard Connector expressway and also identifies the connection of Meadows Crossing and Pony Express Parkway with Vineyard Connector (Appendix A).

This timeline provides an illustration of the progression of studies and planning efforts from the 2008 SES to the present study.



1.2 Study Team

The team for the current study was comprised of UDOT personnel with representation from MAG. Consultants were from BIO-WEST, The Langdon Group, and J-U-B Engineers.

- Aaron Pinkerton, UDOT Region 3 Project Manager
- Rich Crosland, UDOT Region 3 Environmental Manager
- Dan Bolin, UDOT Region 3 Landscape Architect
- Jeff Toone, UDOT Region 3 Design
- Eric Rasband, UDOT Region 3 Planner
- Matt Parker, UDOT Region 3 Program Manager
- Brent Schvaneveldt, Former UDOT Region 3 Program Manager
- Brian Phillips, UDOT Region 3 Traffic and Safety
- Doug Bassett, UDOT Region 3 Preconstruction Engineer
- Carissa Watanabe, UDOT Central Environmental Performance Manager
- Bob Allen, Mountainland Association of Governments
- Andrea Moser, BIO-WEST Senior Planner and Project Manager
- Sean Keenan, BIO-WEST Environmental Lead
- Dianne Olson, The Langdon Group Public Involvement Lead
- Vijay Kornala, J-U-B Engineers Engineering Lead



2 Public Involvement

The main goal of the public involvement activities was to engage properties owners within the study area to identify opportunities for an alignment alternative to that in the 2008 SES. The following summarizes the public involvement process and efforts made to engage the public and stakeholders. A detailed memo including copies of meeting materials and comments received is included as Appendix B.

The public engagement period was from July 2018 to April 2019. The following dates outline the milestone for the process:

- July 12, 2018 – Coordination meeting with Lehi City
- July 10, 2018 – Coordination meeting with Spring Creek Ranch HOA Executive Board
- July 25, 2018 – Coordination meeting with American Fork
- August – September 2018 – Stakeholder interviews
- August 28, 2018 – Spring Creek community meeting
- September 4, 2018 – Email update to American Fork and Lehi City
- September 25, 2018 – Study update provided to Lehi City Council
- November 1, 2018 – Study email update
- November 2018 – Property owner requests for access for wetland delineation
- November 20, 2018 – Coordination meeting with Lehi City
- December 3, 2018 – Coordination meeting with American Fork
- December 21, 2018 – Study email update
- March 12, 2019 – Study update to Spring Creek Ranch HOA Executive Board
- April 2019 – Study email update

2.1 Stakeholder Interviews

The study team identified stakeholders that would potentially be affected by the northern segment alignment including property owners with significant land holdings, the Spring Creek Ranch development, and local governments in the study area. The project team met in-person and conducted phone interviews with stakeholders to provide a project overview and gather input on alignment opportunities and area features for the study team to take into consideration.

2.2 Study Communications and Meeting Notices

The study provided three (3) updates via the project website and via email. The purpose of the email was to provide an overview of the study and provide updates on the study process and timeline.

Meeting Notice for the Community Meeting was posted on the study website, sent via email to Lehi and American Fork Cities and area stakeholders, as well as distributed directly through the Spring Creek Ranch HOA. Notices were also posted on yard signs placed at 5 locations around the Spring Creek Ranch development. Meeting notices included a brief description of the project and requested the public's participation.

2.3 Community Meeting

The study team determined that a community meeting would be appropriate to provide residents of the Spring Creek Ranch development information on the study, the purpose and need of the project, and to identify opportunities for an alignment in the northern segment. The Community Meeting was held on August 28, 2018 from 5:00 p.m. to 7:00 p.m. at the Mountainland Technical College, Thanksgiving Point Campus, 2301 West Ashton Blvd., Lehi, UT. Fifty-one residents from the Spring Creek Ranch



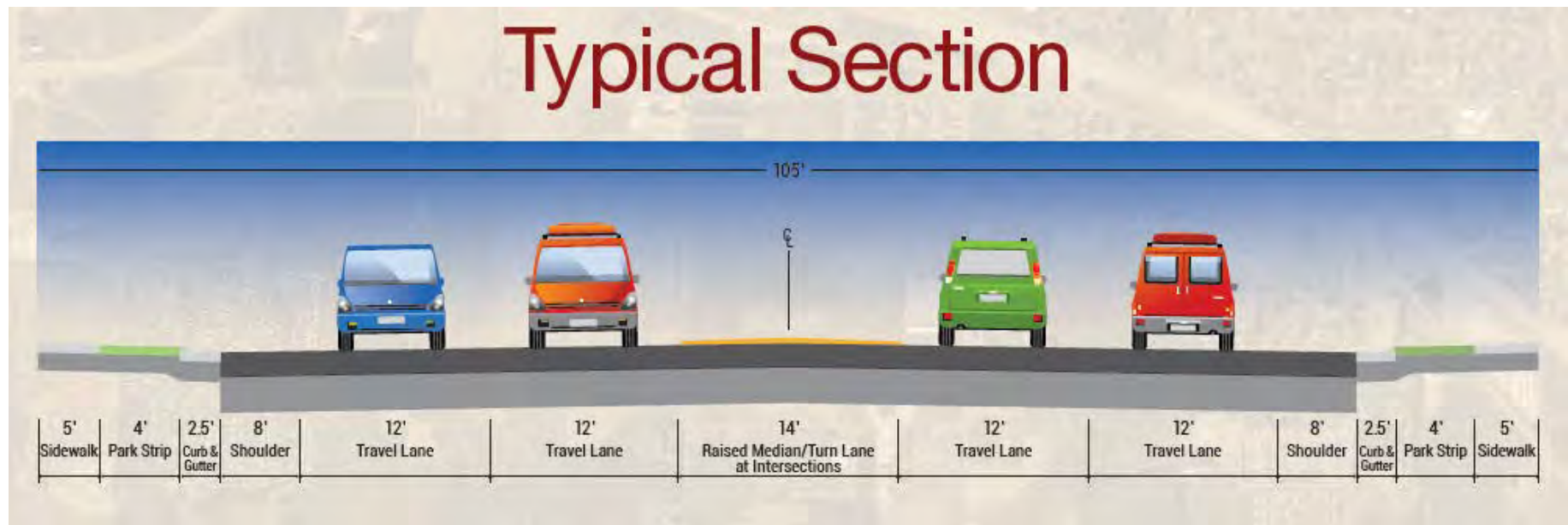
community attended the meeting. Participants were invited to submit comments in writing using the provided comment cards as well as on maps of the study area. Comments were also received subsequently by e-mail. Comments and concerns from residents fell into the following categories: safety, access and design, traffic and congestion, quality of life, protection of existing Agricultural Protected Areas, and their desire to have their input considered in transportation decisions for the area.

2.4 Study Input and Comments

Comments were received throughout the study. Comments could be submitted via e-mail, phone or comment cards or directly on maps at the Community Meeting. Comments are included in Appendix B and summarized in the table on the following page.

3 Alternatives Development

Since this study could lead to a reevaluation of the SES, the study team determined that the purpose and need and design features for alternatives should be consistent with the alternative selected for the Vineyard Connector in the SES. The SES alternative had a minimum design speed of 45 miles-per-hour and a 105-foot wide, 5-lane typical cross section. However, 2040 traffic volumes were used for the traffic analysis (the SES was based on 2030 volumes). The study team also took into consideration the 2040 RTP plan for the Vineyard Connector to become a limited access roadway with an interchange or continuous flow from Pioneer Crossing. However, interchange designs were not included in the current study; it was assumed that the intersection would initially be built as an at-grade intersection.





Stakeholder	Interests	Suggestions
Local Governments	<ul style="list-style-type: none"> • Provide East West connectivity • Provide access points and economic opportunities • Reduce congestion at Pioneer Crossing • Reduce barriers to development 	<ul style="list-style-type: none"> • Consider developing 700 W. to connect into Vineyard Connector • Consider an alignment south of the Home Owners Association to tie into Planned Pony Express • Consider an arterial from Vineyard Connector to Pioneer Crossing • Consider road east of Allred property then move west • Consider existing commercial and residential properties
Land Owners	<ul style="list-style-type: none"> • Protect existing drainage & irrigation systems • Protect land owner water rights, access to water • Allow for future development opportunities • Minimize division of parcels - avoid land locking • Minimize diagonal alignment to avoid bisecting land • Preserve agricultural history/Preserve farms for posterity • Agricultural protection • Protect privacy and minimize trespassing 	<ul style="list-style-type: none"> • Consider connection to 300 West or Center Street • Consider using city's old sewer plant access road • Consider alignment that runs south and west of Spring Creek
Developers	<ul style="list-style-type: none"> • Allow for development plans • Settle on alignment so plans can move forward • Support Transit Oriented Development 	<ul style="list-style-type: none"> • Provide pedestrian access (walkability)
Residents	<ul style="list-style-type: none"> • Pedestrian safety • Don't want to see increase in crime • Minimize traffic noise • Maintain access to Pioneer • Maintain access to/from neighborhood • Maintain access to transit • Reduce traffic on Pioneer • Don't impact air quality • Maintain privacy • Consider the existing community • Consider effect on home values 	<ul style="list-style-type: none"> • Connect to traffic moving east and west at 1900 South • Consider widening 1900 South • Consider connection at Center Street instead of Mill Pond • Maintain access to Mill Pond Road • Consider a South West alignment that connects to Center Street • Consider following the Central Utah Water Conservancy District's pipeline where an easement already exists • Mirror 5300 W in American Fork.



3.1 Alignment Variations

For the range of alternatives that emerged through the stakeholder process, there were 3 distinct locations for connecting with Pioneer Crossing at the northern terminus of Vineyard Connector:

- **SES Alignments** - A group of alignment concepts were developed in attempts to make adjustments to the SES alignment to be more compatible with American Fork's TOD.
- **Lehi Alignments** - these concepts would involve routing the northern segment of the Vineyard Connector south and west of the Spring Creek Ranch subdivision, connecting with Pioneer Crossing at either Center Street or 300 East in Lehi.
- **American Fork Alignments** - these alignments would intersect with Pioneer Crossing west of Mill Pond Road, consistent with alignments from the 2015 Meadows Crossing Study and the 2017 UDOT Phasing Study. The exact location of the intersection with Pioneer Crossing was not determined but would essentially be west of the existing Mill Pond Road intersection, approximately at 700 East in Lehi.

3.2 Travel Demand Modeling

Travel demand modeling was performed using the MAG 2040 travel demand model. J-U-B Engineers worked with MAG, American Fork, Lehi, and Utah County to confirm and update land use assumptions within the project vicinity. Future traffic demands and travel trends for the mainline I-15, Pioneer Crossing, Future Vineyard Connector, I-15/Pioneer Crossing/American Fork Main Street and surrounding roadways helped in determining reasonable alternative alignment solutions for the Vineyard Connector alignments. Assumed connections included completion of the Meadows Crossing and Pony Express roadway facilities. A more detailed memo summarizing the traffic demand modeling is included in Appendix C.

3.3 Impact Analysis Data and Methods

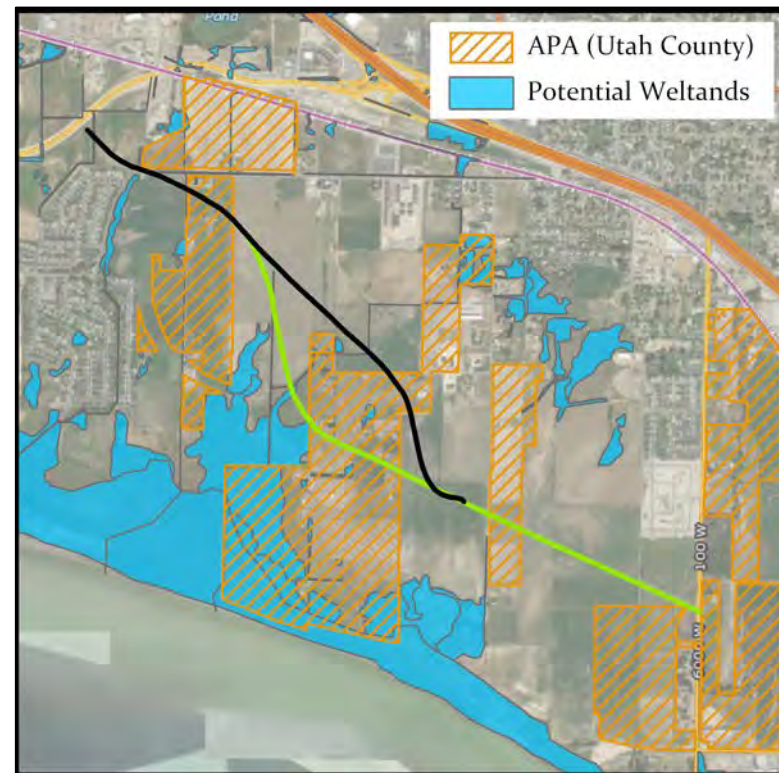
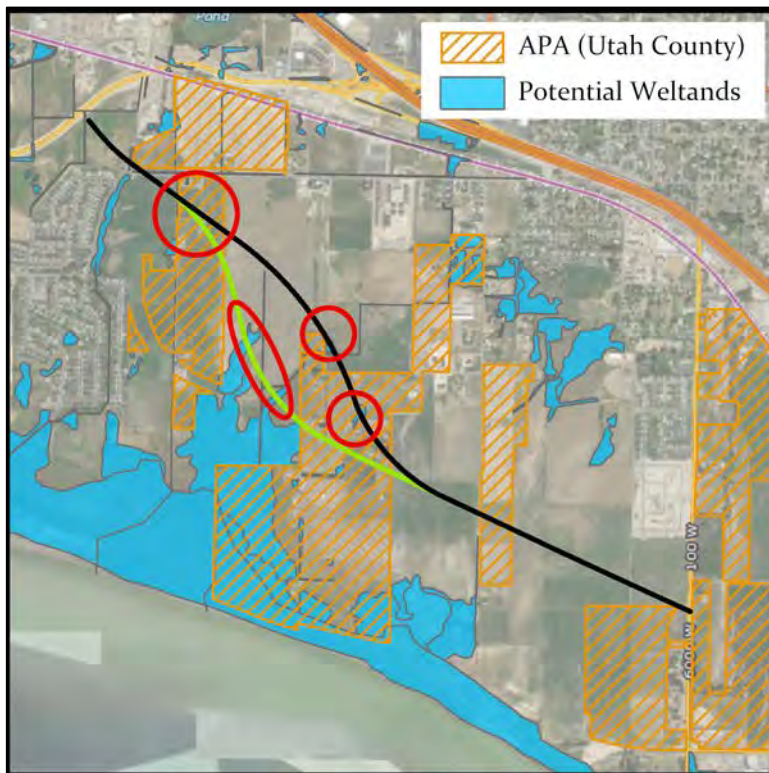
Alternative concepts were modified through an iterative process to minimize impacts everywhere possible. Data for the analysis was compiled from available sources (Utah AGRC), Utah County, the municipalities, and field data collection.

Potential Impact	Data Used
Relocations	2018 Google Aerial Imagery
Vested Developments	American Fork and Lehi permitted and platted development (georeferenced static maps)
Community Fragmentation	American Fork and Lehi zoning maps (georeferenced static maps)
Loss of planned acreage in zoned areas	Zoning maps
Loss of agricultural areas with APA designation	GIS data, Utah County
Noise impacts	2018 Google Aerial Imagery, Impact analysis from the 2008 Vineyard Connector State Environmental Study
Loss of wetlands	1. National Hydrography Dataset (NHD) 2. Previously delineated wetlands compiled by Horrocks Engineers 3. Original GPS data gathered and processed by BIO-WEST, Inc.



All alternatives were assessed for their impact on both the human and natural environment. In the human environment, consideration was given to relocations; vested developments; community fragmentation (how much of the TOD area would be divided by the proposed action); loss of planned acreage within the zoned areas of the local communities; loss of farm acreage within Agricultural Protection Act (APA) designated areas; and noise impacts (based on the SES, residents within 500 feet of the roadway are likely to be affected).

Though most of the proposed action is likely to occur within municipalities and on agricultural land, there are large swaths of important wetlands that lie at the edge of Utah lake. Therefore, the natural environmental assessment focused on delineating wetlands with both geographic information system (GIS)-based analysis and field work, ensuring that critical areas were accurately mapped and considered in the assessment.



Example of the iterative development process: map at left illustrates conflicts with wetlands and Agricultural Protection Areas (APA); map at right illustrates alignment adjustments to reduce conflicts.



4 Alternatives Analysis

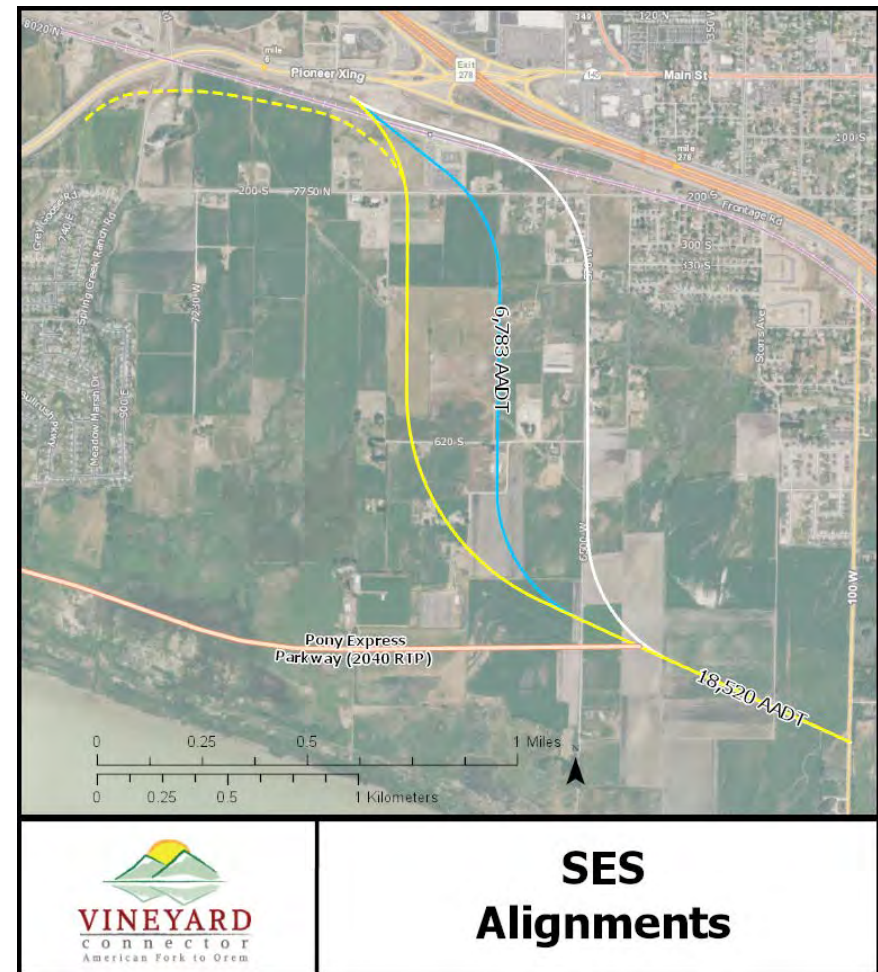
The alternative concepts were evaluated for traffic performance and impacts. Results of the analysis for the Lehi and American Fork alignments are summarized in this section.

4.1 SES Alignment Variations

Three variations of alignments were developed in attempts to modify the SES alignment to be more compatible with the American Fork TOD.

However, the traffic modeling found that these SES alignments would underperform as a regional arterial roadway, drawing Annual Average Daily Traffic (AADT) of only 6,783 with 2040 traffic volumes and roadway configurations. The northern portion of the Vineyard Connector with any of these alignments would function more like a local collector road or minor arterial rather than as a major arterial as intended. The low volume on the north segment also reduces the traffic volume on the mainline segment of the Vineyard Connector south of the Pony Express (AADT = 18,520), which is a lower volume than other termini analyzed in this study. This happens in the traffic model because the Vineyard Connector north segment would not draw as much traffic from Pioneer Crossing with this termini as it would with a connection further to the west.

A concept to extend these alignments to the same termini as the American Fork alignments was considered (yellow dashed line in the figure). However, this segment would not be feasible because the parallel alignment to Pioneer Crossing would not accommodate an at-grade intersection and the alignment would not meet the design speed (45 mph). It would also have substantial impacts to American Fork's TOD planned land use.





4.2 Lehi Alignments

Alignment concepts referred to as the “Lehi Alignments” would route the Vineyard Connector into Lehi City south of the Spring Creek Ranch Subdivision and then north along either 300 East or Center Street.



A similar concept was considered in the 2008 SES but was screened out due to wetland impacts and feasibility constraints associated with the utility corridor, crossing the high-voltage power transmission line twice and also a high-pressure gas line located in the same utility corridor. In the SES, UDOT had decided not to advance the alignment due to both wetland impacts and the financial risks of the utility relocations. As described in the SES, UDOT had discussed the utility relocations with the utility companies, who said that there is only a 1-week period each year when the work could be performed. Work outside this period would require UDOT to compensate each utility for its lost revenue. Therefore, UDOT decided that the financial risk was unreasonable.

For the current study, impacts were calculated and are presented in the following table. Based on the analysis, the Lehi alignments would have the highest potential wetland impacts of the alignments evaluated, likely requiring an individual wetland permit which may be difficult to justify to the Corps of Engineers where the purpose and need for Vineyard Connector is associated with a north-south alignment (most wetland impacts occur in the east-west direction, and traffic modeling illustrates that the east-west segments are primarily carrying Pony Express traffic rather than facilitating north-south movement of traffic associated with Pioneer Crossing as the SES termini).

Traffic volumes supported with the Lehi alignment concepts would be similar to the SES alignments; these alignments would not draw as much traffic volume from Pioneer Crossing as desirable (6,632) AADT, functioning more like a local collector road or minor arterial rather than as a major arterial as intended.

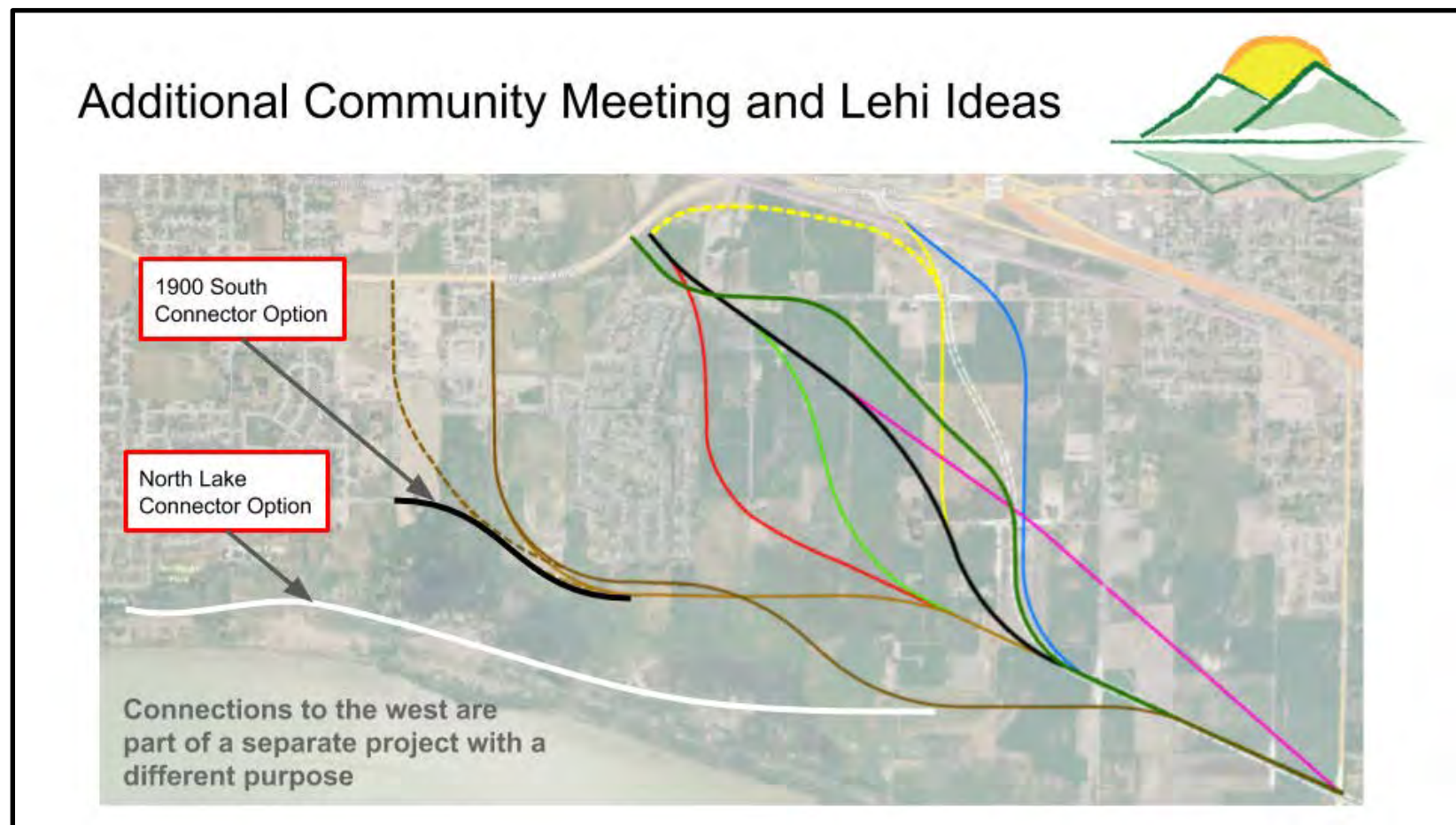
On the positive side, the Lehi alignments would completely avoid the American Fork TOD area and would have minimal impacts to existing and vested development.



Other ideas that were suggested for Lehi alignments were to have a North Lake Connector option or to have a 1900 South Connector option in Lehi. These projects were not advanced for consideration as part of the current study because they would be inconsistent with the SES purpose and need for the Vineyard Connector. In particular, a North Lake connector is a separate project in the RTP – the Pony Express Parkway – that serves a different purpose.

At the time the current study was being finalized, UDOT was initiating a North Lakeshore Study to address:

- Regional population growth projections;
- East-west travel demand;
- Informed decisions to develop a viable and sustainable transportation system.





4.3 American Fork Alignments

The American Fork alignments (red, green, black, purple, pink) were determined to support higher traffic volume by drawing more travel to and from Pioneer Crossing. The volume for these alignments (12,535 AADT) would be nearly twice as high as the other two termini evaluated. As such, the American Fork alignments would best meet the project need to improve regional north-south mobility through the northern segment of the Vineyard Connector, based on the 2040 model.

The red and purple alignments are consistent with alignments presented in the UDOT 2017 Phasing Study. The red alignment is the one identified by American Fork City as a preferred alignment.

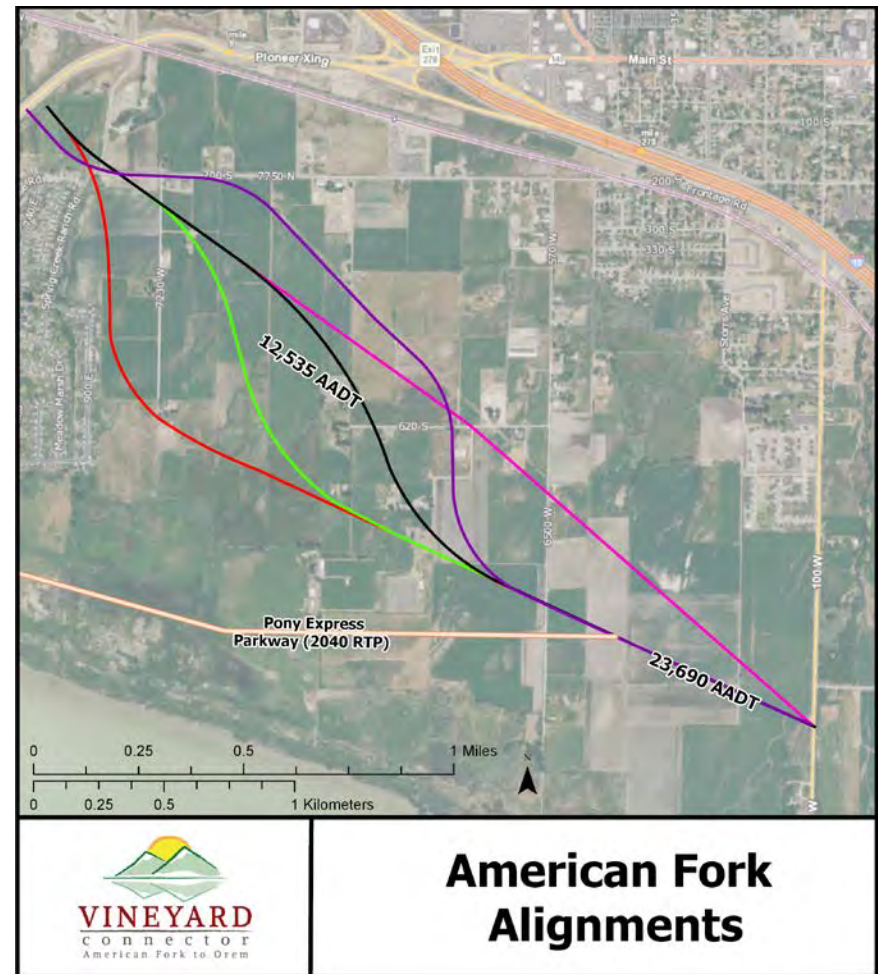
The red alignment would have the least impact to existing and planned development among the five alignments, except for potential noise impacts to existing residential development at Spring Creek Ranch. It also would also have the least impact to APAs unless a pending lawsuit overturns a recent APA removal. (The change would cause the acres of the APA to increase to 9.89, which would then be the highest of the five alignments.) The red alignment has the most acres of potential wetland impacts of the five, 1.60 acres; a jurisdictional wetland delineation would help determine how much avoidance and minimization could be achieved.

Among the other four alignments (green, purple, pink, black):

- Adjustments could potentially be made to any of these to reduce wetlands to under 0.5 acre, the threshold for requiring an individual wetland permit.
- The purple alignment has the most TOD impact of the five.
- Green and pink alignments would primarily affect planned TOD residential development; the black alignment would also

affect TOD residential development and a planned residential development in American Fork (Dixie Farms Development).

- The green, pink, and black alignments were concerning to a local farm operator because the alignments would bisect their productive farm land.





Factors Evaluated	Lehi Alignments		American Fork Alignments				
	Brown (Solid) Lehi 300 East	Brown (Dashed) Lehi Center Street	Red (Phasing Study 1B)	Green	Purple (Phasing Study 1A)	Pink	Black
Traffic Demand for Vineyard Connector Segment, 2040 AADT							
North of Pony Express	6,632	6,632	12,535	12,535	12,535	12,535	12,535
South of Pony Express	20,266	20,266	23,690	23,690	23,690	23,690	23,690
Property and Resource Impacts							
Relocations	2 Homes Within 100' of 14 homes 1 Electrical substation	2 Homes Within 30' of 15 homes	1 Home 3 Farm structures	3 Homes Within 60' of 2 houses 4 Farm structures	1 Home 1 Farm structure	3 Homes Within 30 feet of 1 home; 90 feet 2 homes	2 Homes 1 Farm structure
Vested Developments	Fits well with Dixie Farms, no conflicts with others	Fits well with Dixie Farms, no conflicts with others	Fits well with Dixie Farms, no conflicts with others	Fits well with Dixie Farms, no conflicts with others	No conflicts	No conflicts	Affects Dixie Farms Development
Residential Properties within 500 feet (potential noise impacted)	65	66	55	39	51	12	28
Potential Wetland, Acres	3.30	5.07	1.60	0.93	0.50	0.11	0.95
Agricultural Protection Areas (APA), number	3	3	2	5	4	4	6
APAs, acres	5.07	5.07	4.87	8.46	3.72	4.29	7.51
Transit Oriented Development Impacts by District, Acres							
Business District	No area affected	No area affected	0.0	0.7	1.7	0.7	0.7
Transit Core			0.0	0.0	4.3	5.5	0.0
West Neighborhood			7.9	8.9	1.8	0.0	5.6
Garden District			0.0	0.0	6.2	7.1	5.3
East Neighborhood			0.0	0.0	0.0	0.0	0.0
TOD Fragmentation percentage*			0%	0%	4.7%	21.6%	45.4%

* smaller percentage represents less fragmentation



5 Conclusions

The 2008 SES had identified an alignment for the northern segment of Vineyard Connector that minimized impacts to the natural and built environment. However, continued rapid development of the area combined with the completion and configuration of other transportation infrastructure has resulted in the previously identified alignment becoming infeasible.

UDOT determined that the alignments identified in this report as the American Fork alignments performed best in traffic demand modeling, considering the purpose and need for the Vineyard Connector as developed in the 2008 SES. Variations of these alignments present tradeoffs between impacts to existing and planned development, wetlands, and APAs. However, several factors led UDOT to not identify a preferred alignment as part of this study or to proceed with an environmental re-evaluation at this time. Reasons were:

- The Vineyard Connector project is currently not funded; additional changes to land use are likely to occur, requiring reevaluation. Additionally, the 2050 RTP planning process is beginning and is likely to be complete prior to the Vineyard Connector being funded.
- Other segments of the Vineyard Connector besides the north alignment will also require reevaluation, for example, a noise study has not been completed for the entire project.
- Public officials did not coalesce around a single route that could be established for corridor preservation.
- UDOT is currently initiating a North Lakeshore Major Highway Corridors Study, to more broadly identify the regional transportation needs of the area.

The North Lakeshore Major Highway Corridors Study will look at major highway corridors to determine 2050 footprints needed to address projected growth in the area and East-West travel solutions.



6 Bibliography of Related Reports

American Fork City. 2017. Public Involvement Report: Southwest Area Transportation Plan. Report prepared by Project Engineering Consultants (PEC), November 9.

American Fork City conducted public involvement in updating their transportation master plan for the southwest area of the city, where the FrontRunner transit station has been built and the Vineyard Connector is planned. This study identifies several residential subdivision plans that American Fork is close to approving (vested development).

Mountainland Association of Governments. 2015. Meadows Crossing Study Report. Prepared by Horrocks Engineers.

The Meadows Crossing Study was led by the Mountainland Association of Governments. The study was initiated to evaluate the feasibility, cost, economic and transportation benefit of a proposed roadway connection between The Meadows shopping district (east of I-15) and the existing FrontRunner commuter rail station (west of I-15) in American Fork. As part of the study, a realignment concept for the Vineyard Connector was presented.

Utah Department of Transportation. 2008. Vineyard Connector Environmental Study, Northern Utah County, Utah. UDOT Project No. S-R300(35), PIN 6463.

This document is the final State Environmental Study evaluating a range of alternatives and documenting UDOT's selection of a preferred alignment.

Utah Department of Transportation. 2017. Vineyard Connector Phasing Study. Report prepared by Horrocks Engineers, October 17.

UDOT completed this study to develop an implementation plan for building segments of the Vineyard Connector within available budgets and to assist the cities and the Mountainland Association of Governments in planning.

Appendix A

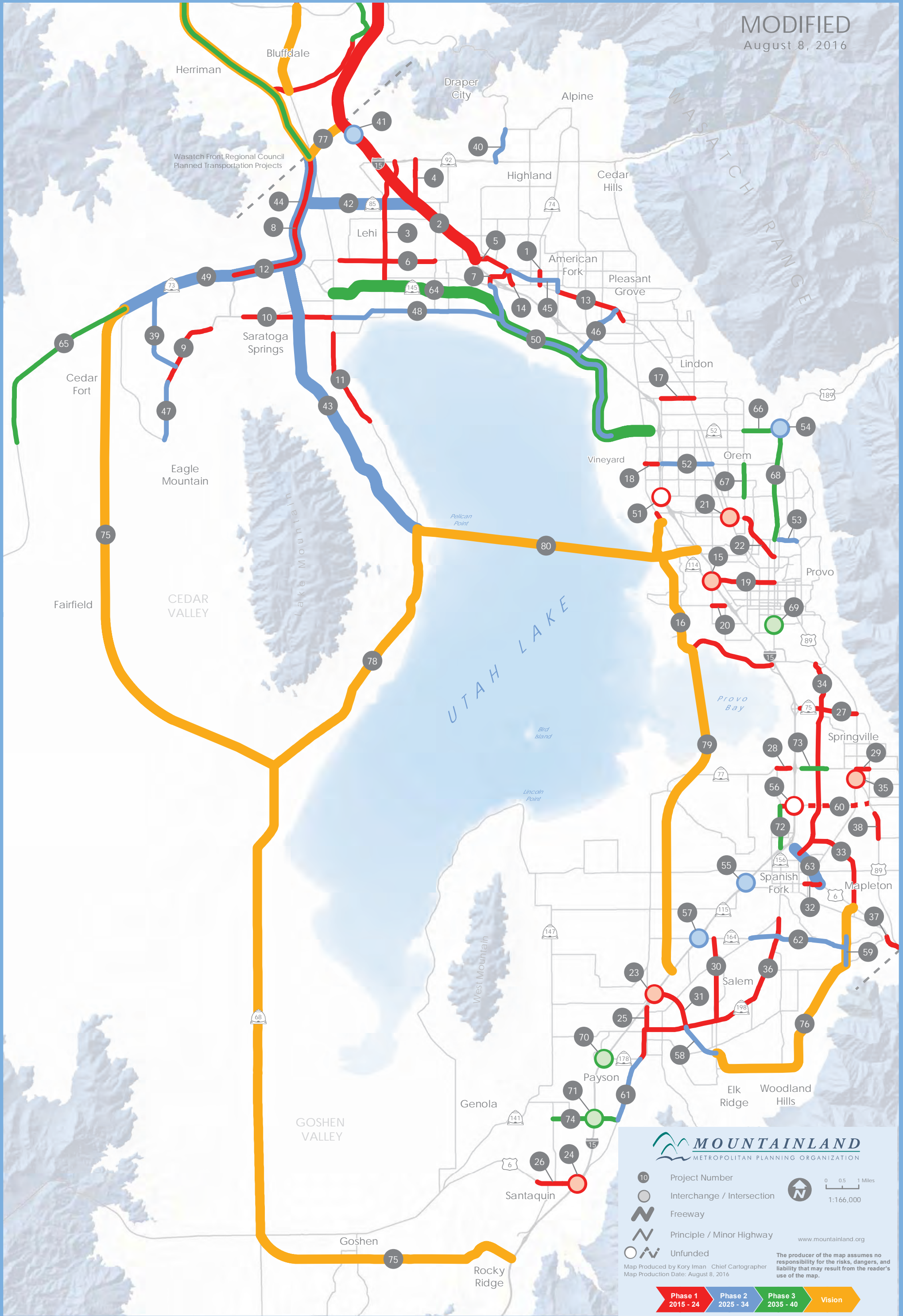
Projects in the 2040 Regional Transportation Plan

Highways

TransPlan40

Regional Transportation Plan
2015-2040 Plan for the Provo/Orem
Metropolitan Area

MODIFIED
August 8, 2016



MOUNTAINLAND
METROPOLITAN PLANNING ORGANIZATION

- 10 Project Number
 - Interchange / Intersection
 - ▬ Freeway
 - ▬ Principle / Minor Highway
 - Unfunded
- Map Produced by Kory Iman Chief Cartographer
Map Production Date: August 8, 2016
- www.mountainland.org
- The producer of the map assumes no responsibility for the risks, dangers, and liability that may result from the reader's use of the map.

Phase 1 2015 - 24 Phase 2 2025 - 34 Phase 3 2035 - 40 Vision

Highway Projects

No.	Project Description	Cost Millions	No.	Project Description	Cost Millions
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Phase 1 | 2024

Phase 2 | 2034

NORTH PROJECTS

1	American Fork 100 E SR74 State ST to AF 300 N Widen to 4 Lanes, add buffered bike lanes	3.5
2	I-15 Freeway Draper to Lehi Draper 12300 S to Lehi Main ST (cost UC only) Reconstruct FWY, & Interchanges, Widen to 10 Lanes + HOV	429
3	Lehi 2300 W Timpanogos HWY to Pioneer Crossing Widen and New 4 Lanes (6 north of 2100 N) , I-15 FWY Bridge, add buffered bike lanes	59.7
4	Lehi 1200 W Timpanogos HWY to Lehi 2100 N Widen to 4 Lanes	10.1
5	Lehi Main ST SR73 State ST to Lehi 850 E Widen to 7 Lanes	4.5
6	Lehi Main ST/Crossroads BLVD Lehi to Saratoga Springs Commerce DR to Lehi 500 W Widen to 4 Lanes, add buffered bike lanes	32.4
7	Meadows Connection RD American Fork State ST to Pioneer Crossing New 2 Lane Road, New I-15 Bridge	19.7
8	Mountain View Frontage RD SR85 UT/SL Co. line to SS Porter Rockwell PKWY, Bluffdale to SR73, Saratoga Springs New 4 Lanes	45
9	Pony Express PKWY Eagle Mountain Mountain Ash WY to EMtn 5600 N Widen to 4 Lanes, add trail	17.3
10	Pony Express PKWY Eagle Mtn to Saratoga Springs Smith Ranch RD to Redwood RD Widen to 4 Lanes, add trail	30.8
11	Redwood RD SR68 Saratoga Springs SSprings 400 S to Stillwater DR Widen to 4 Lanes, add buffered bike lanes	30.4
12	SR73 Eagle Mountain to Saratoga Springs Ranches PKWY to Mountain View Frontage RD Widen to 6 Lanes, add trail	54.5
13	State ST US89 American Fork to Pleasant Grove AF 500 E to Pleasant Grove BLVD Widen to 6 Lanes, add buffered bike lanes	21.5
14	State ST US89 Lehi to American Fork Lehi Main ST to American Fork Main ST Widen to 6 Lanes, add buffered bike lanes	12

CENTRAL PROJECTS

15	I-15/Provo 820 N Interchange New Interchange	45
16	Lakeview PKWY/Geneva RD Orem to Provo University PKWY to I-15/University AVE Interchange University Pkwy New Lanes Vary 2-4, add trail	75.9
17	Orem 1600 N Orem 1200 W to Orem 400 W Widen to 4 Lanes, add bike lanes	10.3
18	Orem Center ST Geneva RD to I-15 FWY Widen to 4 Lanes, add bike lanes	3.2
19	Provo 820 N Geneva RD to University AVE Widen to 4 Lanes	25.3
20	Provo Center ST SR114 Geneva RD to Provo 1600 W Widen to 4 Lanes	3.5
21	State ST/University PKWY, Orem New Grade Separated Intersection	38
22	University PKWY SR265 Orem to Provo Orem 800 E to University AVE Widen to 6 Lanes, add trail on north side	51.2

SOUTH PROJECTS

23	I-15/Payson Main ST Interchange Interchange Modification Possibly add Connections to Main ST and SR198	45
24	I-15/Santaquin Main ST Interchange Interchange Modification	45
25	Payson Main ST SR115 I-15 FWY to Payson 100 N Possibly Widen to 5 Lanes depending on I-15 Interchange EIS	6.4
26	Santaquin Main ST US6 Santaquin 500 W to I-15 FWY Widen to 4 Lanes	10.7
27	Springville 1400 N SR75 I-15 FWY to Springville Main ST Widen to 4 Lanes, 2 Bridges Reconstructed, add trail	37.5
28	Springville 400 S SR77 I-15 FWY to SF Main ST Widen to 5 Lanes	4.4
29	Springville 400 S Springville Main ST to 400 E Widen to 4 Lanes, Additional Turn Lanes at Main ST	2.7
30	Elk Ridge DR Salem UC 8000 S to SR198 New 2 Lanes, add bike lanes	8
31	Nebo Beltway RD Payson I-15 FWY to SR198 Possible New 5 Lanes depending on I-15 Interchange EIS	12.1
32	Spanish Fork Center ST 900 E to US6 Widen to 4 Lanes, Widen RR Bridge, add trail	3.8
33	Spanish Fork PKWY Spanish Fork Canyon CR PKWY to Canyon RD New and Widen to 4 Lanes	28.7
34	Springville 1200 W/Canyon Creek PKWY, SpFork Provo 1860 S to US6 New and Widen to 4 Lanes, add trail	63.6
35	Springville Main ST/US89/SR51 Interchange Reconstruct Interchange	25.3
36	SR198 Spanish Fork/Salem/Payson Arrowhead Trail to Payson 800 S Widen to 4 Lanes, add trail	68.5
37	US6 Spanish Fork Powerhouse RD to Diamond Fork RD (cost in MPO only) Widen to 4 Lanes	16
38	US89 Mapleton Mapleton 1600 N to Maple ST Widen to 4 Lanes, buffered bike lanes	6.6

UNFUNDED

51	I-15/Orem 800 S Interchange New HOV Interchange to UVU, Trail/Side Path	72.7
56	I-15/Springville 1600 S/SpFork 2700 N Interchange New Interchange	69
60	Springville 1600 S/Spanish Fork 2700 N Spanish Fork Main ST to US89 New and Widen to 4 Lanes, New RR Bridges	64.1

NORTH PROJECTS

39	Airport RD Eagle Mountain SR73 to Pony Express PKWY New 4 Lanes	23.1
40	Highland BLVD Highland 11800 N to Timpanogos HWY Widen to 4 Lanes	11.8
41	I-15/Traverse Mountain Interchange, Lehi New Interchange into Traverse Mountain	49.6
42	Lehi 2100 N Freeway SR85 Mountain View FWY to I-15 FWY New 6 Lanes, and System Interchanges, Buffered Bike Lanes, Trail Extension	105
43	Mountain View FWY Extension SR85 Saratoga Springs SR73 FWY to Harbor PKWY New 4 Lanes, Interchanges North of Still Water PKWY	442.9
44	Mountain View FWY SR85 UT/SL Co. line to S. Springs Porter Rockwell PKWY to SR73 FWY New 6 Lanes, Trail	250.9
45	Pacific DR/American Fork 500 E Pioneer Crossing to State ST Widen to 4 Lanes	10.9
46	Pleasant Grove BLVD Vineyard Connector RD to State ST New and Widen Varies 4-6 Lanes	20.5
47	Pony Express PKWY Eagle Mountain EMtn 5600 N to Eagle Mountain BLVD New 4 Lanes	11.9
48	Pony Express PKWY Saratoga Springs to PI Grove Redwood RD to Vineyard Connector RD New 4 Lanes	64.8
49	SR73 Freeway Eagle Mountain to Saratoga Springs Mountain BLVD to Mountain View FWY New 6 Lanes FWY, Frontage RDs Lanes Vary, Trail	297.2
50	Vineyard Connector RD SR52 Vineyard to Am. Fork Vineyard Main ST to Pioneer Crossing New 4 Lanes	123.2

CENTRAL PROJECTS

52	Orem Center ST I-15 FWY to State ST Widen to 6 Lanes	16.8
53	Provo 2230 N Provo Canyon RD to Temple DR Widen to 4 Lanes	3.8
54	University AVE/Orem 800 N Intersection Intersection Modification	38

SOUTH PROJECTS

55	I-15/Spanish Fork Center ST Interchange New Interchange	48.1
57	I-15/UC 8000 S Interchange Interchange Modification	45
58	Nebo Beltway RD Payson SR198 to Elk Ridge DR New 2 Lanes	14.8
59	Spanish Fork 2300 E SR198 to UC 8800 N New and Widen 2 Lanes	17.9
61	SR198 Payson Payson 800 S to UC 12400 S Widen to 4 Lanes	8.8
62	UC 8000 S Spanish Fork Arrowhead Trail to Spanish Fork 2300 E New 2 Lanes	45.1
63	US6 Expressway Spanish Fork I-15 FWY to Spanish Fork Center ST 4 Lane Expressway, 2-2 Lane Frontage RDs	90.8

No.	Project Description	Millions
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Phase 3 | 2040

NORTH PROJECTS

64	Pioneer Crossing/Vineyard EXPWY Vineyard to Lehi Connect Two Roads, Widen to 6 Lanes	554.6
65	SR73 Eagle Mountain/Cedar Fort EM 3400 N to Airport RD Widen to 4 Lanes	49.8

CENTRAL PROJECTS

66	Orem 800 N SR52 Orem 800 E to University AVE, Provo Widen to 7 Lanes	12.9
67	Orem 800 E Orem Center ST to Orem 800 S Widen to 4 Lanes	19.9
68	University AVE US189, Provo Provo 2230 N to Orem 800 N Widen to 7 Lanes	31.4
69	University AVE Viaduct US189, Provo Provo 500 S to 900 S Reconstruct Bridge, Widen to 6 Lanes	27.5

SOUTH PROJECTS

70	I-15/Payson 800 S Interchange Interchange Modification	45
71	I-15/UC12400 S Interchange Santaquin New Interchange	45
72	Spanish Fork Main ST Spanish Fork 2700 N to I-15 FWY Widen to 4 Lanes	7.4
73	Springville 400 S SR77 I-15 FWY to Springville 950 W Widen to 6 Lanes	7.3
74	UC 12400 S Santaquin Santaquin Center ST to SR198 Widen to 4 Lanes	27.8

No.	Project Description	Millions
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Vision Options (not phased)

75	Cedar Valley Corridor Eagle Mountain to Santaquin HWY 73 FWY, Eagle Mountain to I-15 Santaquin Possible west valley bypass FWY to I-15	
76	Nebo Beltway RD Elk Ridge to Spanish Fork Elk Ridge DR to US-6, Spanish Fork Possible 4 Lane Arterial	
77	Point of the Mountain FWY, Lehi I-15 to Mountain View FWY Possible 6 Lane FWY, Bridge	
78	Redwood RD South Corridor Saratoga Springs Utah Lake Bridge to Cedar Valley Corridor Possible west bypass FWY to I-15	
79	South Wasatch Corridor I-15 FWY, Provo/Orem to I-15, Payson Possible Provo Bay crossing between Provo and Payson	
80	Utah Lake Bridge Provo/Orem to Saratoga Springs I-15 FWY, Provo/Orem to Mountain View FWY, Siga. Springs Possible east/west FWY link bridge over Utah Lake	

Appendix B
Public Involvement and Stakeholder Engagement
Memorandum

Vineyard Connector North Alignment Study

Public Involvement Report

April 2019

Report prepared by: The Langdon Group



**THE
LANGDON
GROUP**
a J-U-B Company

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1.0 Introduction

The planned Vineyard Connector roadway was identified and studied through a 2008 State Environmental Study (SES) with the purpose of improving regional north-south mobility west of I-15 and east of Utah Lake between Lehi, American Fork, Lindon, Orem, and Vineyard. In response to transportation system and land use changes in the area since the 2008 SES, the Utah Department of Transportation (UDOT) initiated the Vineyard Connector North Alignment Study in July 2018. In this study, UDOT is reconsidering potential alignments for a portion of the Vineyard Connector within the study area encompassing American Fork and Lehi.

This report summarizes the public involvement efforts for the study period from July 2018 to March 2019.

2.0 Public Involvement Activities

The main goal of the public involvement activities was to engage properties owners within the study area to identify opportunities for an alignment alternative to that in the 2008 State Environmental Study.

The following summarizes the public involvement process and efforts made to engage the public and stakeholders.

2.1 Schedule

The public engagement period was from July 2018 to April 2019. The following dates outline the milestone for the process:

- July 12, 2018 – Coordination meeting with Lehi City
- July 10, 2018 – Coordination meeting with Spring Creek Ranch HOA Executive Board
- July 25, 2018 – Coordination meeting with American Fork
- August – September 2018 – Stakeholder interviews
- August 28, 2018 – Spring Creek community meeting
- September 4, 2018 – Email update to American Fork and Lehi City
- September 25, 2018 – Study update provided to Lehi City Council
- November 1, 2018 – Study email update
- November 2018 – Property owner requests for access for wetland delineation
- November 20, 2018 – Coordination meeting with Lehi City
- December 3, 2018 – Coordination meeting with American Fork
- December 21, 2018 – Study email update
- March 12, 2019 – Study update to Spring Creek Ranch HOA Executive Board
- April 2019 – Study email update

2.2 Stakeholder Interviews

The study team identified stakeholders that would potentially be affected by the northern segment alignment including property owners with significant land holdings, the Spring Creek Ranch development, and local governments in the study area. The project team met in-person and conducted phone interviews with 9 of these stakeholders to provide a project

overview and gather input on alignment opportunities and area features for the study team to take into consideration. Meeting notes and summaries of these meetings are attached in Appendix A.

2.3 Study Communications and Meeting Notices

The study provided three (3) updates via the project website and via email. The purpose of the email was to provide an overview of the study and provide updates on the study process and timeline.

Meeting Notice for the Community Meeting was posted on the study website, sent via email to Lehi and American Fork Cities and area stakeholders, as well as distributed directly through the Spring Creek Ranch HOA. Notices were also posted on 5 yard signs throughout the Spring Creek Ranch development. Meeting notices included a brief description of the project and requested the public’s participation. Copies of the meeting notices are attached in Appendix B.

2.4 Community Meeting

The study team determined that a community meeting would be appropriate to provide residents of the Spring Creek Ranch development information on the study, the purpose and need of the project, and to identify opportunities for an alignment in the northern segment. The Community Meeting was held on August 28, 2018 from 5:00 p.m. to 7:00 p.m. at the Mountainland Technical College, Thanksgiving Point Campus, 2301 West Ashton Blvd., Lehi, UT.



51 residents from the Spring Creek Ranch community attended the meeting as well as the following project personnel:

Name	Organization
Aaron Pinkerton	UDOT
Brent Schvaneveldt	UDOT
Andrea Moser	Bio-West, Inc.
Sean Keenan	Bio-West, Inc.
Glen Busch	Bio-West, Inc.



Dianne Olson	The Langdon Group
Allison Adams	The Langdon Group
Andee Devore	The Langdon Group
Vijay Kornala	J-U-B Engineers
Robert Allen	Mountainland Association of Governments

The meeting was set up as an open house format where attendees could review the boards and the project staff was available to discuss the study and answer questions. Meeting materials included: display boards, a study overview handout, large format study area maps (comments were captured directly on maps) and comment cards. The display boards included the following topics:

- Meeting goals;
- Vineyard Connector Phase overview;
- History of the Vineyard Connector;
- Alignment Study Overview;
- Purpose and Need;
- Typical Section;
- Summary of issues;
- Alignment Planning Constraints;
- Commenting Process; and,
- Next Steps and study team contact information.

Meeting materials are attached as Appendix C. Participants were invited to submit comments in writing using the provided comment cards as well as on maps of the study area. Comments were also received subsequently by e-mail. Meeting materials were posted on the study website after the meeting.

2.5 Study Input and Comments

Comments were received throughout the study. Comments could be submitted via e-mail, phone or comment cards or directly on maps at the Community Meeting. Comments are attached as Appendix D and in a summary below.

During the study, the project team received nineteen (19) comments.

Stakeholder	Interests	Suggestions
Local Governments	<ul style="list-style-type: none"> • Provide East West connectivity • Provide access points and economic opportunities • Reduce congestion at Pioneer Crossing • Reduce barriers to development 	<ul style="list-style-type: none"> • Consider developing 700 W. to connect into VC • Consider an alignment south of the HOA to tie into Pony • Consider an arterial from VC to Pioneer • Consider road east of Allred property then move west



Vineyard Connector North Alignment Study – Public Involvement Memo

		<ul style="list-style-type: none"> • Consider existing commercial and residential properties
Land Owners	<ul style="list-style-type: none"> • Protect existing drainage & irrigation systems • Protect land owner water rights, access to water • Allow for future development opportunities • Minimize division of parcels - avoid land locking • minimize diagonal alignment to avoid bi-secting land • Preserve agricultural history/Preserve farms for posterity • Agricultural protection • Protect privacy and minimize trespassing 	<ul style="list-style-type: none"> • Consider connection to 300 W or Center Street • Consider using city's old sewer plant access road • Consider alignment that runs south and west of Spring Creek
Developers	<ul style="list-style-type: none"> • Allow for development plans • Settle on alignment so plans can move forward • Support TOD • Provide pedestrian access (walkability) 	
Residents	<ul style="list-style-type: none"> • Pedestrian safety • Don't want to see increase in crime • Minimize traffic noise • Maintain access to Pioneer • Maintain access to/from neighborhood • Maintain access to transit • Reduce traffic on Pioneer • Don't impact air quality • Maintain privacy • Consider the existing community • Consider effect on home values 	<ul style="list-style-type: none"> • Connect to traffic moving east and west at 1900 S. • Consider widening 1900 S. • Consider connection at Center Street instead of Mill Pond • Maintain access to Mill Pond Road • Consider a South West alignment that connects to Center Street • Consider following the CWP Pipeline where an easement already exists • Mirror 5300 W.



Vineyard Connector North Alignment Study – Public Involvement Memo

	<ul style="list-style-type: none">• Provide residents a voice in the process	<ul style="list-style-type: none">• Identify an East West solution
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Appendix A: Stakeholder Interviews



Stakeholder Interviews

Stakeholder: Spring Creek HOA Board President, Brad Smith

Date: 6/20/18

Summary: Residents of the Spring Creek Ranch community have been very concerned regarding the planning and the Vineyard Connector alignment proposed by American Fork. They would like to understand the constraints and boundaries involved in UDOT's process of identifying an alignment. Providing an avenue for residents to review alignment options ahead of time so they can ask questions would be very helpful. Residents have been very vocal and will expect answers on the process moving forward. Providing residents an avenue to submit suggestions and recommendations would be very helpful to reduce conflict during any group meeting. Residents have expressed concern on the alignment proposed by American Fork that would run along the east side of the development as it is believed it would have a detrimental effect on safety, crime, home values. Scheduling a meeting with HOA residents would be a good way to disseminate information. The Study team could expect 50-100 people to show up.

Stakeholder: Mindy Sager

Date: 8/31/18

Summary: Has been difficult for her to maintain privacy. She has had vagrants and trespassers on her property. Also had difficulties with Spring Creek residents who pass through her property. Concerned about the proposed road along 7230 W because it cuts in front of her home and so far any roadway alignment would cut her property in half and make it difficult to develop. Her property has agricultural protection and she would like to understand how UDOT would address that. Important to farming operations is to maintain irrigation and movement of equipment. Willing to work with UDOT as long as it benefits her ability to sell her property. Mindy identified a south west alignment or an alignment that traveled south below her property and the Spring Creek sub-division as it wouldn't impact her property much. A south west alignment seems like it would feed easier, meet transportation needs in providing a corridor to support the development in the east.

Stakeholder: Cassie Allred, representative for the Lamph Family

Date: 8/15/18

Summary: Increase in crime is a concern, as well as what will happen to ditch along 200 S because field drains connect to ditch. Family feels they have been left out of communications and that government entities believe they can do whatever they wish without their involvement. Concerned about losing access to water sources, especially where the Lehi boundary meets Spring Creek. Prefer to move the proposed corridor farther to the west and into Lehi. Consider the corridor to be the second-best option. Crime and trespassing has increased since the Frontrunner station was built. Would like to see changes to the proposed location of the VC. Family thinks AF needs to push for connecting the road at 300 W or Center St in Lehi. Do not want a five-lane road in front of their homes. Any improvements to 200 S will require piping the existing ditches and building boxes to maintain proper water flow for their irrigation needs.



Stakeholder: Jess Green

Date: 8/13/18

Summary: Jess was selling some of his parcels and is considering selling other parcels to accommodate a church building. He has been frustrated with American Fork city's planning and feels like there have been many road blocks to his development plans.

Consider alignment that runs south west of Spring Creek, move connection to Pioneer further west, avoid impacting area water wells. Traffic on Pioneer is already a mess and Jess suggested that the least impactful route would be for the Vineyard Connector to go west and along the lake shore. The study team should be aware that wet areas are seasonal and they are currently going through a dry cycle. Additionally, the price of land in the area is going up. Jess is willing to work with UDOT but wants the agency to make up their mind on the alignment so it doesn't affect his future plans to sell.

Stakeholder: Ken Berg, Engineer for Fenn Dixie

Date: 8/29/18

Summary: Planning development with Vineyard Connector running through development at 900 W./700 W. Preserving 400 Ft. See plans. Ken is also working with Frandsen, Patterson, 1500 S. & 500 E. Plans to be reviewed by American Fork planning commission 1st week of Sept. Farmer to east has no interest in developing.

Stakeholder: Niel Christensen

Date: 9/04/18

Summary: The Christensen owned land has been farmed for 4 generations and has agricultural protection. The family sent a letter to American Fork stating its position that they have no interest in agricultural protection being lifted and they plan to continue current operations. The primary concern regarding a roadway development is the ability to preserve water sources. The family does not have a high level of confidence in developers being responsible and protecting water rights and water access. Opportunities for a Vineyard Connector alignment could be addressed through a plan developed by Clyde Naylor, a county engineer, that follows 6400 N & 6800 N. American Fork owns a 120 foot strip to accommodate the Naylor plan. While Niel understands that wetlands were a barrier during the 2008 State Environmental Study, he advised that soil conditions could have changes as the land has been developed over the years.

Stakeholder: Mountainland Association of Governments (MAG)

Date: 8/13/18

Summary: MAG has been involved in the Meadows Crossing Study and other regional transportation studies. Staff agreed to send previous studies and traffic modelling that the Vineyard Connector Study team could build off of. The driving transportation in this area is developing the grid system and adding capacity to east west routes.

MAG will be initiating a North Shore freeway study in 2019 to identify ways to meet 2050 travel demand. Pioneer is already congested. Without a grid existing residents at the Spring Creek development and new residents in American Fork will experience grid lock. Doing nothing is not an option. The study team was advised to look at local communities changing Travel Management Plans. Saratoga Springs plan could be changing and may influence where an east west freeway would be.



Stakeholder: American Fork

Date: 7/25/18

Summary: The study team met with David Bunker, City manager; Scott Sensanbaugher, public works director; and Adam Olsen from the planning department, and the city's consultant engineer, Craig Peterson. The study team provided an overview of the alignment study and process. The city referred to the recent southwest area transportation study where there was a lot of engagement with local stakeholders. The city provided background on the process that led them to identifying their preferred alignment for the Vineyard Connector. In 2008, the Frontrunner did not exist in Utah County, there was no plan for where a station in American Fork would be. The city proposed that the station be in the business district. UTA decided to put the station elsewhere, not in the business district. American Fork began to look at how to connect the alignment to the station. The preferred alignment went through the Transit Oriented Development (TOD) and American Fork did not want to cut through this area. So they decided on moving the alignment west and south. Since 2008, the entire from the state prison location to Provo has changed and what may have made sense in 2008 does not make sense now. Silicon Slopes has changed the make-up of the area.

American Fork feels a lot of pressure to make things different and ready for the future. The city is working on a TOD development that hasn't been done anywhere in the state, which they want to be highly transportation centered. 300 W. is hard to widen because of the development. The Vineyard Connector is an important element as a connection and moving people in and out of the area. American Fork will be changing its transportation master plan to reflect changes associated with the TOD. 200 South will be more pedestrian friendly with reduced speeds. American Fork needs a bi-pass route around (350 S). Parallel corridor on 350 S. could be more traffic conducive. 100 S. to Frontage Road systems would be unfeasible due to existing development and slope.

Opportunities may be to develop 700 W. and connect it to the Vineyard Connector and connect to Pioneer. This would allow people to get to light rail (at Hindlay Park). Suggested that the team look at an alignment south of Spring Creek HOA to tie into Pony Express. Also need an arterial from Vineyard Connector to Pioneer. There are a few property owners that are opposed to development and a new road alignment as plans may bisect properties. A 200 ft carve out of agricultural protected lands was released in order to allow for a future roadway that would avoid impact to the TOD.

Stakeholder: Lehi City

Date: 7/12/18

Summary: The study team met with: Mark Johnson, Lehi City Mayor; Lorin Powell, City Engineer; Kim Struthers, Community Development Director; Jason Walker, City Administrator; and Ross Dinsdale, Engineering to discuss the study. Lehi City has a great desire to understand the travel demand projected for the area and would like to see an alignment that addresses east west mobility. The city advised that the team review previous transportation studies including the Meadow Crossing study from 2015. The city considers the agricultural protected lands as the biggest barrier to identifying an alignment. The interests of the city are broader than the Vineyard Connector. Traffic on Pioneer Crossing is significant at peak hours. Lack of access points along the Vineyard Connector would limit benefit to Lehi City residents and potential business, and high volumes of traffic are moving through Lehi City from South and West and local and regional plans aren't addressing the bigger picture of traffic in the area. Emergency vehicle connections, what it's going to do to the commercial and residential property, etc.



Vineyard Connector North Alignment Study – Public Involvement Memo

The city would like to see more access, not a barrier. Create more ways to get across. The ideal scenario long-term could be to have it go across the north side of the Lake.

Lehi referred to the Mountainland Association of Governments upcoming study on east west traffic and future freeways. They would like to see the results of that in order to determine an alignment for Vineyard Connector and how it ties into other planned roads such as 200 S.



Appendix B: Study Communications & Meeting Notices



Vineyard Connector Alignment Study

Spring Creek Ranch Community Meeting

The Utah Department of Transportation has initiated a study to identify potential alignments for the Vineyard Connector. Join the study team for an open house between 5-7 p.m. for information on the study and to provide your input.

WHEN

Tuesday, August 28 | 5-7 p.m.

For more information call: 801-912-9556
or email: vineyardconnector@utah.gov

WHERE

**Mountainland Technical College
Thanksgiving Point Campus
2301 W. Ashton Blvd. | Lehi, UT**



Share your thoughts to
Keep Utah Moving!

Vineyard Connector Alignment Study Spring Creek Ranch Community Meeting

WHEN: Tuesday, Aug. 28 | 5-7 p.m.

This is an open house style meeting – come anytime between 5-7 p.m.

WHERE: Mountainland Technical College
Thanksgiving Point Campus
2301 W. Ashton Blvd. | Lehi, UT

In response to changing development plans in the area of American Fork and Lehi, the Utah Department of Transportation (UDOT) has initiated a study to identify potential alignments for the Vineyard Connector.

The study team would like to gather input from residents to understand issues and opportunities in the Vineyard Connector study area. Please join the study team for an open house style meeting in this first step to develop alignment options that consider a range of potential solutions in the area.

Comments and Information

Input on the alignment is highly valued and will help identify opportunities for the study section. All public comments are welcome. Visit the project website or contact us for more information.

Email: vineyardconnector@utah.gov | Phone: **(801) 912-9556**

Website: www.udot.utah.gov/go/vineyardconnector



Vineyard Connector Project Update

Distribution Date: November 1, 2018

Subject: Vineyard Connector North Alignment Study Update

Thank you for your interest in the Vineyard Connector North Alignment Study. You are receiving this email as an update on the study process.

Overview

The Vineyard Connector was identified and studied through a 2008 State Environmental Study (SES) with the purpose of improving regional north-south mobility west of I-15 and east of Utah Lake between Lehi, American Fork, Lindon, Orem, and Vineyard.

In response to transportation system and land use changes in the area since the 2008 SES, the Utah Department of Transportation (UDOT) initiated the Vineyard Connector North Alignment Study in July 2018.

The Study is working to identify potential alignments in the American Fork/Lehi that meet the following objectives:

- Minimize impact to existing homes and businesses;
- Minimize impact to important resources such as wetlands, agriculture protection areas, historic structures, and habitat for sensitive species; and
- Consider local transportation, land-use, and economics.

Schedule Update

The Study team has been gathering input from residents, local officials, regulatory agencies, and other interested parties to understand issues in the study area. The team has reviewed input received so far and is now evaluating proposed alignments to:

- Identify if they are feasible (i.e., constructible);
- Identify if they meet the SES Purpose and Need; and
- Evaluate how alignments meet the objectives of the SES (i.e., minimize impact to wetlands, agriculture protected land, residents, businesses, etc.).

Next Steps

The next public input opportunity will be scheduled for **end of November/early December** to allow the team to conduct necessary field surveys.

July-August 2018	September 2018 – November 2018	November – December 2018
Study Planning, Local Government Coordination	Draft & Refine Alignments	Alignment Selection Public Workshop



Alignment Opportunities Public Workshop	Data Collection to Evaluate Alignments	Alignment Selection
--------------------------------------------	-------------------------------------------	---------------------

Stay updated on the study by sending an email to vineyardconnector@utah.gov with “Join the Contact List” in the subject line. If you received this email, you are already on our contact list. You can also visit www.udot.utah.gov/go/vineyardconnector to learn more.

Email: vineyardconnector@utah.gov

Phone: (801) 912-9556

Website: www.udot.utah.gov/go/vineyardconnector

Vineyard Connector Project Update

Distribution Date: December 21, 2018

Subject: Vineyard Connector North Alignment Study Update

Happy Holidays and thank you for your interest in the Vineyard Connector North Alignment Study. You are receiving this email as an update on the study process.

Project Background

The Vineyard Connector was identified and studied through a 2008 State Environmental Study (SES) with the purpose of improving regional north-south mobility west of I-15 and east of Utah Lake between Lehi, American Fork, Lindon, Orem, and Vineyard.

In response to transportation system and land use changes in the area since the 2008 SES, the Utah Department of Transportation (UDOT) initiated the Vineyard Connector North Alignment Study in July, 2018.

The Study is working to identify potential alignments in the American Fork/Lehi area that meet the following objectives:

- Minimize impact to existing homes and businesses;
- Minimize impact to important resources such as wetlands, agriculture protection areas, historic structures, and habitat for sensitive species; and
- Consider local transportation, land-use, and economics.

Schedule Update

Since July the study team has reached out to area property owners, conducted five meetings with the local cities and other planning agencies, and held a neighborhood meeting in August to identify opportunities for a potential alignment while better understanding issues and concerns surrounding a new alignment for the northern segment.

Additionally, the study team has analyzed potential alignments to identify if they are feasible (i.e., constructible); if they meet the SES Purpose and Need; and are evaluating how alignments meet the



Vineyard Connector North Alignment Study – Public Involvement Memo

objectives of the SES (i.e., minimize impact to wetlands, agriculture protected land, residents, businesses, etc.) while considering local transportation needs, future projected traffic flows, land-use, and economics.

The study team will hold a public meeting in early 2019 to provide residents and property owners an update on the alignment analysis.

Stay Connected

Stay updated on the study by sending an email to vineyardconnector@utah.gov with “Join the Contact List” in the subject line. If you received this email, you are already on our contact list. You can also visit www.udot.utah.gov/go/vineyardconnector to learn more.

Email: vineyardconnector@utah.gov

Phone: (801) 912-9556

Website: www.udot.utah.gov/go/vineyardconnector



Appendix C: Meeting Materials

Vineyard Connector North Alignment Overview

- The Vineyard Connector was identified and studied through a State Environmental Study, completed in 2008.
- The Utah Department of Transportation (UDOT) is conducting an alignment study to identify potential alignments in the northern segment of the Vineyard Connector in response to changing development plans in the area.
- The alignment study will work to identify a preferred alignment that meets the following objectives:
 - Minimize impacts to existing homes and businesses.
 - Minimize impacts to important resources such as wetlands, agriculture protection areas, historic structures, and habitat for sensitive species.
 - Consider the land-use and transportation planning objectives of Lehi, American Fork, Lindon, and Vineyard.



Project Purpose and Need

The purpose of the proposed project is to:

- Improve regional north-south mobility west of I-15 and east of Utah Lake between Lehi, American Fork, Lindon, Orem, and Vineyard; and provide access to the part of Vineyard that includes the former Geneva Steel plant site, which is being redeveloped and will support the Utah Transit Authority transit station.

Study Process and Schedule

The study team will be gathering input from residents, local officials, regulatory agencies, and other interested parties to understand issues and opportunities in the Vineyard Connector study area. UDOT will work with stakeholders through an open process to develop alignments that consider and evaluate a range of potential solutions.



Project Comments and Information

Input on the alignment is highly valued and will help identify opportunities for the northern study section. All public comments are welcome. Visit the project website or contact us for more information.

Email: vineyardconnector@utah.gov | Phone: (801) 912-9556

Website: www.udot.utah.gov/go/vineyardconnector



VINEYARD
connector
American Fork to Orem

WELCOME!

**Vineyard Connector
North Alignment Study**

**Spring Creek Ranch
Community Meeting**

August 28, 2018



Vineyard Connector North Alignment Study

Spring Creek Ranch Community Meeting

Tonight's Goals...
Why are we here?

EXPLAIN

the study background and purpose

GATHER

your input on issues and concerns

IDENTIFY

opportunities for a new alignment

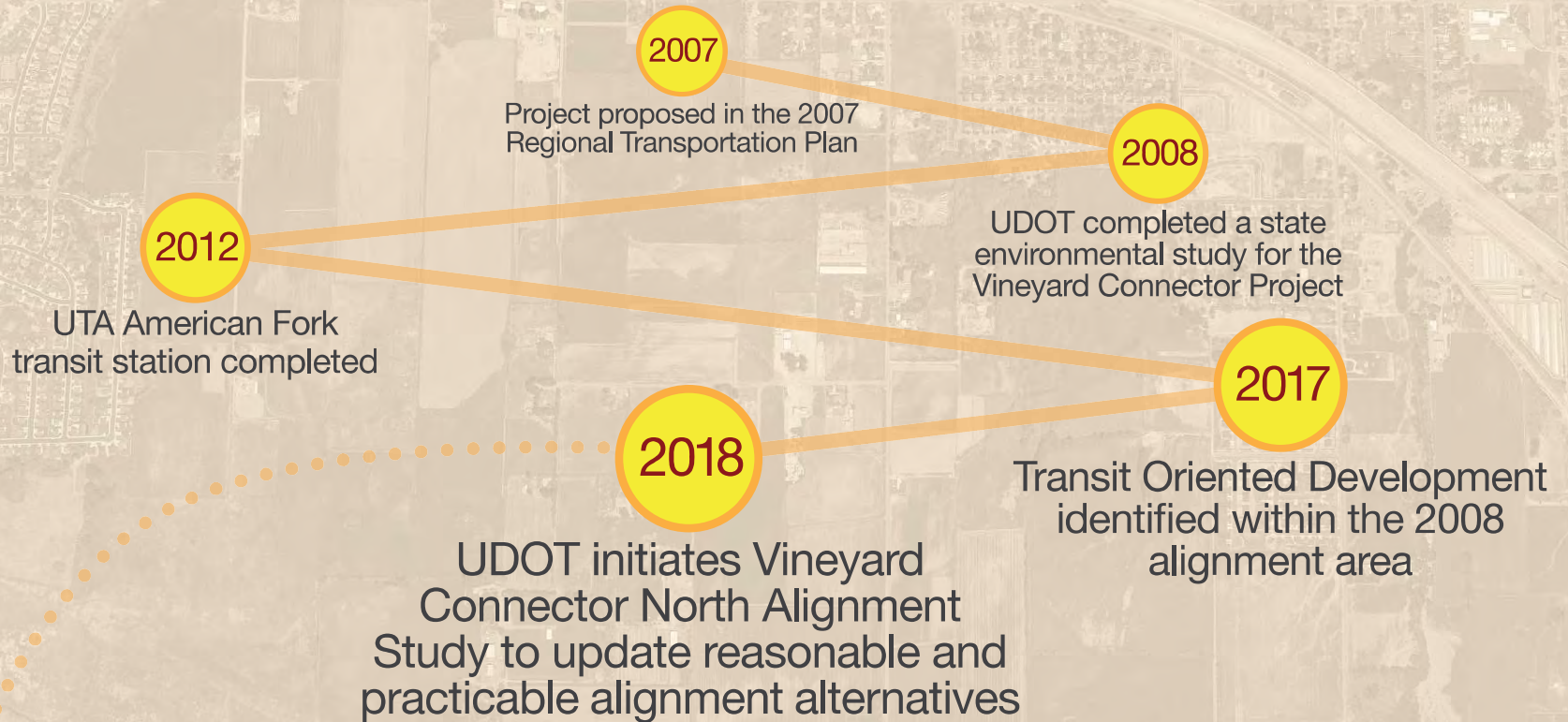
UDOT is seeking input from residents, property owners, local government, and other interested parties as the study team develops alignment options that consider a range of potential solutions.



Vineyard Connector North Alignment Study

Spring Creek Ranch Community Meeting

History of the Vineyard Connector



Future of the Vineyard Connector





Vineyard Connector North Alignment Study

Spring Creek Ranch Community Meeting

Vineyard Connector



Estimated Funding Needed for Two-Lane Vineyard Connector		
PHASES	DESCRIPTION	Total Funding Budget (Includes full width ROW and Half Width Build Out)
1	Lindon Boat Harbor to Vineyard Main Street Half Width, At-Grade RR Crossings	\$12,200,00
2	500 East (American Fork) to Pleasant Grove Blvd Half Width	\$16,600,000
3	PG Blvd to 2000 West (Lindon) - Half Width	\$9,300,000
4	PG Blvd to Proctor Lane (Local roads - 400 N)	\$1,000,000
5	100 West (American Fork) to 6500 West Two-Lane Roadway	\$32,800,000
6	200 South (Lindon) to Lindon Boat Harbor Half Width Roadway	\$6,400,000
7	2000 West (Lindon) to 200 South (Lindon) Half Width Roadway	\$4,400,000
TOTAL		82,700,000



Vineyard Connector North Alignment Study

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Why Do We Need to Identify a New Alignment?

Transportation system in the area has changed and the alignment connection may not work.



There have been significant land use changes in the area since the 2008 State Environmental Study (SES).



Vineyard Connector North Alignment Study

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PURPOSE and NEED

The **PURPOSE** of the Vineyard Connector is:

To improve regional north-south mobility west of I-15 and east of Utah Lake between Lehi, American Fork, Lindon, Orem, and Vineyard.

To provide access to part of Vineyard.

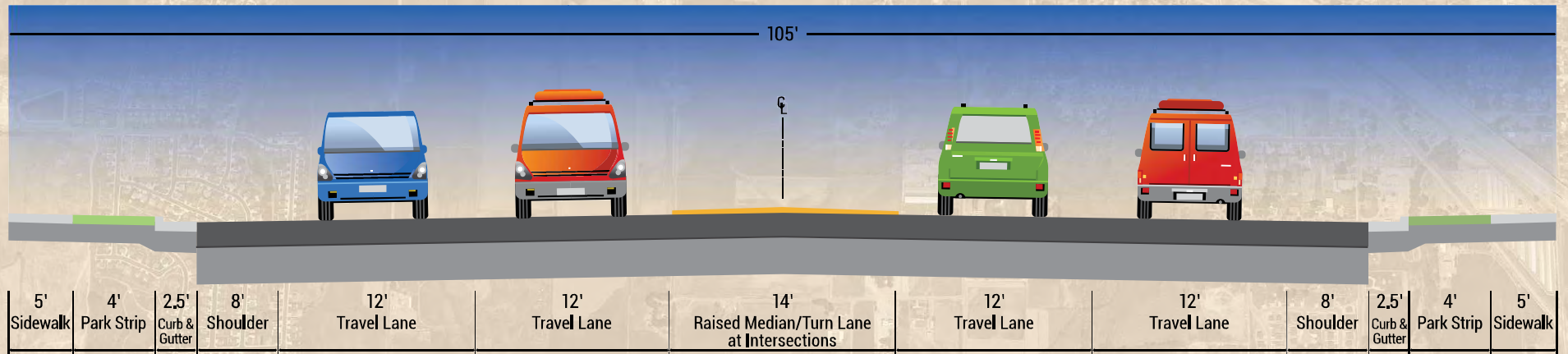


The Vineyard Connector is **NEEDED** to provide a transportation system to address regional mobility and access issues.

Vineyard Connector North Alignment Study

Spring Creek Ranch Community Meeting

Typical Section



Planned for a five-lane (105-foot-wide) cross-section consisting of:

- 12-foot travel lanes
- 14-foot raised median to provide left-turn lane at intersections
- 8-foot shoulders
- Curb and gutter
- Parkstrips
- Sidewalks
- Dedicated right-turn and left-turn lanes at intersections with traffic signals
- Bicycle routes identified by signs, but not striped as a separate lane
- Limited-access facility with access only at cross streets with traffic signals to improve regional mobility

Vineyard Connector North Alignment Study

Spring Creek Ranch Community Meeting

What We've Heard

These are the **issues** that we've heard are important to you in considering an alignment for the Vineyard Connector

Please add a mark next to your top concern

Safety

- Concerned about pedestrian safety
- Don't want a road to increase crime rates

Access & Design

- Show an alignment along the north side of the lake
- Retain northern access to the neighborhood and provide a second access point
- Provide an additional connection into neighborhood at 1900 South
- Maintain emergency access to the neighborhood
- Assess traffic noise and abatement for residential properties and other noise-sensitive land uses
- Don't impede access to Pioneer Crossing for residents

Traffic & Congestion

- Traffic on Pioneer Crossing is already congested
 - Need more route options in the area.
 - 850 E. backs up with FrontRunner commuters already
 - Consider a right turn signal onto Pioneer
-



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What We've Heard

Please add a mark next to your top concern

Quality of Life

- Don't want air quality to be impacted by the road
- Maintain privacy of the neighborhoods
- Develop a project that considers the existing community
- Road too close to residential would decrease home values
- Want the traffic relief
- New road would bring new homes and traffic and potentially contribute to more crime

Other

- Lehi residents need to have a voice in the process
- Develop viable options that allow for public input

If don't see your concern captured on the boards please provide it here:

Vineyard Connector North Alignment Study

Spring Creek Ranch Community Meeting

Alignment Planning Constraints

The public and study team should continue to consider these objectives, included in the 2008 SES in identifying an alignment:

- Minimizing impact to existing homes and businesses
- Minimizing impact to important resources such as:
 - Wetlands
 - Agriculture Protection Areas
 - Historic structures
 - Habitat for sensitive species
- Consideration of local transportation, land-use, and economics



Vineyard Connector North Alignment Study

Spring Creek Ranch Community Meeting

Commenting Process

What opportunities for the Vineyard Connector do **you** see in the study area?

- Share your thoughts:
 - Fill out a comment card
 - Provide input on the study area maps
 - Email comment to vineyardconnector@utah.gov
- Issues raised by the public will be considered by the study team and in identifying potential alignments



Vineyard Connector North Alignment Study

Spring Creek Ranch Community Meeting

Next Steps



Stay Involved!

Please follow the website and/or sign up for email updates to stay informed on study progress.

Call: 801-912-9556

Email: vineyardconnector@utah.gov

Online: udot.utah.gov/go/vineyardconnector

Attend the **Alignment Review Meeting** anticipated for this fall



Vineyard Connector North Alignment Study **Spring Creek Ranch Community Meeting**

Place a sticker to indicate a community concern or to indicate support of a proposed alignment.



You may also use a small map to draw a suggestion for an alignment.

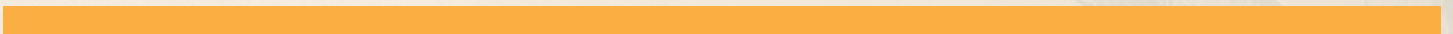
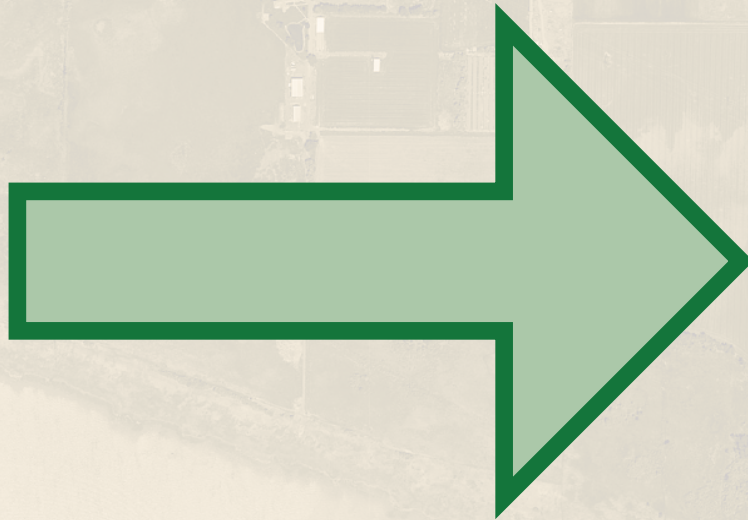




VINEYARD
c o n n e c t o r
American Fork to Orem

Vineyard Connector Alignment Study

Spring Creek Ranch Community Meeting

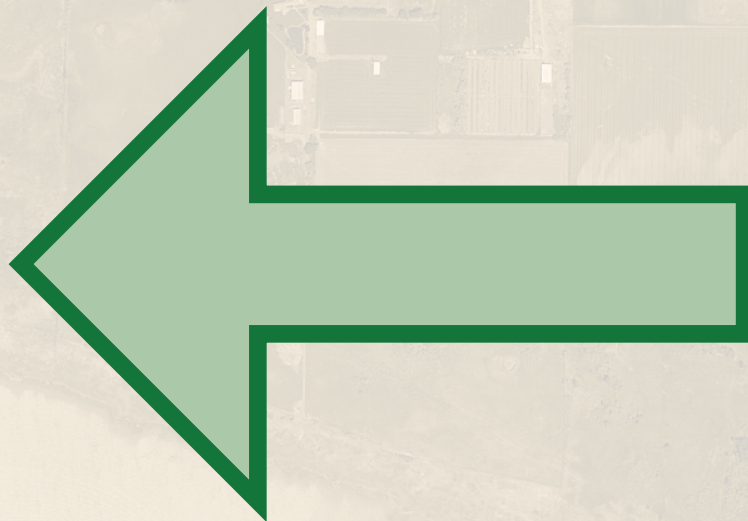


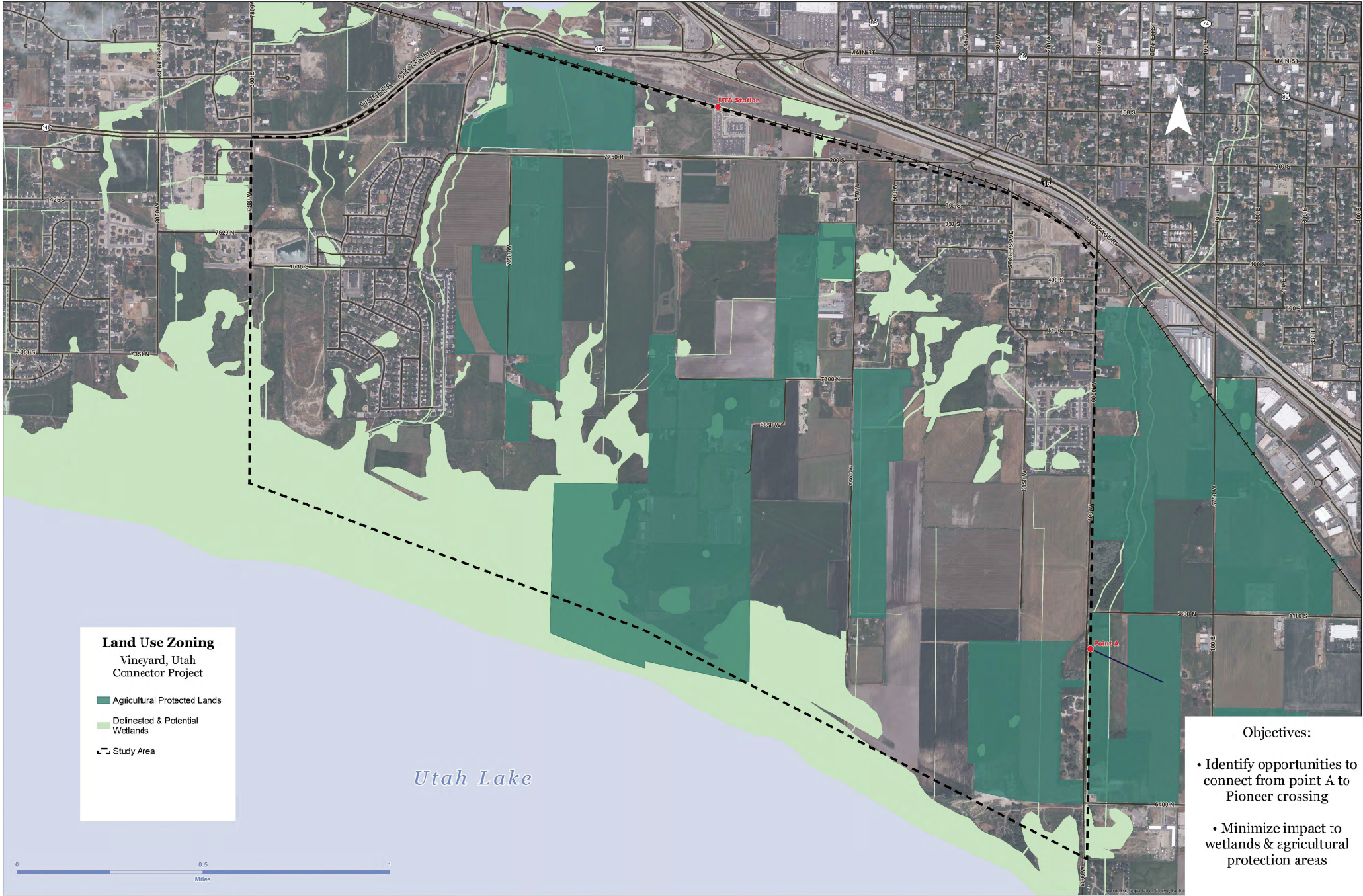


VINEYARD
c o n n e c t o r
American Fork to Orem

Vineyard Connector Alignment Study

Spring Creek Ranch Community Meeting





Land Use Zoning
Vineyard, Utah
Connector Project

- Agricultural Protected Lands
- Delineated & Potential Wetlands
- ▬ Study Area

- Objectives:**
- Identify opportunities to connect from point A to Pioneer crossing
 - Minimize impact to wetlands & agricultural protection areas



Vineyard Connector North Alignment Study Spring Creek Ranch Community Meeting

Name: _____ Affiliation: _____

Address: _____ City: _____ ZIP: _____

Email: _____ Phone: _____

Please share suggestions on an alignment for the Vineyard Connector or comments about the alignment study.

Your comments will be evaluated by the Study Team.

COMMENT CARD



Vineyard Connector North Alignment Study Spring Creek Ranch Community Meeting

Name: _____ Affiliation: _____

Address: _____ City: _____ ZIP: _____

Email: _____ Phone: _____

Please share suggestions on an alignment for the Vineyard Connector or comments about the alignment study.

Your comments will be evaluated by the Study Team.

COMMENT CARD



Appendix D: Study Input and Comments



Vineyard Connector Alignment Study Spring Creek Ranch Community Meeting

Name: Cameron Nokes Affiliation: _____
Address: [REDACTED] City: [REDACTED] ZIP: [REDACTED]
Email: [REDACTED] Phone: [REDACTED]

Please share suggestions on an alignment for the Vineyard Connector or comments about the alignment study.

Very concerned about the noise, traffic, + property value impact on our home. The benefits of this project's proposed roads seems limited at best. ~~What about~~

Your comments will be evaluated by the Study Team.

COMMENT CARD



Vineyard Connector Alignment Study Spring Creek Ranch Community Meeting

Name: Ene Marcano Affiliation: Spring Creek Resident
Address: [REDACTED] City: [REDACTED] ZIP: [REDACTED]
Email: [REDACTED] Phone: [REDACTED]

Please share suggestions on an alignment for the Vineyard Connector or comments about the alignment study.

The map shows the proposed alignment tract satisfies my concerns. It keeps noise and pollution from the neighborhood and prevents the Allied farm from being bisected

Your comments will be evaluated by the Study Team.

COMMENT CARD



Vineyard Connector Alignment Study Spring Creek Ranch Community Meeting

Name: Joe Hempel Affiliation: None
Address: [REDACTED] City: [REDACTED] ZIP: [REDACTED]
Email: [REDACTED] Phone: [REDACTED]

Please share suggestions on an alignment for the Vineyard Connector or comments about the alignment study.

use underpass for Spring Creek to still
Access Front Runner & AF - Keeping
More traffic off of Pioneer crossing.
Forcing Spring Creek to Pioneer creates more
of a traffic Burden Not less. this Also

Your comments will be evaluated by the Study Team.

COMMENT CARD

Allows (multiple) Exits From Spring Creek

ALSO Mirror 5300 West

NO one uses Pioneer Xing

E. to W. at Non Peak times



Vineyard Connector Alignment Study Spring Creek Ranch Community Meeting

Name: Nathan & Sabrina Luthi Affiliation: Spring Creek Ranch Subdivision
Address: [redacted] City: [redacted] ZIP: [redacted]
Email: [redacted] Phone: [redacted]

Please share suggestions on an alignment for the Vineyard Connector or comments about the alignment study.

Vineyard connector could potentially bring unwanted, noise, crime traffic and lower home values in the area.

Your comments will be evaluated by the Study Team.

COMMENT CARD



Vineyard Connector Alignment Study Spring Creek Ranch Community Meeting

Name: Nathalie Woodhouse Affiliation: Spring Creek Resident
Address: [redacted] City: [redacted] ZIP: [redacted]
Email: [redacted] Phone: [redacted]

Please share suggestions on an alignment for the Vineyard Connector or comments about the alignment study.

Concerns of /impact on people who already live in the area should be weighed more heavily than the impact on the proposed development. American Fork's preferred alignment places a disproportionate amount of burden on the Spring Creek residents in regards to traffic noise, air quality,

Your comments will be evaluated by the Study Team.

access, and safety. It also would greatly impact the existing wildlife in that area. Impact on land/property values is a major concern.

COMMENT CARD



Vineyard Connector Alignment Study Spring Creek Ranch Community Meeting

Name: JORDAN WILD Affiliation: _____
Address: _____ City: _____ ZIP: _____
Email: _____

Please share suggestions on an alignment for the Vineyard Connector or comments about the alignment study.

My primary concern is that Spring Creek ^{neighborhood} will have quick access to the Front Runner station. If we don't I'll be more inclined to drive to work. Quick access to the shopping in AF (Target/Walmart) is also a priority.

Your comments will be evaluated by the Study Team.

COMMENT CARD



Vineyard Connector Alignment Study Spring Creek Ranch Community Meeting

Name: Brad Smith Affiliation: Spring Creek HOA
Address: _____ City: _____ ZIP: _____
Email: _____ Phone: _____

Please share suggestions on an alignment for the Vineyard Connector or comments about the alignment study.

If a road must be built at all, then I recommend going south of the SCR community and connect to Pioneer Crossing at Center Street. This would also prevent additional congestion at Pioneer Crossing and Mill Pond road, which is already packed at peak times.

Your comments will be evaluated by the Study Team.

COMMENT CARD



Vineyard Connector Alignment Study Spring Creek Ranch Community Meeting

Name: Kate Smith Affiliation: _____
Address: _____ City: _____ ZIP: _____
Email: _____ Phone: _____

Please share suggestions on an alignment for the Vineyard Connector or comments about the alignment study.

Safety concerns with our neighborhood being surrounded by so many highways. Have to traverse too many big intersections to get anywhere. Pioneer is already congested and can't handle traffic from connector. Congestion leads to air quality problems for our neighborhood with tons of children. Our neighborhood is beautiful, quiet,

Your comments will be evaluated by the Study Team.

more

COMMENT CARD

peaceful + home to tons of wildlife: fish, deer, owls, beaver, muskrats, etc. The ~~road~~ ^{Vineyard Connector} will definitely negatively impact quality of life if placed along our neighborhood. Also, lowers home values.

My husband was seriously injured in an accident at Pioneer Crossing + Millpond in 2016. Poor visibility, excessive speed, and people running red lights is a major problem here. It's bad enough having to cross this intersection regularly to access our neighborhood. Please don't funnel more aggressive drivers through our neighborhood.



Vineyard Connector Alignment Study Spring Creek Ranch Community Meeting

Name: Casey Finlinson Affiliation: Spring Creek Ranch Homeowner
Address: [Redacted] City: [Redacted] ZIP: [Redacted]
Email: [Redacted] Phone: [Redacted]

Please share suggestions on an alignment for the Vineyard Connector or comments about the alignment study.

How easy would it be to follow the CWP pipeline with the Vineyard Connector? Isn't there already some kind of easement for the pipe? That would keep the road away from our homes.

Your comments will be evaluated by the Study Team.

COMMENT CARD



Vineyard Connector Alignment Study Spring Creek Ranch Community Meeting

Name: Collin Robinson Affiliation: _____
Address: [Redacted] City: [Redacted] ZIP: [Redacted]
Email: [Redacted] Phone: [Redacted]

Please share suggestions on an alignment for the Vineyard Connector or comments about the alignment study.

Developers & government from AP have their own interests (money) in mind and are clashing with residents & citizens from Lehi. Residents built/bought homes in good faith and now may not have a ~~the~~ significant enough voice in this process. Developers may be able to build fast enough that they can block a route that is unfavorable to them!

Your comments will be evaluated by the Study Team.

COMMENT CARD



Vineyard Connector Alignment Study Spring Creek Ranch Community Meeting

Name: Kenny Wilson Affiliation: SCR
Address: [REDACTED] City: [REDACTED] ZIP: [REDACTED]
Email: [REDACTED] Phone: [REDACTED]

Please share suggestions on an alignment for the Vineyard Connector or comments about the alignment study.

Please don't shove this immediately next to
the homes in Spring Creek. Find
a better route and expand
Pioneer Crossing with a sound wall!

Your comments will be evaluated by the Study Team.

COMMENT CARD



Vineyard Connector Alignment Study Spring Creek Ranch Community Meeting

Name: MATT STAPLETON Affiliation: RESIDENT
Address: [REDACTED] City: [REDACTED] ZIP: [REDACTED]
Email: [REDACTED] Phone: [REDACTED]

Please share suggestions on an alignment for the Vineyard Connector or comments about the alignment study.

MY BIGGEST POINT OF CONFUSION IS THAT THIS FEELS LIKE IT
WILL CONNECT VINEYARD TO EAGLE MOUNTAIN, AND I'M QUESTIONING
THE OVERALL NEED. I FEEL LIKE MOST BUSINESSES ARE EAST OF I-15,
OR AT THANKSGIVING POINT, AND THIS DOESN'T FEEL LIKE IT GETS
PEOPLE TO ANY OF THOSE.

Your comments will be evaluated by the Study Team.

COMMENT CARD



Vineyard Connector Alignment Study

Spring Creek Ranch Community Meeting

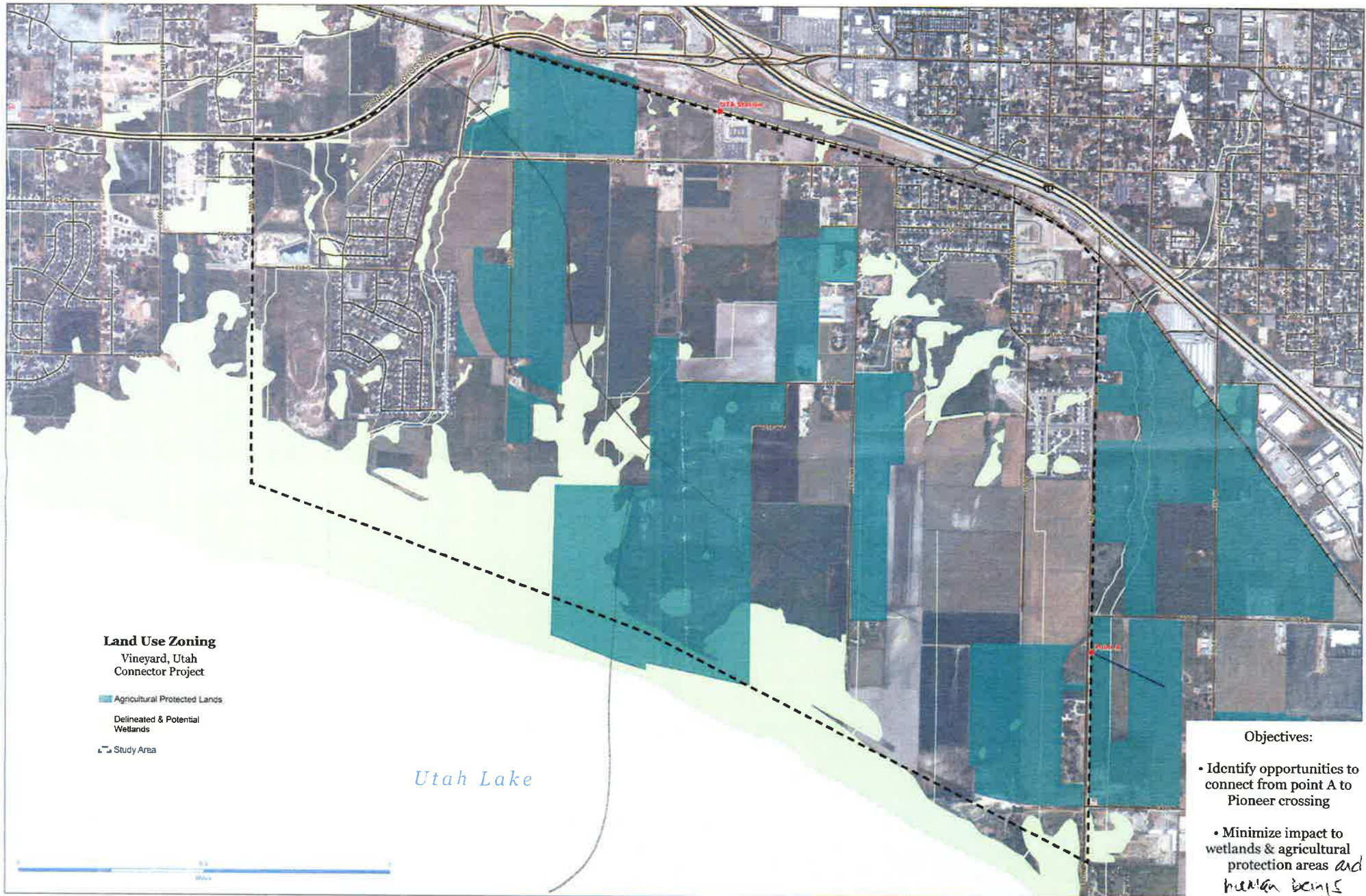
Name: Jed & Teresa Harston Affiliation: Spring Creek Ranch
Address: [REDACTED] City: [REDACTED] ZIP: [REDACTED]
Email: [REDACTED] Phone: [REDACTED]

Please share suggestions on an alignment for the Vineyard Connector or comments about the alignment study.

AF's proposed alignment will not work and will negatively affect Spring Creek Ranch. The alignment needs to go west south of Spring Creek and meet pioneer crossing further west than mill pond area or traffic will be unmanageable.

Your comments will be evaluated by the Study Team.

COMMENT CARD



I understand the need for the road. This alignment addresses my concerns of noise and pollution for the families at children (grand 100 currently) on 900 E. This also prevents the Allied farm from being bisected and reduces the sharp turn at the north end. While not ideal for AF City, they also have not built yet. please don't shred paper 😊



Vineyard Connector <vineyardconnector@utah.gov>

Vineyard connector

2 messages

Letha Marchetti [REDACTED]

Tue, Aug 28, 2018 at 5:31 PM

To: Vineyardconnector@utah.gov

Hello good people at UDOT,

Since I'm unable to be at the meeting regarding the vineyard connector in Lehi, I'm sending this.

Your notification offered a web address and I found nothing on the connector. Maybe I just didn't find the right place to click.

The important consideration here is two fold. Of course you want transit to flow easily. Also, there are existing homes. As you come to the best solution, please take into account the people already living in Lehi. As someone who own a home in Quail Run, I was shocked to learn the various routes considered. It is only reasonable you put quality of life for those residents in high priority. Please place any larger or new roads as far from existing homes as you can. I believe this is possible and am asking you to do the right thing for the people in the area.

Sincerely,

Letha Marchetti

[REDACTED]

Vineyard Connector <vineyardconnector@utah.gov>

Wed, Aug 29, 2018 at 1:57 PM

To: Letha Marchetti [REDACTED]

Hi Letha,

Thank you for taking the time to share your input on the study. Your input will be considered as the team evaluates potential solutions for an alignment in the area.

I've included a link to the study website below. We are adding the meeting materials to the site so you have more information to reference. In the meantime, we'll add you to the contact list so you can receive updates on the study as it progresses.

Best,

Vineyard Connector Alignment Study Information Team

Phone: (801) 912-9556

www.udot.utah.gov/go/vineyardconnector

[Quoted text hidden]

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**Vineyard Connector** <vineyardconnector@utah.gov>

Open House

2 messages

Jed Harston [REDACTED]

Wed, Aug 29, 2018 at 1:59 PM

To: vineyardconnector@utah.gov

Thank you for the open house last night for Spring Creek Ranch residents. It was helpful and we appreciate the opportunity to discuss our concerns and to hear from UDOT and other officials. My main concern is that any route that takes the vineyard connector near our neighborhood and meets up with Pioneer Crossing near the Millpond area will be too close to the I15 on ramp and too close to the Millpond intersection both of which are already very busy and very backed up with traffic. I think that any alignment that doesn't consider some east west solution to the traffic on Pioneer Crossing is shortsighted and will only be a temporary solution at best. I think that the vineyard connector should go on the south side of Spring Creek Ranch along the north end of the lake to at least Center Street in Lehi where it can meet up with Pioneer Crossing and be far enough west of the I15 entrance and AF main street that it will be a more steady flow into Pioneer Crossing both west and east bound for those wanting to get on I15 northbound. With the increase traffic around the AF Front Runner Station and the development there, having the connector go into the Millpond area will become unmanageable and will cause gridlock at the I15 entrance that is already very busy around and backed up at rush hour.

Another concern is that American Fork City's main motivation is development of their city and not the Vineyard Connector. I hope that things will be put into perspective when the alignment is studied and determined. They don't care about the impact on Lehi City or its residents nor on the farms that still exist in that area, they are only concerned with development of that area and filling their tax coffers with development of that area.

Thank,

Jed Harston
Resident - Spring Creek Ranch

Vineyard Connector <vineyardconnector@utah.gov>

Fri, Aug 31, 2018 at 1:33 PM

To: Jed Harston [REDACTED]

Jed,

Thank you for taking the time to share your input on the study. Your input will be considered as the team evaluates potential solutions for an alignment in the area.

Best,

Dianne Olson

[Quoted text hidden]

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Vineyard Connector Alignment Study Information Team

Phone: (801) 912-9556

**Vineyard Connector** <vineyardconnector@utah.gov>

Spring Creek Ranch Neighborhood

2 messages

Jed Harston [REDACTED]

Fri, Aug 24, 2018 at 12:39 PM

To: vineyardconnector@utah.gov

To whom it may concern:

I am a resident of the Spring Creek Ranch neighborhood in Lehi that closely borders American Fork. We have been a forgotten and disregarded party to the discussions on the Vineyard Connector by American Fork officials.

American Fork City officials have sold their souls to the developer on the land where the original study for the Vineyard Connector would have gone. Now they are trying to push everything westward for the Vineyard Connector in an effort to maximize development in AF and push their transit and traffic problems to Lehi City and the residents of the Spring Creek Ranch neighborhood. It is absurd that the money spent for the original study for the Vineyard Connector's path through AF near the Frontrunner station was effectively wasted and now tax payers are footing the bill so that American Fork officials can continue to line their pockets from developers and let others deal with their transit issues without any regard for the impact on homeowners whose property borders American Fork's preferred route for the Vineyard Connector. The disregard for our neighborhood up to this point, our property values, farming in the area, safety, environmental impact on the Spring Creek that runs through this area and other wetlands is astounding.

My hope now is that UDOT will ultimately create a route that makes sense to homeowners and others impacted by this and not continue to let AF City officials dictate where this route will go based selfishly on their development plans and pocket lining activities. Please don't continue this pattern of disregard for homeowners whose homes and children will be negatively impacted if the Connector is allowed to be built right in our backyards.

It is interesting to me that the Vineyard Connector logo states "Vineyard Connector - American Fork to Orem", but it isn't is it? Some plans have it passing right through Lehi city limits and negatively impacting more Lehi residents in Spring Creek Ranch, than American Fork residents. How about we call it what it is and address this with those that are really impacted by this and not allow American Fork to continue to push their traffic and infrastructure problems to other communities.

Protect the Spring Creek Ranch neighborhood.

Regards,

Jed Harston

Vineyard Connector <vineyardconnector@utah.gov>

Fri, Aug 24, 2018 at 1:04 PM

To: Jed Harston [REDACTED]

Jed,

Thank you for reaching out and for sharing your input on the process. It is the study teams plan to take input from Spring Creek Ranch residents and other land owners in the area to identify potential solutions.

I'll incorporate your feedback into the process and if you are interested and able to attend the meeting on Tuesday, Aug. 28th it would be a great opportunity to interact with the study team. (See attached invitation) We'll also be looking at future opportunities where residents can be involved and provide input.

In the meantime, I'll record and share your comment with the study team and add you to our contact list.

Best,

Dianne Olson

[Quoted text hidden]

--

Vineyard Connector Alignment Study Information Team

Phone: (801) 912-9556



Comment Summary

Date	First Name	Last Name	Suggestions or comments about the alignment study
08/28/18	Kate	Smith	Safety concerns with our neighborhood being surrounded by so many highways. Have to traverse too many big intersections to get anywhere. Pioneer is already congested and can't handle traffic from connector. Congestion leads to air quality problems for our neighborhood with tons of children. Our neighborhood is beautiful, quiet, peaceful, and home to tons of wildlife: fish, deer, owls, beaver, muskrats, etc. The Vineyard Connector will definitely negatively impact quality of life if place along our neighborhood. Also, lowers home values. My husband was seriously injured in an accident at Pioneer Crossing & Millpond in 2016. Poor visibility, excessive speed, and people running red lights is a major problem here. IT's bad enough having to cross this intersection regularly to access our neighborhood. Please don't funnel more aggressive drivers through our neighborhood.
08/28/18	Jea & Teresa	Harston	American Fork's proposed alignment will not work and will negatively affect Spring Creek Ranch. The alignment needs to go South West of Spring Creek and meet Pioneer Crossing further west than Millpond area or traffic will be manageable.
08/28/18	Brad	Smith	It a road must be build at all, then I recommend going South of the SCR community and connect to Pioneer Crossing at Center Street. This would also prevent additional congestion at Pioneer Crossing and Mill Pond road, which is already packed at peak times.
08/28/18	Jordan	Wild	My primary concern is that Spring Creek neighborhood will have quick access to the Front Runner station. If we don't, I'll be more inclined to drive to work. Quick access to the shopping in American Fork (Target/Walmart) is also a priority.
08/28/18	Eric	Marianno	The map shows the proposed alignment that satisfies my concerns. It keeps noise and pollution from the neighborhood and prevents the Allred Farm from being bisected.
08/28/18	Cameron	Nokes	Very concerned about the noise, traffic, and property value impact on our home. The benefits of this project's proposed roads seems limited at best.
08/28/18	Nathalie	Woodhouse	Concerns of impact on people who already live in the area should be weighed more heavily than the impact on the proposed development. American Fork's preferred alignment places a disproportionate amount of burden on the Spring Creek residents in regards to traffic noise, air quality, access, and safety. It also would greatly impact the existing wildlife in that area. Impact on land/property values is a major concern.
08/28/18	Nathan and Sabrina	Luthi	Vineyard connector could potentially bring unwanted, noise, crime, traffic, and lower home values in the area.



Vineyard Connector North Alignment Study – Public Involvement Memo

08/28/18	Kenny	Wilson	Please don't shove this immediately next to the homes in Spring Creek. Find a better route and expand Pioneer Crossing with a sound wall.
08/28/18	Collin	Robinson	Developers and government from American Fork have their own interests (money) in mind and are clashing with resident and citizens from Lehi. Residents built/bought homes in good faith and now may not have a significant enough voice in this process. Developers may be able to build fast enough that they can block a route that is unfavorable to them.
08/28/18	Casey	Finlinson	How easy would it be to follow the CWP pipeline with the Vineyard Connector? Isn't there already some kind of easement for the pipe? That would keep the road away from our homes.
08/28/18	Joe	Hempel	Use underpass for Spring Creek to still access Front Runner and American Fork - keeping more traffic off of Pioneer Crossing. Forcing Spring Creek to Pioneer create more of a traffic burden not less. This also allows multiple exits from Spring Creek. Also mirror 5300 west. No one uses Pioneer Crossing East to West at non peak times.
08/28/18	Anonymous		If it isn't an East/West/North solution...it isn't a solution.
08/28/18	Kate	Smith	Concerned that American Fork's plans to expand 200 S are trying to force their vision of where Vineyard Connector is placed and force most of the TOD traffic into our (Spring Creek) neighborhood. Did not include us in planning. Prefer southerly route with small connector to Pioneer at Center St. or further west.
08/28/18	Anonymous		Spring Creek Ranch direct access to pioneer need to preserved, or neighborhood will be cut off from freeway, businesses, etc.
08/28/18	Matt	Stapleton	My biggest point of confusion is that this feels like it will connect Vineyard to Eagle Mountain, and I'm questioning the overall need. I feel like most businesses are east of I-15, or at Thanksgiving Point, and this doesn't feel like it gets people to any of those.
08/29/18	Jed	Harston	Thank you for the open house last night for Spring Creek Ranch residents. It was helpful and we appreciate the opportunity to discuss our concerns and to hear from UDOT and other officials. My main concern is that any route that takes the vineyard connector near our neighborhood and meets up with Pioneer Crossing near the Millpond area will be too close to the I15 on ramp and too close to the Millpond intersection both of which are already very busy and very backed up with traffic. I think that any alignment that doesn't consider some east west solution to the traffic on Pioneer Crossing is shortsighted and will only be a temporary solution at best. I think that the vineyard connector should go on the south side of Spring Creek Ranch along the north end of the lake to at least Center Street in Lehi where it can meet up with Pioneer Crossing and be far enough west of the I15 entrance



Vineyard Connector North Alignment Study – Public Involvement Memo

			<p>and AF main street that it will be a more steady flow into Pioneer Crossing both west and east bound for those wanting to get on I15 northbound. With the increase traffic around the AF Front Runner Station and the development there, having the connector go into the Millpond area will become unmanageable and will cause gridlock at the I15 entrance that is already very busy around and backed up at rush hour.</p> <p>Another concern is that American Fork City's main motivation is development of their city and not the Vineyard Connector. I hope that things will be put into perspective when the alignment is studied and determined. They don't care about the impact on Lehi City or its residents nor on the farms that still exist in that area, they are only concerned with development of that area and filling their tax coffers with development of that area.</p>
08/28/18	Letha	Marchetti	<p>Hello good people at UDOT,</p> <p>Since I'm unable to be at the meeting regarding the vineyard connector in Lehi, I'm sending this.</p> <p>Your notification offered a web address and I found nothing on the connector. Maybe I just didn't find the right place to click.</p> <p>The important consideration here is two fold. Of course you want transit to flow easily. Also, there are existing homes. As you come to the best solution, please take into account the people already living in Lehi. As someone who own a home in Quail Run, I was shocked to learn the various routes considered. It is only reasonable you put quality of life for those residents in high priority. Please place any larger or new roads as far from existing homes as you can. I believe this is possible and am asking you to do the right thing for the people in the area.</p>



Vineyard Connector North Alignment Study – Public Involvement Memo

8/24/2018	Jed	Harston	<p>To whom it may concern:I am a resident of the Spring Creek Ranch neighborhood in Lehi that closely borders American Fork. We have been a forgotten and disregarded party to the discussions on the Vineyard Connector by American Fork officials. American Fork City officials have sold their souls to the developer on the land where the original study for the Vineyard Connector would have gone. Now they are trying to push everything westward for the Vineyard Connector in an effort to maximize development in AF and push their transit and traffic problems to Lehi City and the residents of the Spring Creek Ranch neighborhood. It is absurd that the money spent for the original study for the Vineyard Connector's path through AF near the Frontrunner station was effectively wasted and now tax payers are footing the bill so that American Fork officials can continue to line their pockets from developers and let others deal with their transit issues without any regard for the impact on homeowners whose property borders American Fork's preferred route for the Vineyard Connector. The disregard for our neighborhood up to this point, our property values, farming in the area, safety, environmental impact on the Spring Creek that runs through this area and other wetlands is astounding. My hope now is that UDOT will ultimately create a route that makes sense to homeowners and others impacted by this and not continue to let AF City officials dictate where this route will go based selfishly on their development plans and pocket lining activities. Please don't continue this pattern of disregard for homeowners whose homes and children will be negatively impacted if the Connector is allowed to be built right in our backyards. It is interesting to me that the Vineyard Connector logo states "Vineyard Connector - American Fork to Orem", but it isn't is it? Some plans have it passing right through Lehi city limits and negatively impacting more Lehi residents in Spring Creek Ranch, than American Fork residents. How about we call it what it is and address this with those that are really impacted by this and not allow American Fork to continue to push their traffic and infrastructure problems to other communities.Protect the Spring Creek Ranch neighborhood.Regards,</p>
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Transcription of comments made on Community Meeting boards

Additional Board Comments	Indicates agreement by other stakeholders
Don't want access to HOA affected	
Make sure intersection will still work	
How does AF's plans for 200 S. effect the VC? How would it tie in?	
Benefit of the road does not outweigh the cost	1
More efficient to widen Pioneer Crossing	2
Ag Landowners are not being engaged enough	
Wrong place for a solution. Look at Point of the Mountain instead	2
Waste of taxpayer money. Put it into schools instead	
Getting to AF station would be cut off by road	3
Bus service to AF station cut off by road	2
Land taken out of ag protection and landowners don't want the road to go there	3
connect to traffic moving east and west at 1900 S.	
Consider widening 1900 S.	
Consider connection at Center Street instead of Mill Pond	4
Doesn't seem to solve many traffic pile ups	
Maintain access to Mill Pond Road	2
Don't impede access to Front Runner	1
Not opposed to a North/South road, but dumping on Pioneer will make Pioneer a traffic failure similar to Thanksgiving Point. A new East/West road needs to take traffic to Redwood	1
Lehi residents need input. Homeowners built homes in good faith and now surrounding neighborhoods could become less desirable.	4
Impact on wetlands, wildlife and air quality are not considered enough	4
Pioneer should not have more traffic added by VC. Already unsafe. People drive too fast for current design and more cars exacerbates the problems	3
This is a case of business (developers) and government in AF vs. residents in Lehi. We are concerned that residents don't get enough of a voice	2

Appendix C

Travel Demand Modeling Memorandum

MEMORANDUM

DATE: March 6, 2019
TO: Andrea Moser
CC: Vijay Kornala, PE, PTOE
FROM: Joseph Sonnen, PE; Rikki Sonnen PE
SUBJECT: Vineyard Connector Norther Alignment - Travel Demand Modeling Summary

UDOT Region 3 is in the process of re-evaluating the Vineyard Connector Northern Alignment through American Fork identified in the 2008 State Environmental Study. This memo documents the findings of evaluating the Vineyard Connector alignment between 570 W and Pioneer Crossing in American Fork, to address newly planned developments that have occurred since 2008. This analysis includes evaluating the selected alignment proposed in the 2008 State Environmental Study as well as evaluating new and refined alternatives that address the needs and planned developments in the area.

The purpose of Vineyard Connector is to improve north-south regional mobility west of I-15 and east of Utah Lake between Lehi, American Fork, Lindon, Orem and Vineyard to provide access to the part of Vineyard that includes the former Geneva Steel plant site. The Utah Legislature identified the Vineyard Connector as a Critical Highway Needs project during the 2007 and 2008 sessions because the new road would provide access to the Geneva Steel redevelopment site and a commuter rail station and could act as an alternate route during I-15 reconstruction.

The project is needed to provide a transportation system to address regional mobility and access issues. As it develops the Vineyard Connector Project, UDOT intends to design a transportation system that avoids and minimizes impacts to the human and natural environments and considers the land-use and transportation planning objectives of Lehi, American Fork, Lindon, Vineyard and Orem.

Data Compilation

Data from UDOT's PeMS, iPeMS, and HERE sources, land use and available TIS studies from American Fork, Lehi, and Utah County, and the original Vineyard Connector Alignments were obtained to evaluate the Vineyard Connector alignments between 570 W and Pioneer Crossing in American Fork.

Travel Demand Modeling

Travel demand modeling was performed using the Mountainland Association of Government (MAG) 2040 travel demand model. J-U-B worked with MAG, American Fork, Lehi, and Utah County to confirm and update land use assumptions within the project vicinity.

Future traffic demands and travel trends for the mainline I-15, Pioneer Crossing, Future Vineyard Connector, I-15/Pioneer Crossing/American Fork Main Street and surrounding roadways helped in determining reasonable alternative alignment solutions for the Vineyard Connector alignments identified in the 2008 State Environmental Study. The future project level travel demand used for this analysis was based upon background traffic from the adopted MAG 2040 model. These background traffic conditions were supplemented with site specific traffic information from traffic impact studies that have been completed within the project area. Specific impact studies and development plans were studied and incorporated into this analysis including:

- Meadows Crossing Study (Figure 2)
- Dixie Fenn Development Concept Plan
- Vineyard Connector Phasing Study

Existing base year conditions were modeled for three alternative Vineyard Connector Alignments using the adopted MAG models. Various alignment concepts were analyzed. All the brainstormed concept alignments are shown in Figure 1 (SES alignments, Lehi alignments and American Fork alignments).

Number of lanes, Functional Classification, Socio-Economic Data.

Each Vineyard Connector alignment was evaluated as a principal arterial with two travel lanes in each direction, 45 - 55 mph design speeds. Alignments were evaluated for:

- logistical/technical feasibility
- Traffic volume (2040 AADT)
- Impacts to existing and planned development
- Impacts to potential wetlands
- Impacts to Agricultural Protection Areas

The Socio-Economic data used for evaluating is presented in the **Appendix A**.

Figure 1 - Alignment Concepts Evaluated.

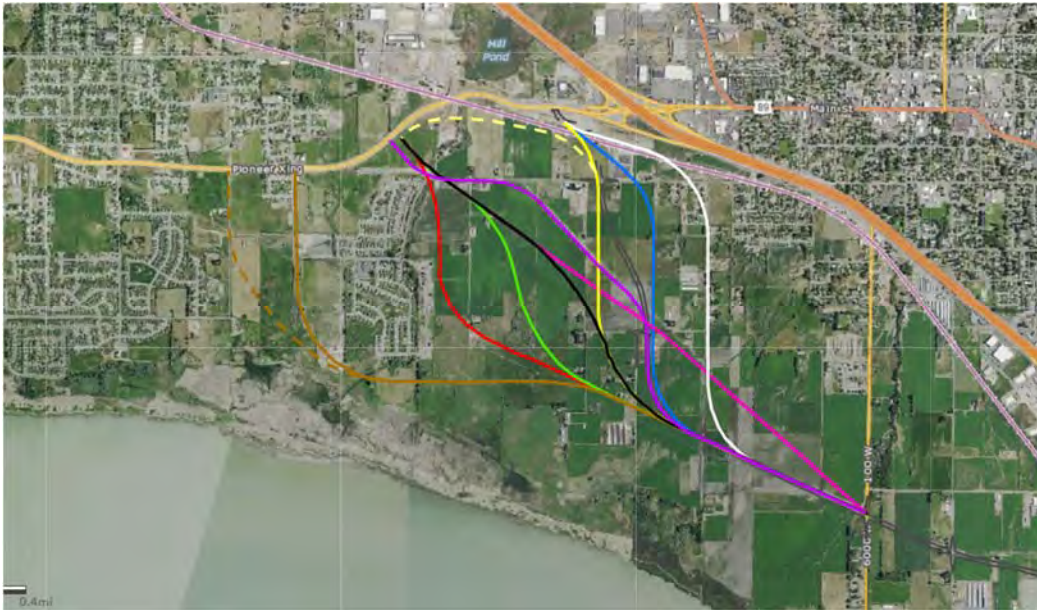


Figure 2 - Variations of the State Environmental Study (SES) Alignment. [Brown polygons are wetlands, green are Agricultural Protection Areas]

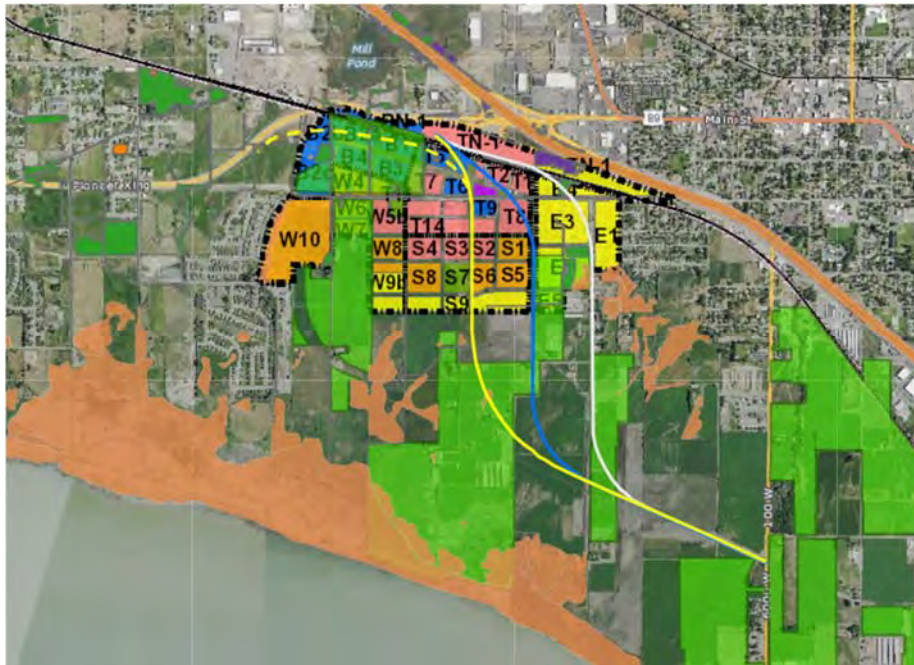


Figure 3 - Lehi Alignments. [Brown polygons are wetlands, green are Agricultural Protection Areas]

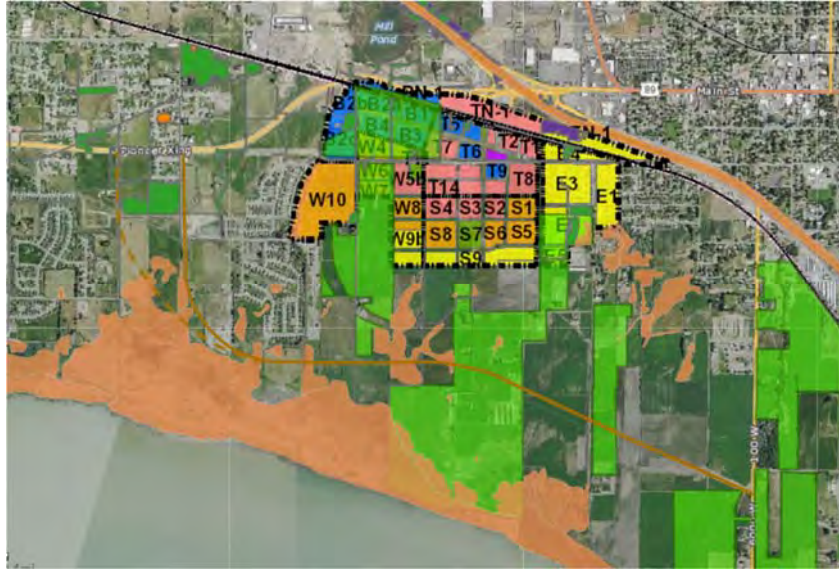
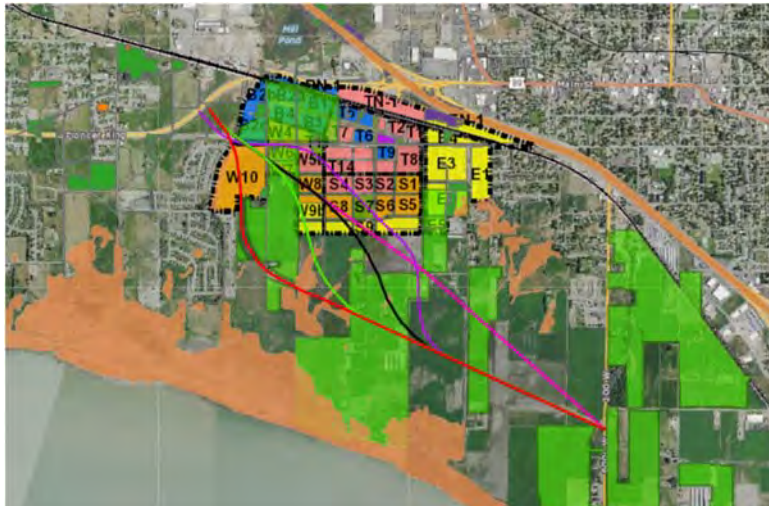


Figure 4 - American Fork Alignments. [Brown polygons are wetlands, green Agricultural Protection Areas]



Tables 1, 2 and 3 summarize the horizon year 2040 AADT for the various alignments scenarios analyzed using the MAG travel demand model. Travel demand model scenarios 1, 2, 3 broadly represent the various alignments evaluated from a modeling standpoint. Various alignments are anticipated to have varying AADT impacts to Vineyard Connector and the surrounding road network including Pioneer Crossing and Pony Express. The modeled scenario results are summarized in **Appendix B** along with the model networks.

Table 1. Evaluation of SES Alignments.

Factors Evaluated	SES 1 (Yellow)	SES 2 (Blue)	SES 3 (White)	SES 1A segment (Yellow dashed)
2040 AADT, Vineyard Connector North of Pony Express	6,783	6,783	6,783	Not Analyzed
2040 AADT, Vineyard Connector South of Pony Express	18,520	18,520	18,520	Not Analyzed

Table 2. Evaluation of the Lehi Alignments, 300 East and Center Street.

Factors Evaluated	Lehi 300 East (Brown Solid)	Lehi Center Street (Brown Dashed)
2040 AADT, Vineyard Connector North of Pony Express	6,632	6,632
2040 AADT, Vineyard Connector South of Pony Express	20,266	20,266

Table 3. Evaluation of American Fork (AF) Alignments.

Factors Evaluated	AF 1/Phasing Study 1B (Red)	AF 2 (Green)	AF 3/Phasing Study 1A (Purple)	AF 4 (Pink)	AF 5 (Black)
2040 AADT, Vineyard Connector North of Pony Express	12,535	12,535	12,535	12,535	12,535
2040 AADT, Vineyard Connector South of Pony Express	23,690	23,690	23,690	23,690	23,690

Appendix A Socio-Economic Data Summary

TAZ	Original 2040 Model SE data			Revised 2040 Model SE data		
	Total Households	Total Population	All Employment	Total Households	Total Population	All Employment
1684	0	0	1602	0	0	1602
1685	414	1045	1235	414	1045	1235
1695	702	2121	1174	702	2121	1174
1697	570	1700	722	570	1700	722
1745	226	845	2655	226	845	2655
1746	539	1942	452	539	1942	452
1748	389	1267	4	389	1267	4
1749	1040	3984	960	2100	8043	5000
1750	694	2464	100	694	2464	100
1752	393	1358	2	393	1358	2
1753	790	2849	214	790	2849	214
1758	584	2059	170	584	2059	170
1761	16	36	893	16	36	893
1774	694	2455	961	694	2455	961

Appendix B

Travel Demand Modeling Scenarios and Results Summaries & Corresponding Travel Demand Modeling Networks

ROAD NAME	Description of Location	v8.2-WFCCS 2040 Scenario 1 (with TOD) (Western/Open House Alignment)				v8.2-WFCCS 2040 Scenario 2 (with TOD) (American Fork Alignment)				v8.2-WFCCS 2040 Scenario 3 (with TOD) (SES Alignment)			
		Lanes	Functional Classification	Speed	2040 AADT	Lanes	Functional Classification	Speed	2040 AADT	Lanes	Functional Classification	Speed	2040 AADT
Pioneer Crossing	West of Vineyard Connector	6	Expressway, posted 50-60 mph	48	60616	6	Expressway, posted 50-60 mph	48	65534	6	Expressway, posted 50-60 mph	48	61738
Pioneer Crossing	Immediately West of I-15	6	Expressway, posted 45-55 mph	43	64380	6	Expressway, posted 45-55 mph	43	52418	6	Expressway, posted 45-55 mph	43	68328
Vineyard Connector (North of Pony Express)	Immediately North of Pony Express	4	Principal Arterial	40	6632	4	Principal Arterial	40	12535	4	Principal Arterial	40	6783
Vineyard Connector (Mainline)	South of Pony Express	4	Expressway, posted 45-55 mph	43	20266	4	Expressway, posted 45-55 mph	43	23690	4	Expressway, posted 45-55 mph	43	18520
Pony Express	West of Vineyard Connector	4	Minor Arterial	35	17842	4	Minor Arterial	35	12454	4	Minor Arterial	35	14466

2040 Base (No Change from Model)

V8.2 WFCCS model provided by MAG / Vineyard Connector coded as 3 lanes (each direction) and Expressway (60-70 mph)

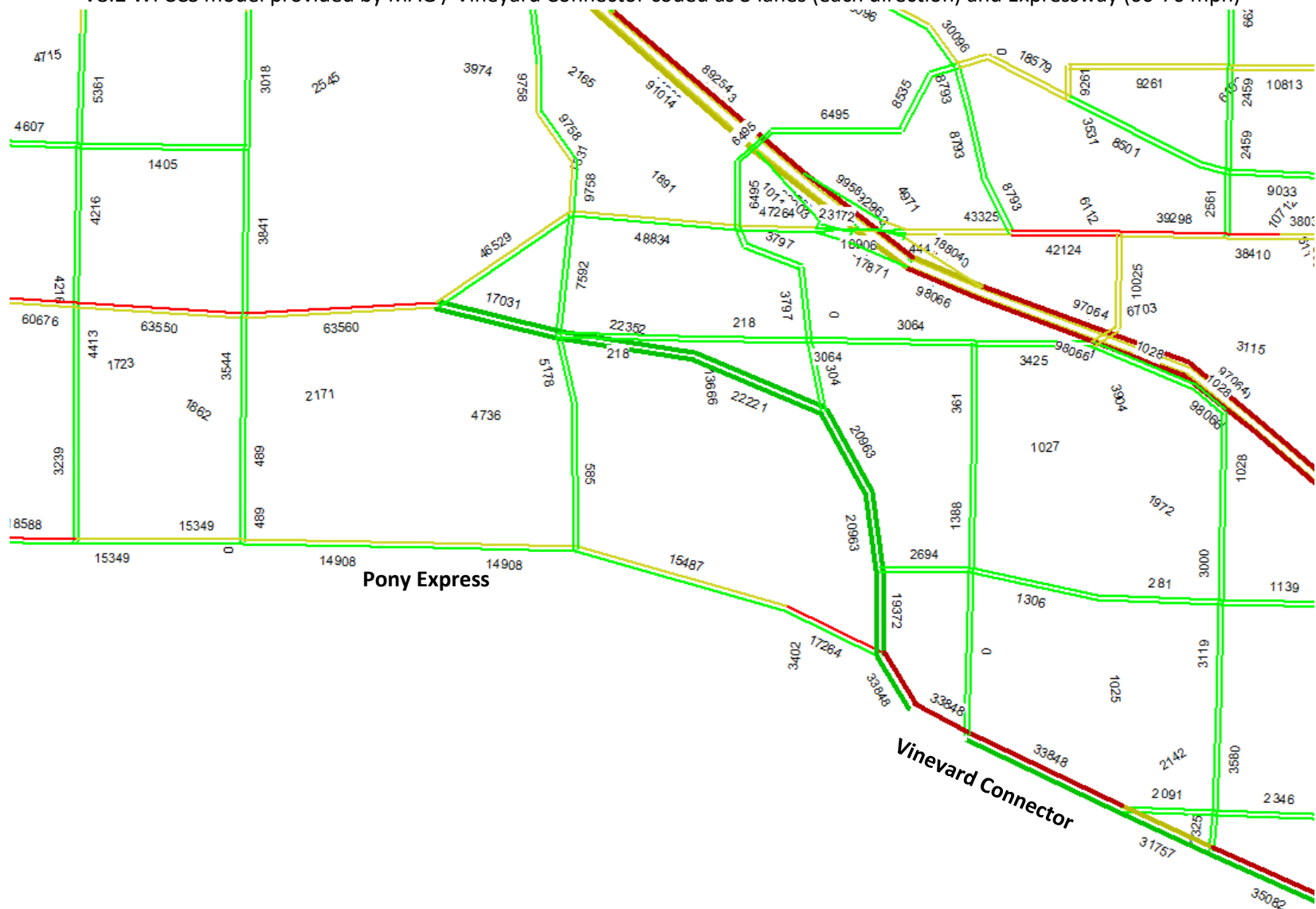


Figure 1: 2040 Base AADT (TOD not added to SE Data)

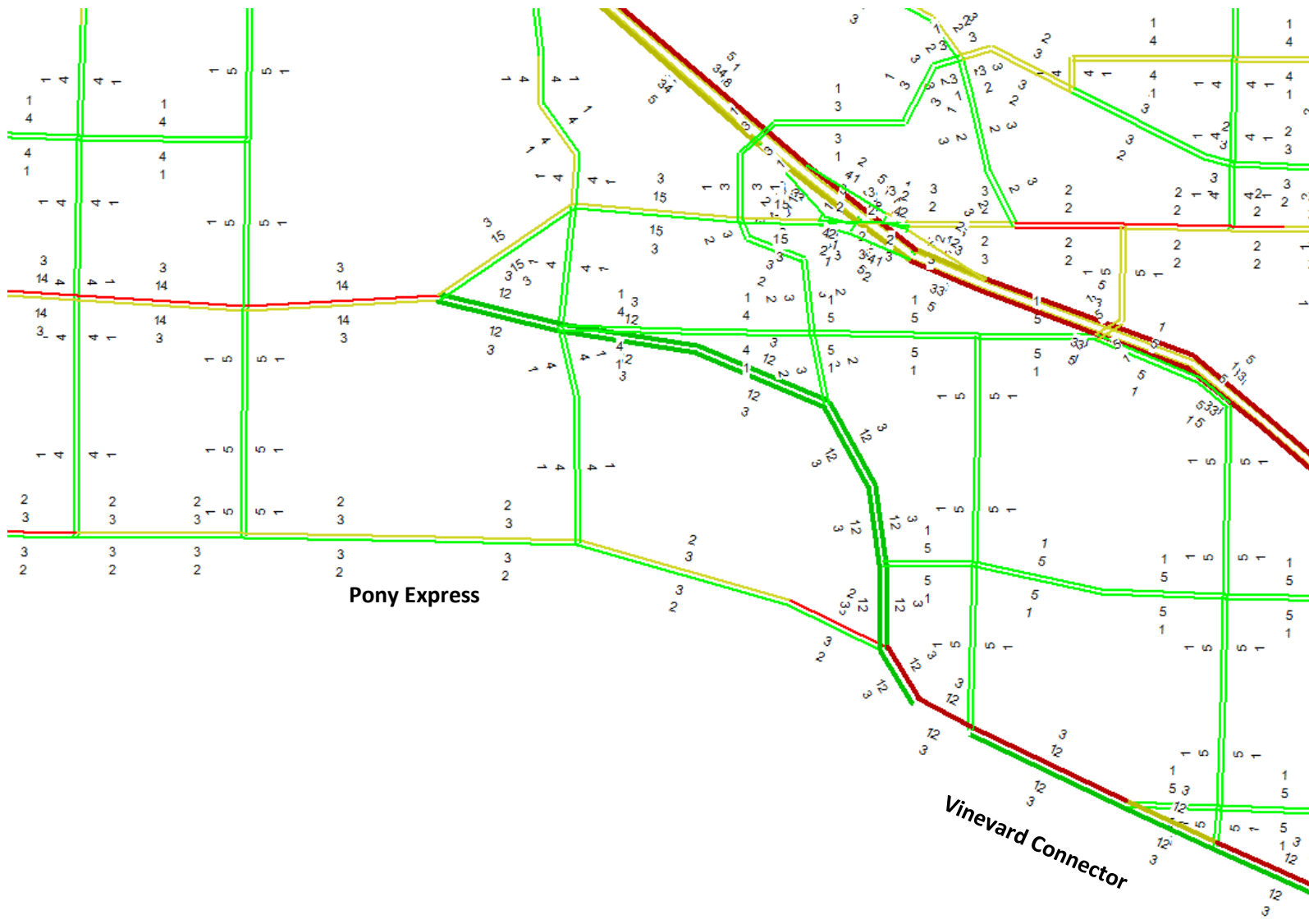


Figure 2: 2040 Base Functional Class/Lanes

2040 S0 (Meadows Crossing Alignment)

Same configuration as 2040 Base / Vineyard Connector coded as 2 lanes (each direction) and Expressway (40-50 mph)

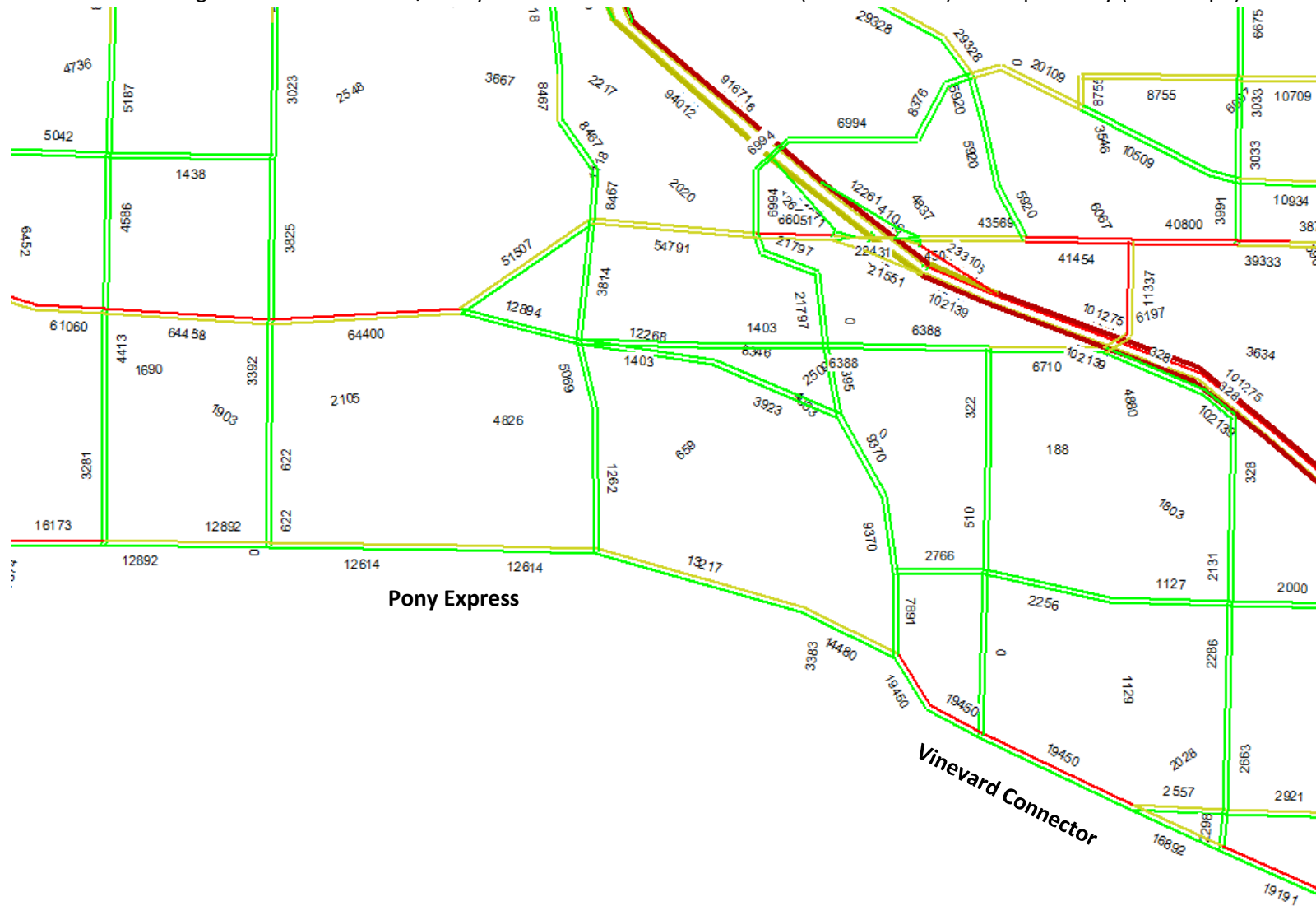


Figure 3: 2040 S0 AADT (with TOD)

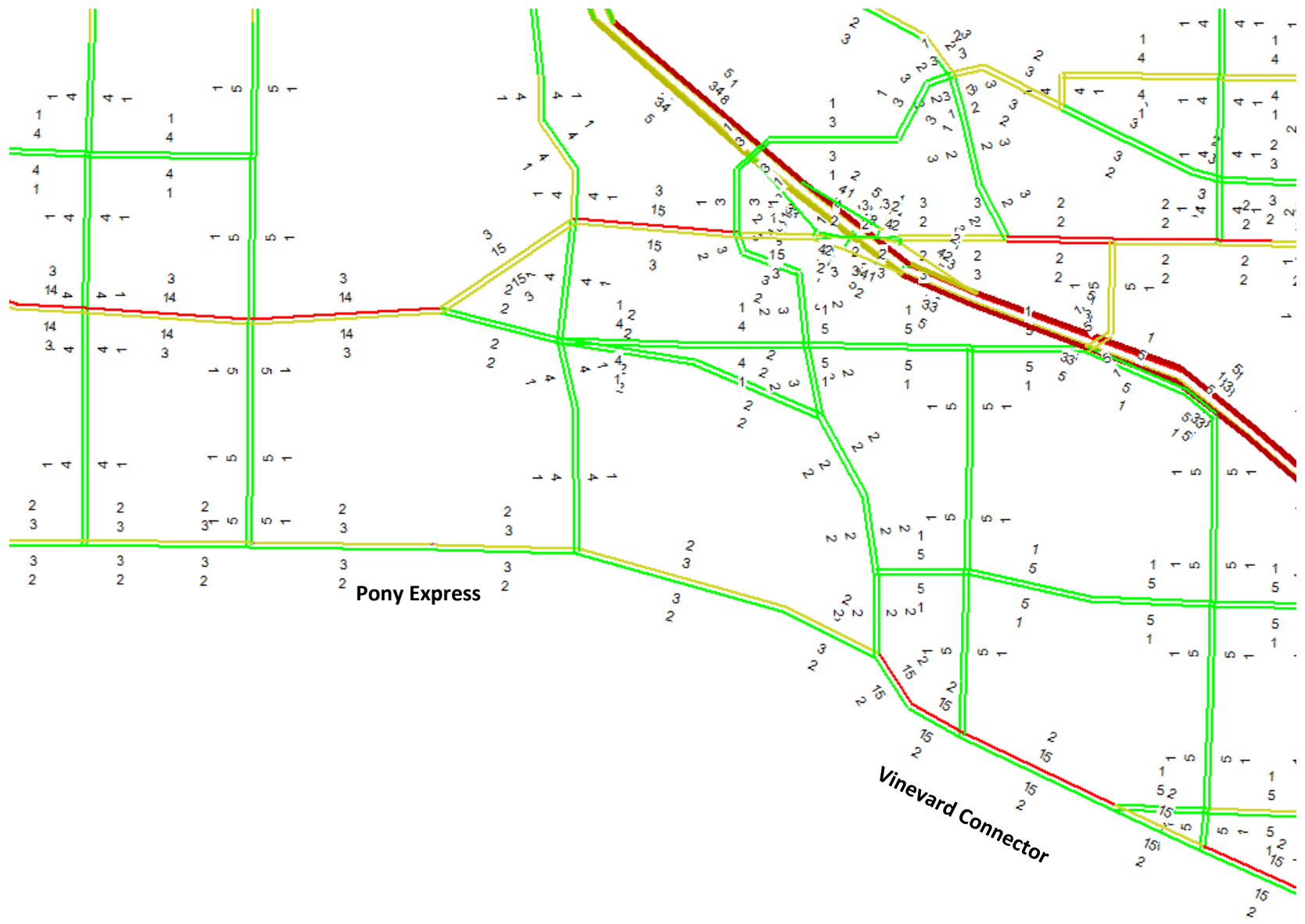


Figure 4: 2040 SO Functional Class/Lanes

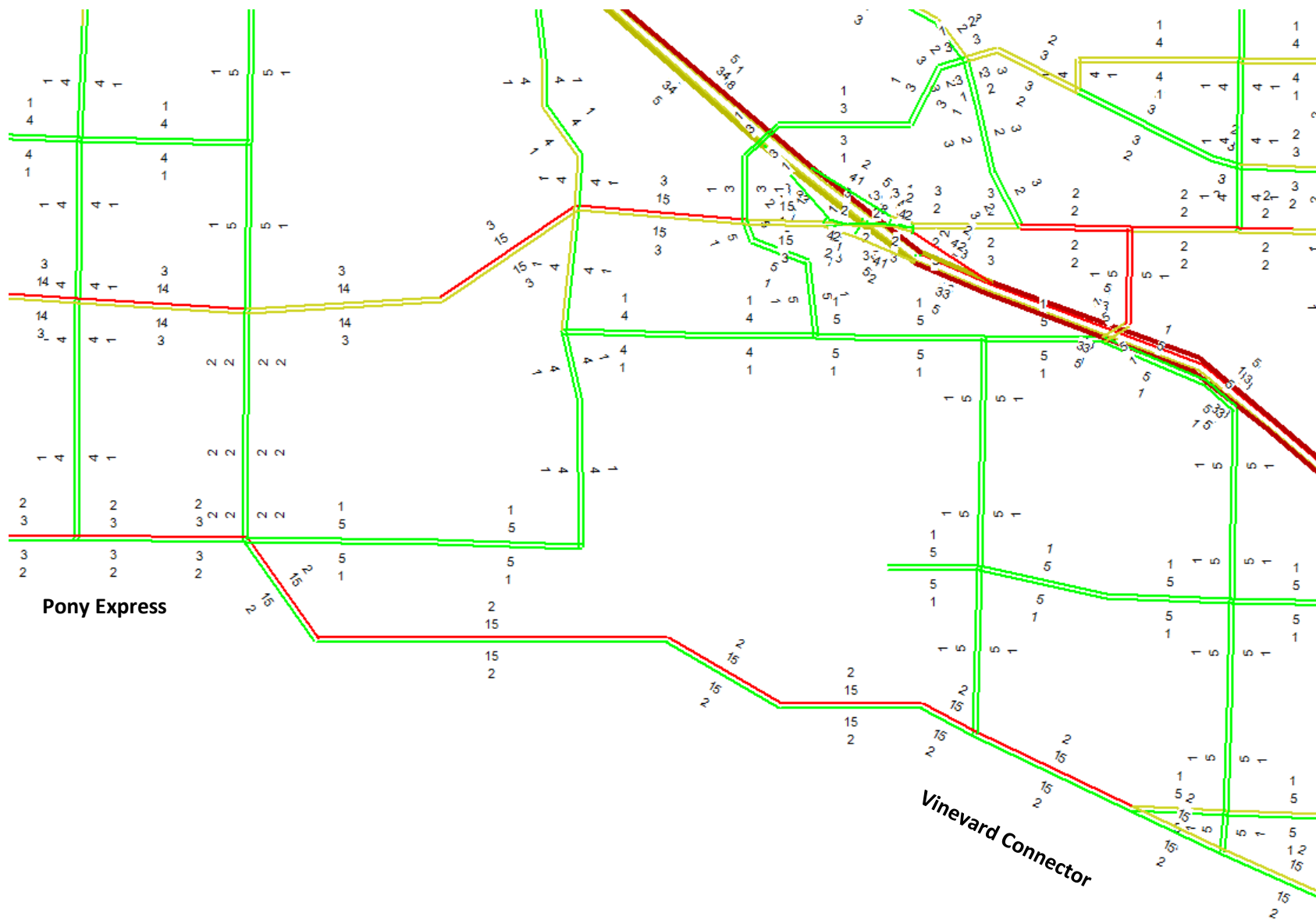


Figure 6: 2040 S1 Functional Class/Lanes

2040 S2 (American Fork Alignment)

Vineyard Connector connected West of 850 E / Vineyard Connector coded as 2 lanes (each direction) and Expressway (40-50 mph)

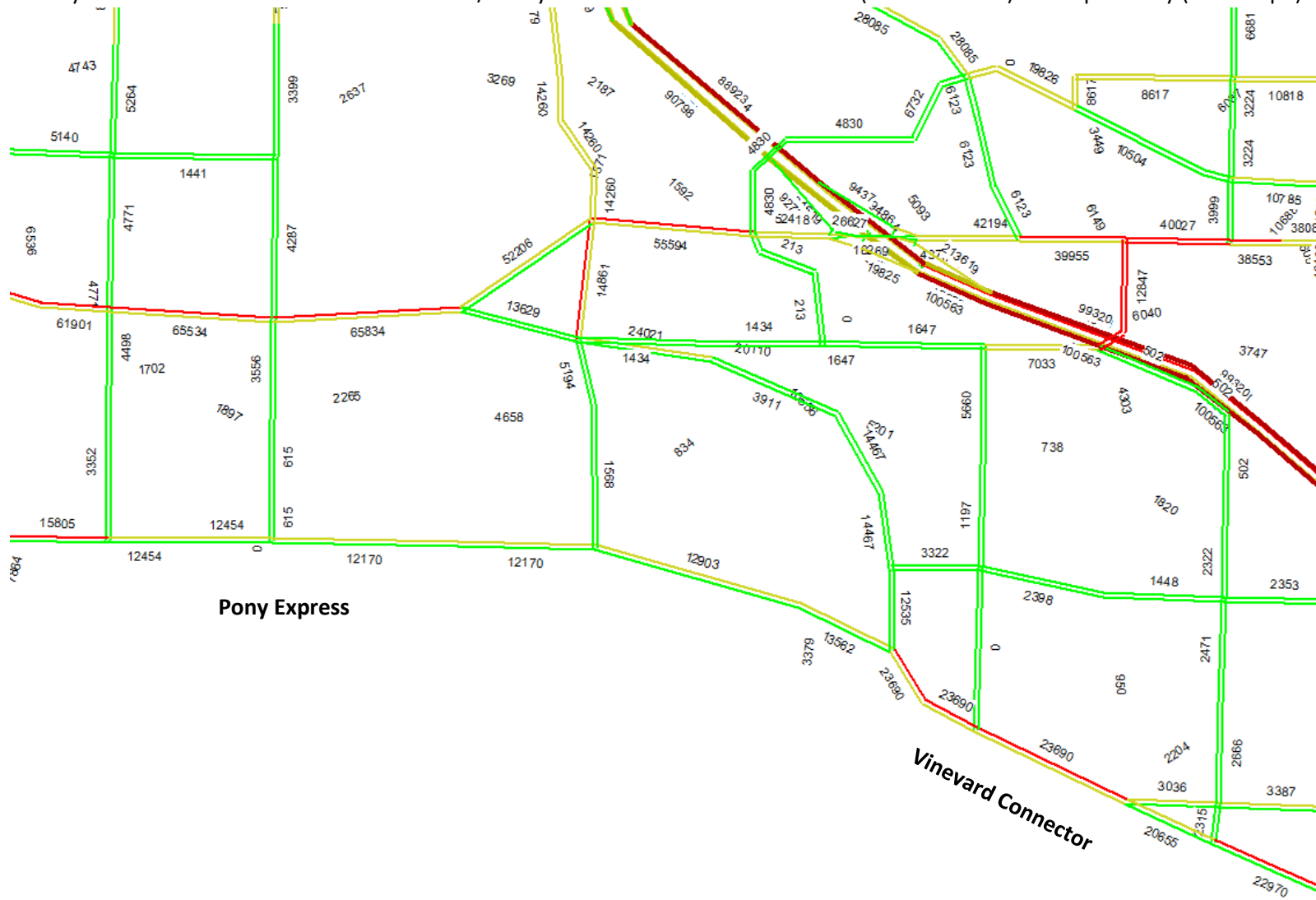


Figure 7: 2040 S2 AADT (with TOD)



Figure 8: 2040 S2 Functional Class/Lanes

2040 S3 (SES Alignment)

Vineyard Connector connected near I-15 / Vineyard Connector coded as 2 lanes (each direction) and Expressway (40-50 mph)

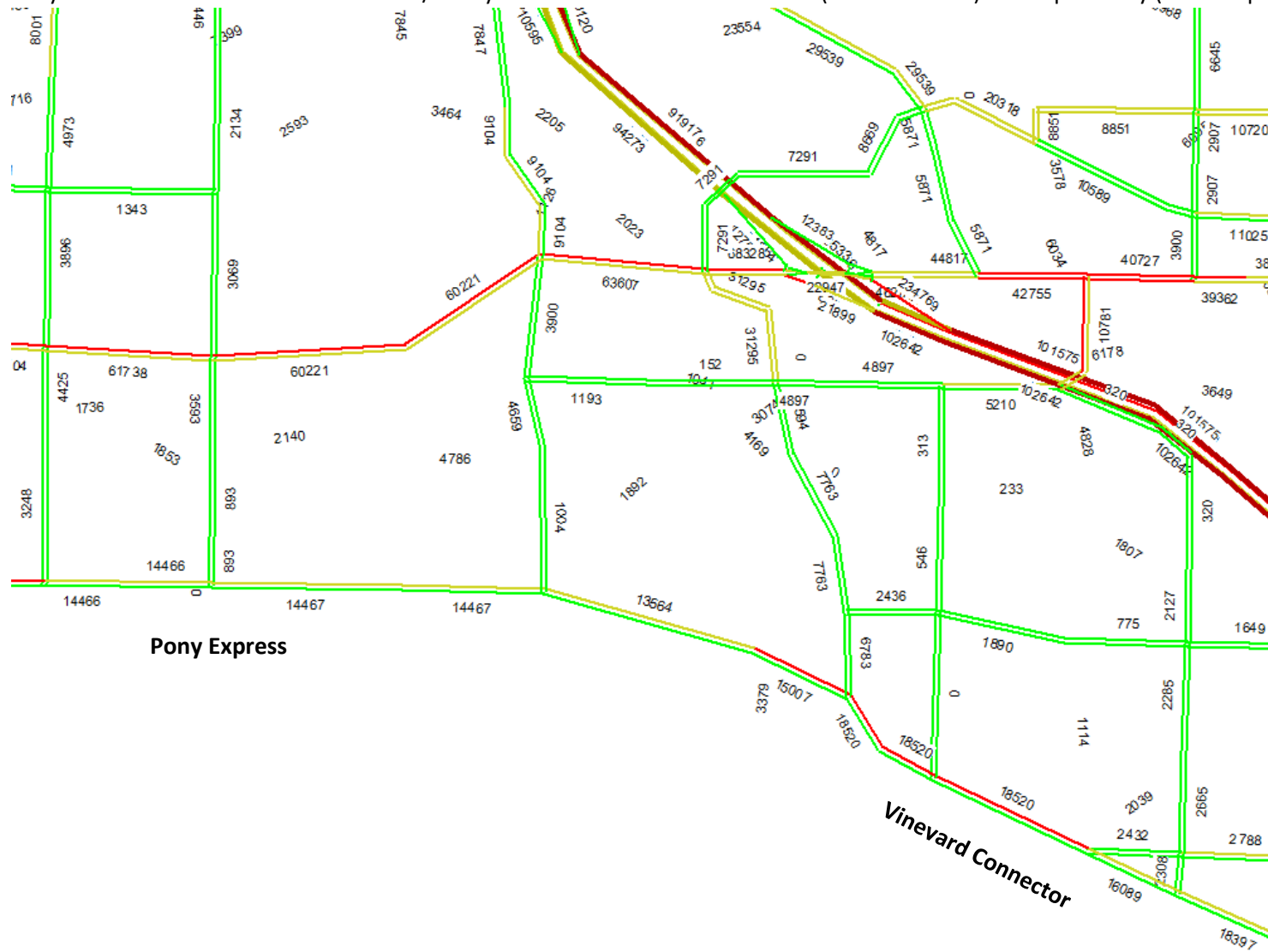


Figure 9: 2040 S3 AADT (with TOD)

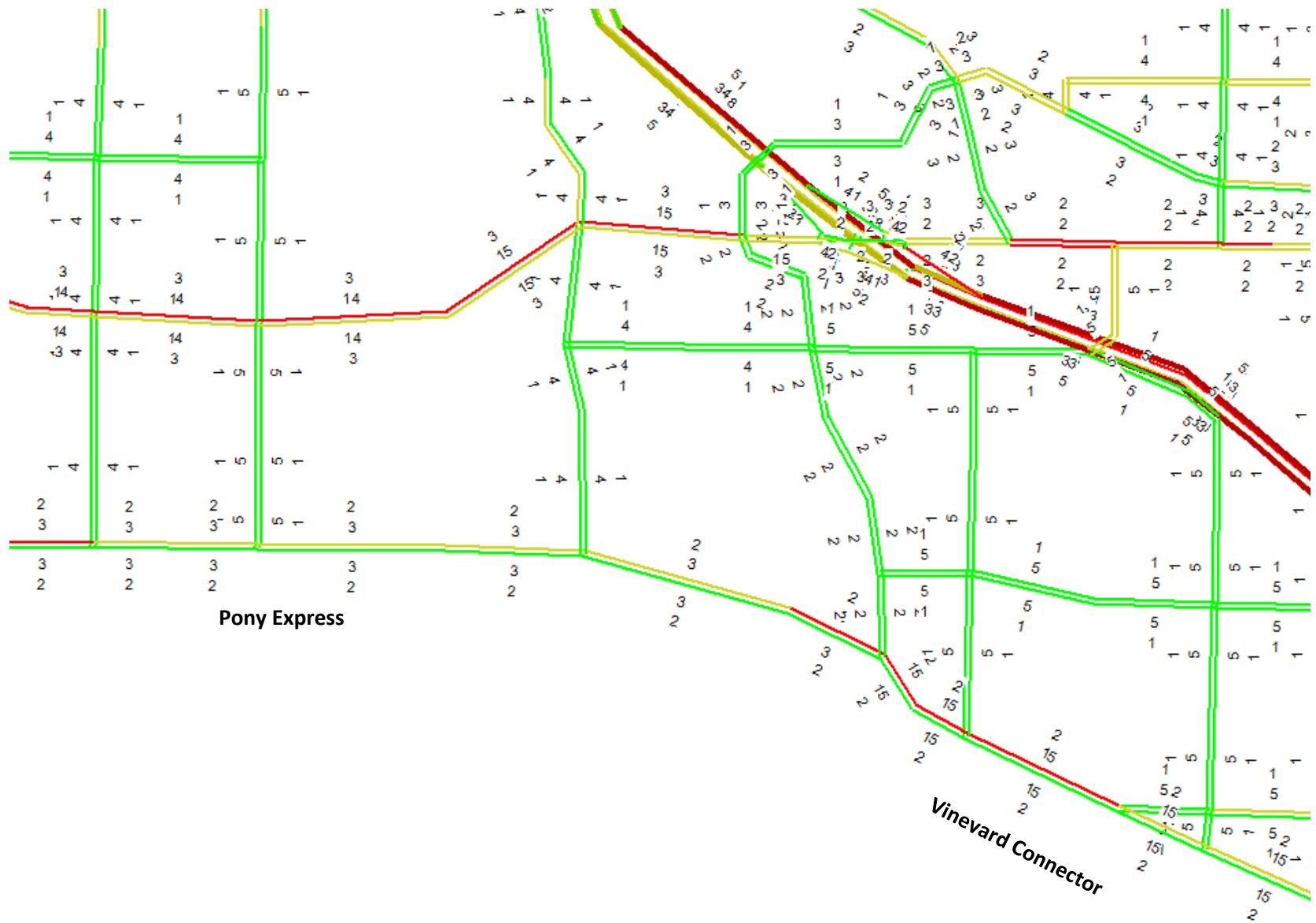


Figure 10: 2040 S3 Functional Class/Lanes