

**HEBER CITY CORPORATION  
75 North Main Street  
Heber City, UT 84032  
Heber City Council Meeting**

**Amended Agenda**

**April 15, 2025**

**4:00 p.m. Work Meeting  
6:00 p.m. Regular Meeting**

**TIME AND ORDER OF ITEMS ARE APPROXIMATE AND MAY BE CHANGED AS TIME PERMITS**

**I. WORK MEETING - 4:00 P.M.**

1. Utah Valley University (UVU) Marketing and Public Communications Students Class Project: Heber City Moderate-Income Housing Plan Suggestions and Promotion (UVU Students: Mollie Scott, Darby Carroll, Kenzie Mangum, Brandon Christensen, Bronte Brenier, and Jon Kwong) - *30 min*
2. Affordable Housing Survey and Call to Action (Jason Glidden) - *30 min*
3. Ordinance 2025-04 Regulating Electric Assisted Bicycles and Mobility Devices on Hard-Surface Multi-Surface Multiuse Paths and Back Country Natural Surface Trails (Parker Sever, Chief of Police, Matt Brower, City Manager) - *30 min*

**II. BREAK - 10 MIN**

**III. REGULAR MEETING - 6:00 P.M.**

1. Call to Order
2. Pledge of Allegiance (Mike Johnston, Council Member)
3. Prayer/Thought by Invitation (Aaron Cheatwood, Council Member)

**IV. CONFLICT OF INTEREST DISCLOSURE:**

**V. CONSENT AGENDA:**

1. Approval of March 18, 2025, City Council Meeting Minutes (Trina Cooke, City Recorder)
2. Mayoral Nominations for POSTT (Parks, Open Space, Trails, and Trees) Committee (Heidi Franco, Mayor)

**VI. PUBLIC COMMENTS: (3 min per person/20 min max)**

**VII. GENERAL BUSINESS ITEMS:**

1. Heber Valley Corridor Environmental Impact Statement (EIS) Update by Utah Department of Transportation (UDOT) (Craig Hancock) - *45 min*
2. Central Heber Water and Sewer Line Replacement Project (Russ Funk, City Engineer) - *5*

*min*

**VIII. ACTION ITEMS:** (Council can discuss; table; continue; or approve items)

1. Resolution 2025-05: Resolution Finding Hazardous Environmental Conditions and Restriction of Fireworks within All/Designated Portions of Heber City (Clint Neerings) - *10 min*
2. Heber City Sponsorship - Wasatch Back Economic Summit (Dallin Koecher) - *10 min*
3. Resolution 2025-04 to Implement Ranked Choice Voting (RCV) for the 2025 Municipal Election in Heber City and Preliminary Survey Results (Ryan Bunnell, PIO, Trina Cooke, City Recorder) - *45 min*
4. Valley Hills Drive Pressurized Irrigation (PI) Line Extension (Matt Brower, City Manager) - *30 min*
5. Ordinance 2025-04 Regulating Electric Assisted Bicycles and Mobility Devices on Hard-Surface Multi-Surface Multiuse Paths and Back Country Natural Surface Trails (Parker Sever, Chief of Police, Matt Brower, City Manager) - *10 min*
6. Memorandum of Understanding (MOU) Wasatch County and Heber City 2025 Annexation Issues (Matt Brower, City Manager, Jeremy Cook, City Attorney ) - *15 min*

**IX. COMMUNICATION:**

**X. CLOSED MEETING:**

1. As Needed  
( )

**XI. ADJOURNMENT:**

Ordinance 2006-05 allows Heber City Council Members to participate in meetings via telecommunications media. In accordance with the Americans with Disabilities Act, those needing special accommodations during this meeting or who are non-English speaking should contact Trina Cooke at the Heber City Offices 435.657.7886 at least eight hours prior to the meeting.

Posted on April 10, in the Heber City Municipal Building located at 75 North Main, the Heber City Website at [www.heberut.gov](http://www.heberut.gov), and on the Utah Public Notice Website at <http://pmn.utah.gov>. Notice provided to the Wasatch Wave.

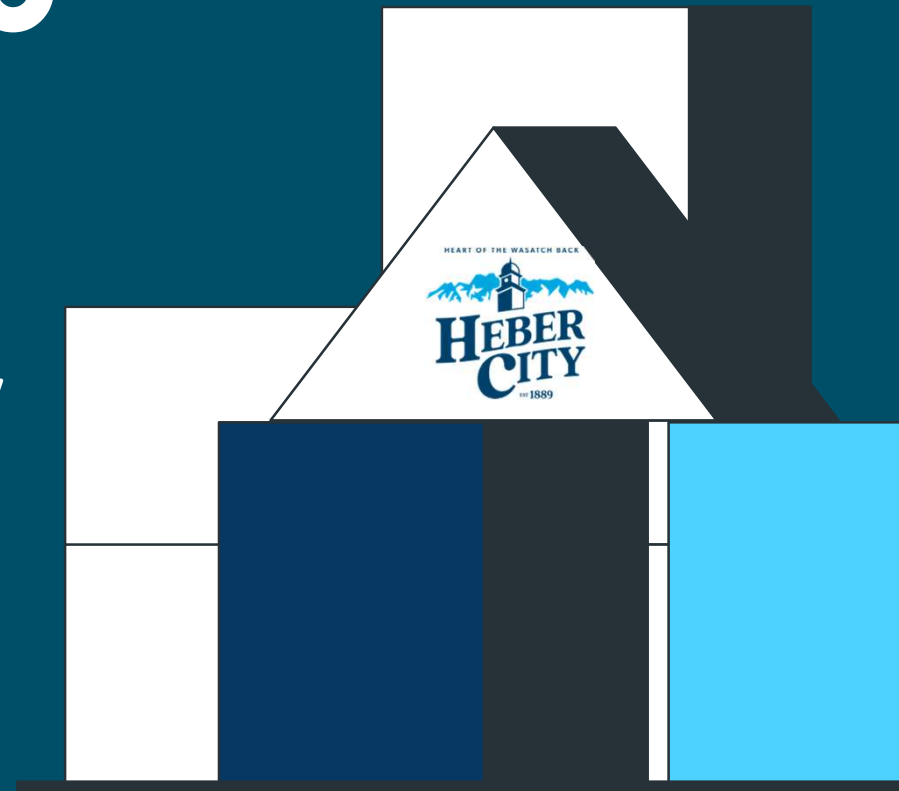


# HEBER HOUSING HELPERS

## Updated Proposal: Single Family Affordable Housing

Darby Carroll, Mckenzie Mangum, Jon Kwong, Mollie Scott,  
Brandon Christensen, and Bronte Brenier

**APRIL 15, 2025**



# RECAP OF OUR LAST MEETING

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## Key Points from Our Initial Presentation

- **Identified challenges in current moderate income housing**
- **Presented assessment of housing affordability gap**
- **Outlined preliminary recommendations**

## Requested council feedback Progress Since Last Meeting

- **Conducted additional research on housing types, costs, etc.**
- **Spoke with Developers/researched types of affordable housing**
- **Analyzed census and survey data**
- **Refined our proposal based on feedback**

# **PROPOSED RECOMMENDATIONS FOR CONSIDERATION**

## **AFFORDABLE HOUSING**

**Dedicate 1% of new upzone and annexed developments to affordable single-family housing.**

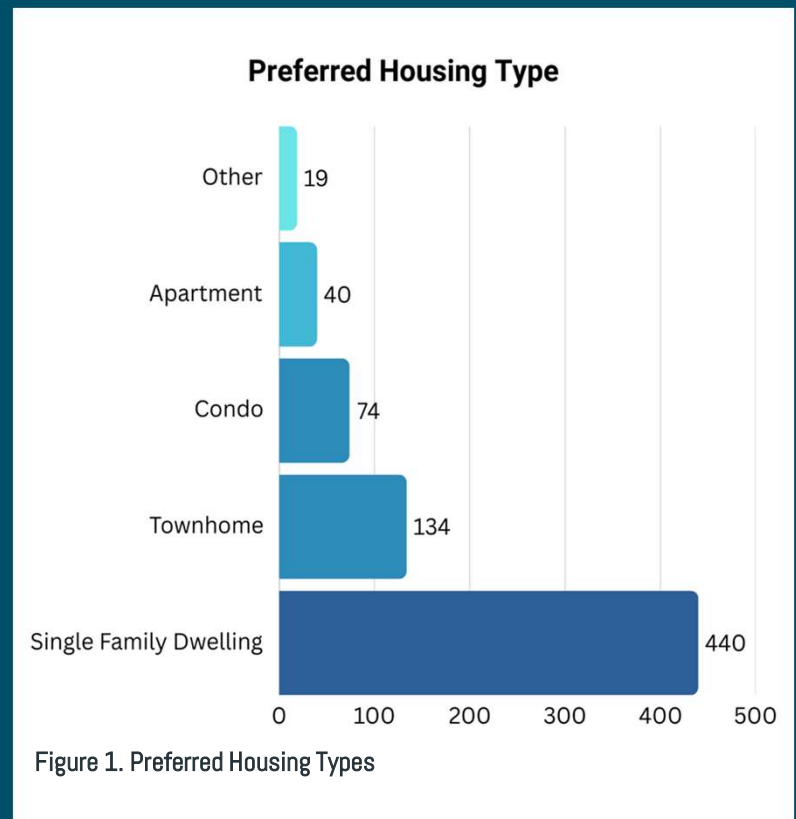
## **ESSENTIAL WORKERS**

**Dedicate these homes to essential workers who commute and contribute to Heber City every day.**

# RESEARCH- SURVEYS

## 2024 Heber City Employee Survey

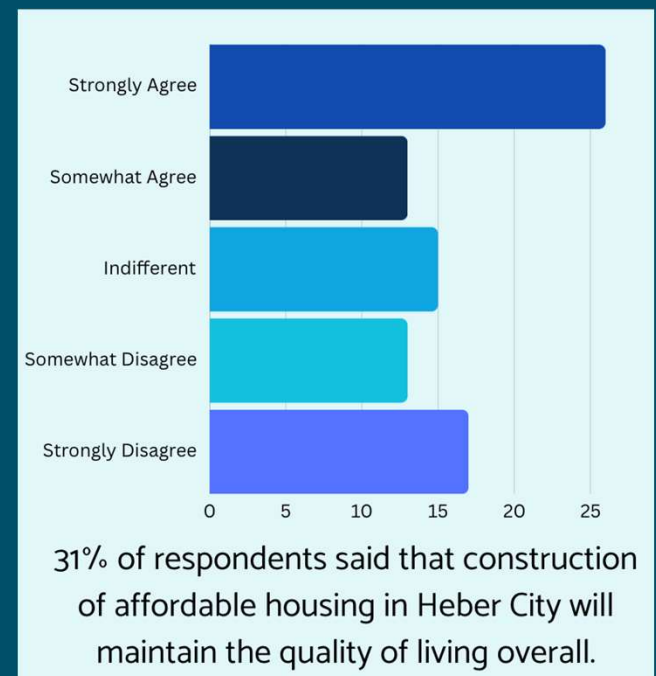
- 55% of respondents have no plan to move out of Heber Valley
- 1 in 3 residents are allocating more than 30% of their income on housing
- 440 respondents said their top preference was a single-family dwelling  
In contrast, the next preferred housing type was townhome at 134 (see Figure 1)
- Single-family homes dominate all income levels but are less dominant at lower incomes



# RESEARCH- SURVEYS

## 2021-2023 UVU Survey

- **75% of respondents want affordable single-family homes**
- **42% of respondents were "somewhat dissatisfied" with their current quality of life**
- **31% of respondents believe that construction of affordable housing in Heber City will maintain the quality of living overall**



# RESEARCH- DEVELOPERS

## Watts Enterprises

- High water share cost of \$60,000 per share
- Based on Davies price the water costs now exceed land costs
- Essential workers can't afford to live in Heber City
- Affordable housing equals a safe community for all

## Davies Design Build

- Total Cost per Unit: \$289,538
- Construction Cost: \$200.64/sq ft
- Total Cost: \$361.92/sq ft
- Includes builder's fee, contingency (3%) permits, utilities, etc.
- Using cost-effective materials
- 5-month build timeline
- Sale: \$350,000

# BUNGALOW TYPE SINGLE FAMILY HOMES

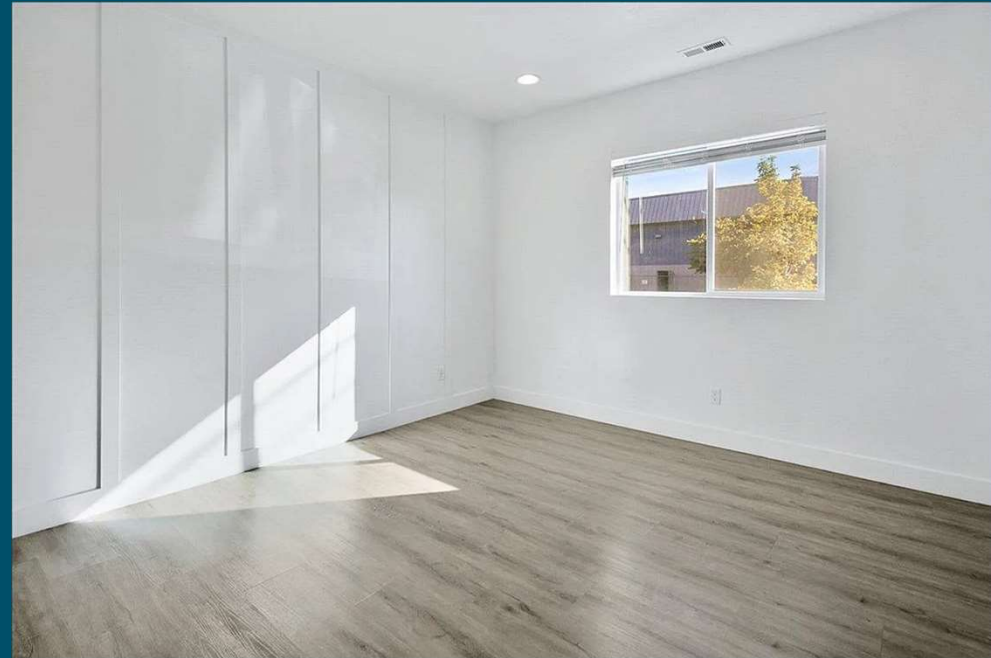
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**Example of the type of home that we propose to be affordable housing. This home is located in North Salt Lake and it currently \$392,300.**

# INTERIOR OF HOME

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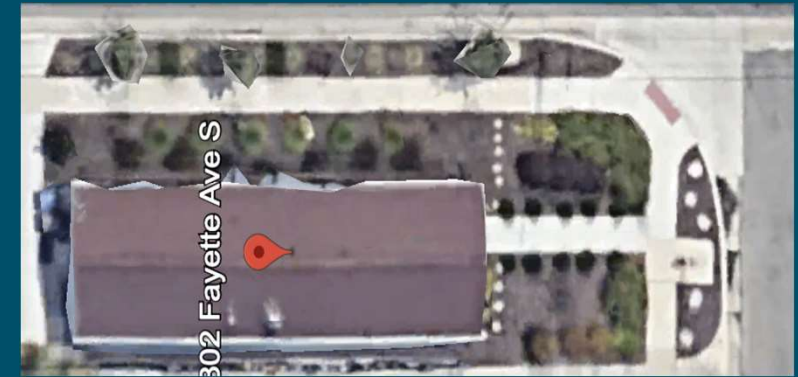
**Bungalow home with tall, 9' ceilings, wood floors, tile, a huge master bedroom, and a Carrara marble-like walk-in shower. Other modern touches include USB charging stations, an actual room for a washer/dryer, and a full-sized walk-in master bedroom closet. Off-street parking included.**

# FLOOR PLAN / LOT SIZE

Standalone, single-family home designed to meet the needs of residents while remaining within an accessible price range.

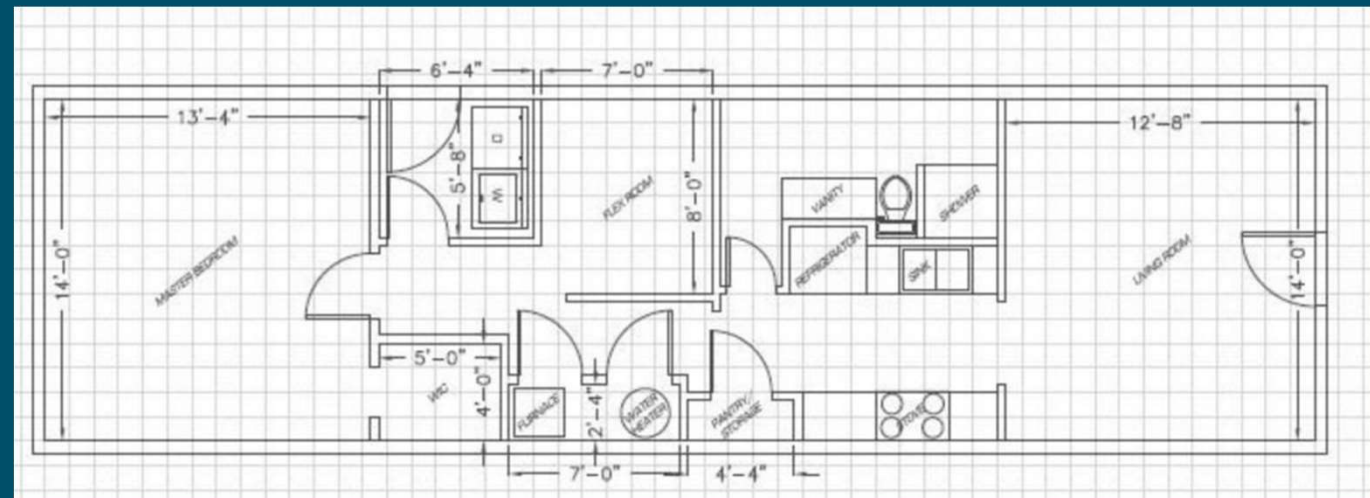
Lot size is 1,000 sq ft. (includes curbs and yard)

- Home is 800 sq ft
- Driveway and yard are 200 sq ft



House floor plan includes:

- Master bedroom
- One bathroom
- Kitchen
- Living room
- Flex room/Bedroom
- Washer/Dryer room
- Parking Space
- Yard

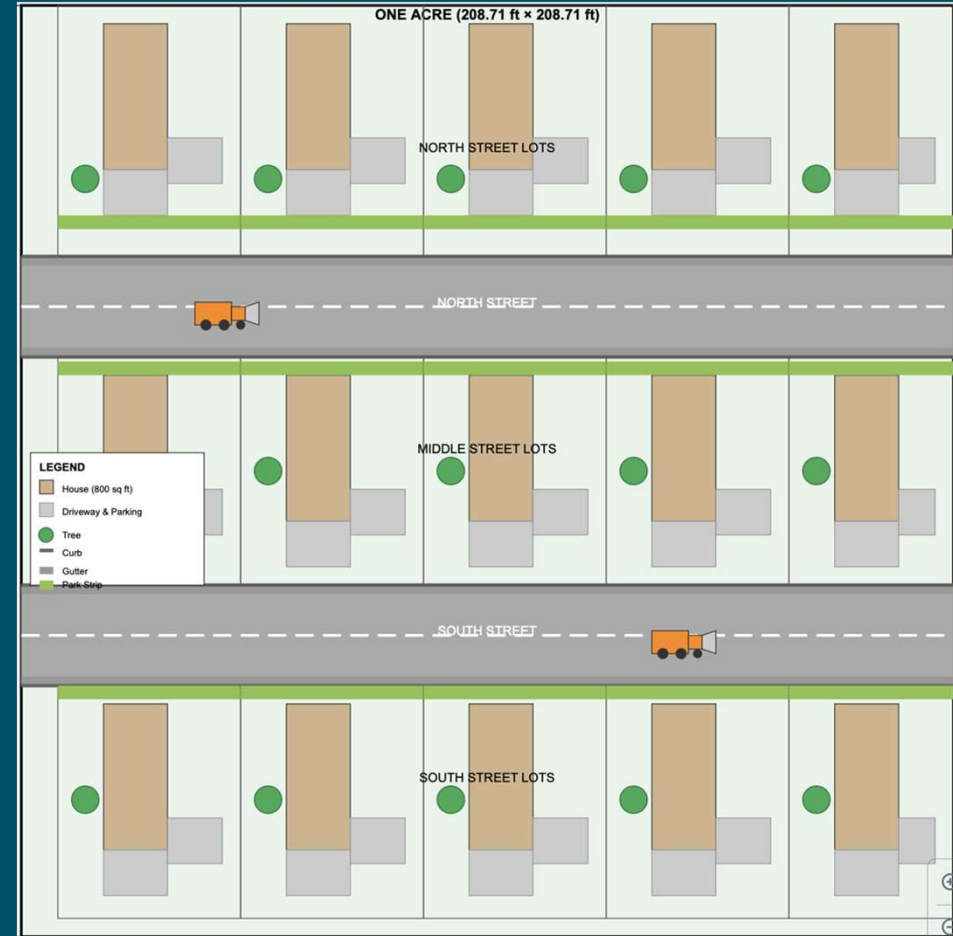


# TO PUT THIS IN PERSPECTIVE

There are 43,000 sq ft in an acre. If desired 43 homes can fit on an acre, but when accounting for:

- Roads
- Curbs
- Gutters
- Snowplows
- Park Strips
- Trees

15 houses can comfortably fit on an acre. This allows for single-family affordable homes to be part of multilevel dwellings – meeting the needs of citizens.





# CONCLUSION



**Consider this as an option: Dedicate 1% of new upzone and annexed developments to include affordable single-family housing, targeted towards essential workers.**

**THANK YOU!**





# Heber City Council Staff Report

**MEETING DATE:** 4/15/2025  
**SUBJECT:** Affordable Housing Survey and Call to Action  
**RESPONSIBLE:** Jason Glidden  
**DEPARTMENT:** Planning  
**STRATEGIC RELEVANCE:** Community Development

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## SUMMARY

This item is a follow-up to the January 7, 2025 Affordable Housing Survey presentation. Mr. Jason Glidden of Mountainlands Community Housing Trust has reviewed the survey data in more detail and is providing more refined data for Council.

Policy questions for Council include:

- How might the City tailor a housing program for essential employees?

## RECOMMENDATION

Staff recommends Council review the survey results and discuss the results in relation to the city's housing policy.

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## BACKGROUND

In August of 2024, Heber City conducted an online survey of Heber City, Midway City, Intermountain Health, Wasatch County and Wasatch County School District Employees to better understand the housing needs of employees. 496 employees responded to the survey. The purpose of this item is to go over the survey results with Council. The survey results will help the City target an affordable housing program to essential employees.

On April 9, Mr. Glidden and Mr. Brower will present this presentation to the Interlocal Meeting. Staff will provide the City Council with a summary of feedback from that meeting.

## DISCUSSION

See attached presentation.

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## FISCAL IMPACT

None at this time.

## CONCLUSION

None at this time

## ALTERNATIVES

N/A

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## POTENTIAL MOTIONS

N/A

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## ACCOUNTABILITY

**Department:** Planning  
**Staff member:** Tony Kohler, Community Development Director

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## EXHIBITS

1. Interlocal - Affordable Housing Discussion & Call to Action Presentation April 2025

# Affordable Housing Discussion & Call to Action

April 2025



Presentation by:



MOUNTAINLANDS  
COMMUNITY HOUSING TRUST

# Background



**In August 2024, Heber City sent housing survey to employees**

**from:**

Heber City

Wasatch County

Midway City

Wasatch School District

Intermountain Health



**Received responses from 480 employees**

# What are we trying to determine?



How many units of affordable housing?



Rental vs. Ownership?



What AMI levels should be targeted?



What type of units should be targeted?

# How is housing need calculated?



# Rental vs. Ownership

Most people want to buy a home



Some are not in a position to buy

Household  
income to low

No savings  
(downpayment)

Interest rates too  
high



Providing housing for lower income  
households requires larger subsidies.

# What AMI should be target?

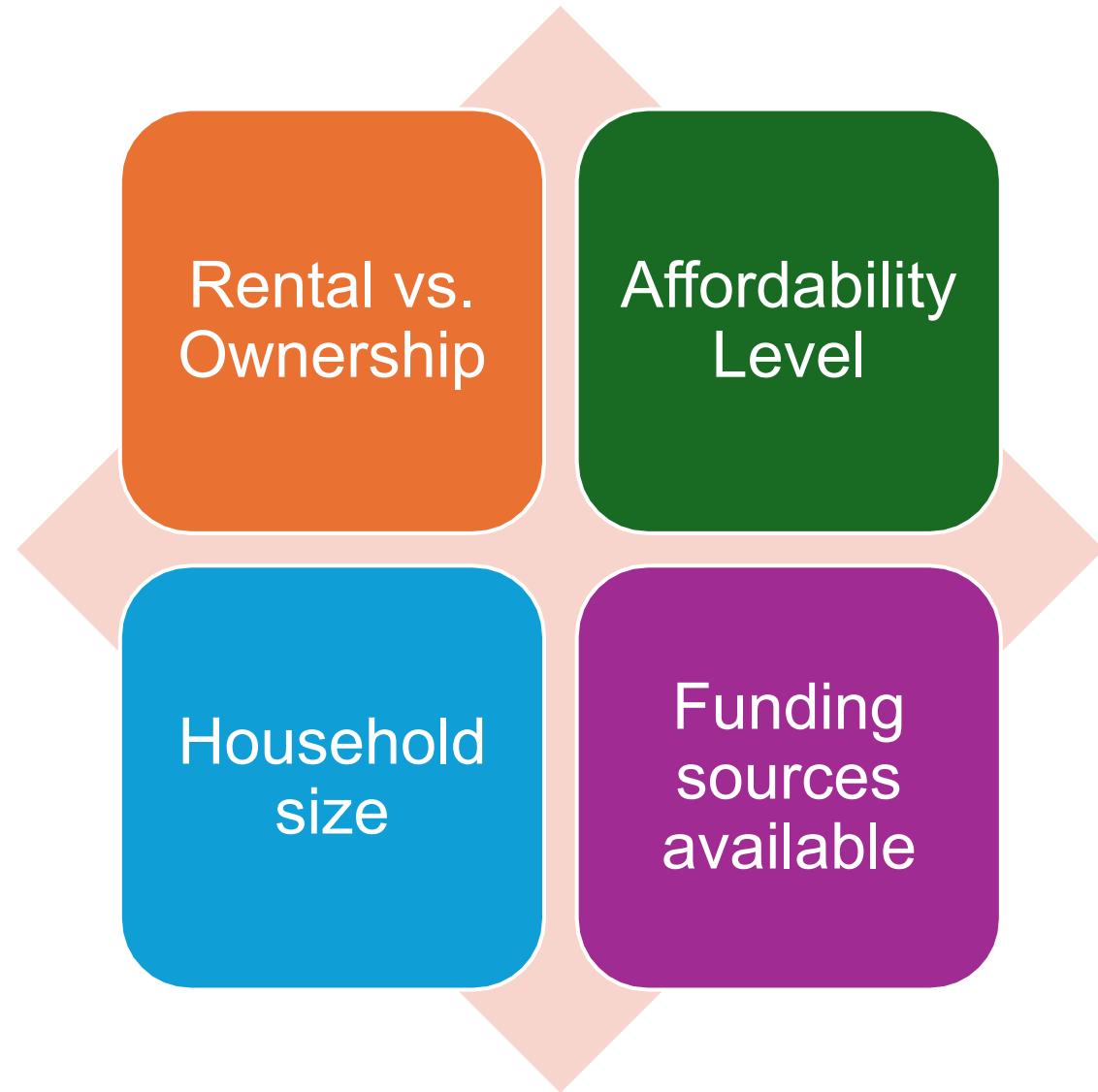


**Where is their  
demand or need?**



**What level of  
subsidies are  
available?**

What type of units?



# Labor Breakdown



Construction – 18%



Government – 17%



Hospitality/Leisure – 17%



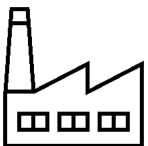
Trade/Transportation/Utility – 15%



ED/Medical Services – 12%



Professional/Business Services – 11%



Manufacturing – 4%



Financial Services – 4%

# MAJOR EMPLOYERS 2023

## Wasatch County

Rank	Company	Industry	Annual Average Employment
1	Wasatch County School District	Public Education	1000-1999
2	Wasatch County	County Government	250-499
3	Summit Line Construction	Utility System Construction	250-499
4	Intermountain Health Care	Health Care	250-499
5	Wal-Mart	Warehouse Clubs/Supercenters	100-249
6	State Of Utah	State Government	100-249
7	VR Club	Amusement and Recreation	100-249
8	Redmond Minerals	Spice and Extract Manufacturing	100-249
9	Zermatt Resort	Hotels	100-249
10	Smith's Food & Drug	Supermarkets	100-249
11	Heber City	Local Government	100-249
12	Probst Electric	Utility System Construction	100-249
13	Red Ledges Golf Club	Amusement and Recreation	100-249
14	Lee's Marketplace	Supermarkets	100-249
15	Soldier Hollow	Events Promoters	50-99

# Living Wage Calculation – Wasatch County

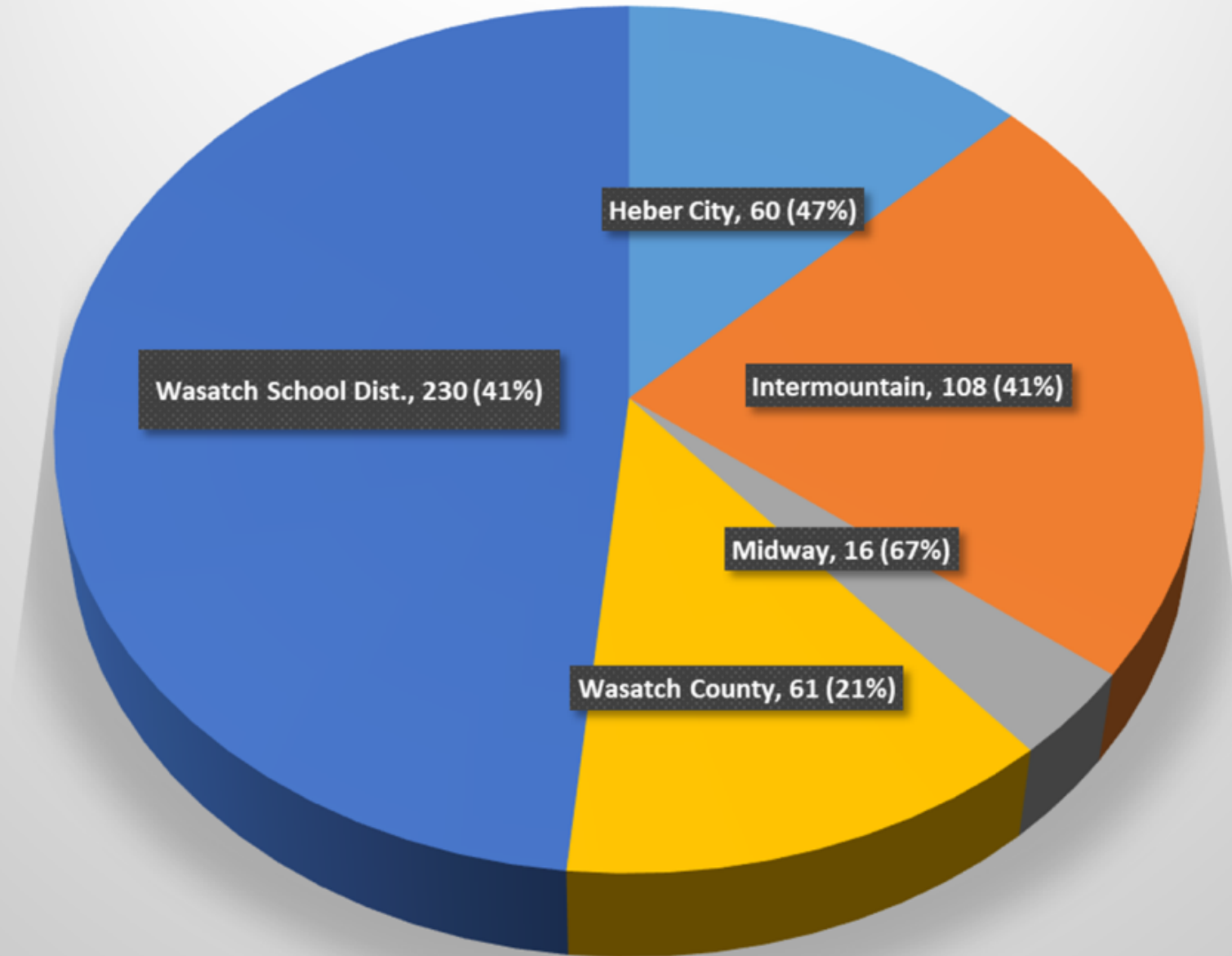
	1 ADULT				2 ADULTS (1 WORKING)				2 ADULTS (BOTH WORKING)			
	0 Children	1 Child	2 Children	3 Children	0 Children	1 Child	2 Children	3 Children	0 Children	1 Child	2 Children	3 Children
<b>Living Wage</b>	\$24.77	\$41.86	\$52.20	\$67.31	\$35.16	\$41.57	\$46.23	\$54.22	\$17.58	\$23.83	\$28.93	\$35.52
<b>Poverty Wage</b>	\$7.52	\$10.17	\$12.81	\$15.46	\$10.17	\$12.81	\$15.46	\$18.10	\$5.08	\$6.41	\$7.73	\$9.05
<b>Minimum Wage</b>	\$7.25	\$7.25	\$7.25	\$7.25	\$7.25	\$7.25	\$7.25	\$7.25	\$7.25	\$7.25	\$7.25	\$7.25

	1 ADULT				2 ADULTS (1 WORKING)				2 ADULTS (BOTH WORKING)			
	0 Children	1 Child	2 Children	3 Children	0 Children	1 Child	2 Children	3 Children	0 Children	1 Child	2 Children	3 Children
<b>Food</b>	\$4,416	\$6,494	\$9,728	\$12,942	\$8,096	\$10,063	\$12,944	\$15,791	\$8,096	\$10,063	\$12,944	\$15,791
<b>Child Care</b>	\$0	\$10,484	\$20,067	\$27,346	\$0	\$0	\$0	\$0	\$0	\$10,484	\$20,067	\$27,346
<b>Medical</b>	\$3,013	\$7,658	\$7,731	\$7,808	\$5,637	\$8,625	\$8,898	\$9,202	\$5,637	\$8,625	\$8,898	\$9,202
<b>Housing</b>	\$12,496	\$17,557	\$17,557	\$24,607	\$15,858	\$17,557	\$17,557	\$24,607	\$15,858	\$17,557	\$17,557	\$24,607
<b>Transportation</b>	\$13,076	\$15,132	\$19,062	\$21,933	\$15,132	\$19,062	\$21,933	\$24,331	\$15,132	\$19,062	\$21,933	\$24,331
<b>Civic</b>	\$3,587	\$6,314	\$6,971	\$8,938	\$6,314	\$6,971	\$8,938	\$9,915	\$6,314	\$6,971	\$8,938	\$9,915
<b>Internet &amp; Mobile</b>	\$1,667	\$1,667	\$1,667	\$1,667	\$2,273	\$2,273	\$2,273	\$2,273	\$2,273	\$2,273	\$2,273	\$2,273
<b>Other</b>	\$4,749	\$9,123	\$9,558	\$11,490	\$9,123	\$10,121	\$11,490	\$12,746	\$9,123	\$10,121	\$11,490	\$12,746
<b>Required annual income after taxes</b>	\$43,004	\$74,429	\$92,339	\$116,729	\$62,433	\$74,671	\$84,033	\$98,864	\$62,433	\$85,155	\$104,100	\$126,210
<b>Annual taxes</b>	\$8,517	\$12,636	\$16,247	\$23,267	\$10,710	\$11,801	\$12,121	\$13,908	\$10,710	\$13,992	\$16,261	\$21,551
<b>Required annual income before taxes</b>	\$51,521	\$87,065	\$108,586	\$139,997	\$73,143	\$86,472	\$96,154	\$112,772	\$73,143	\$99,147	\$120,361	\$147,760

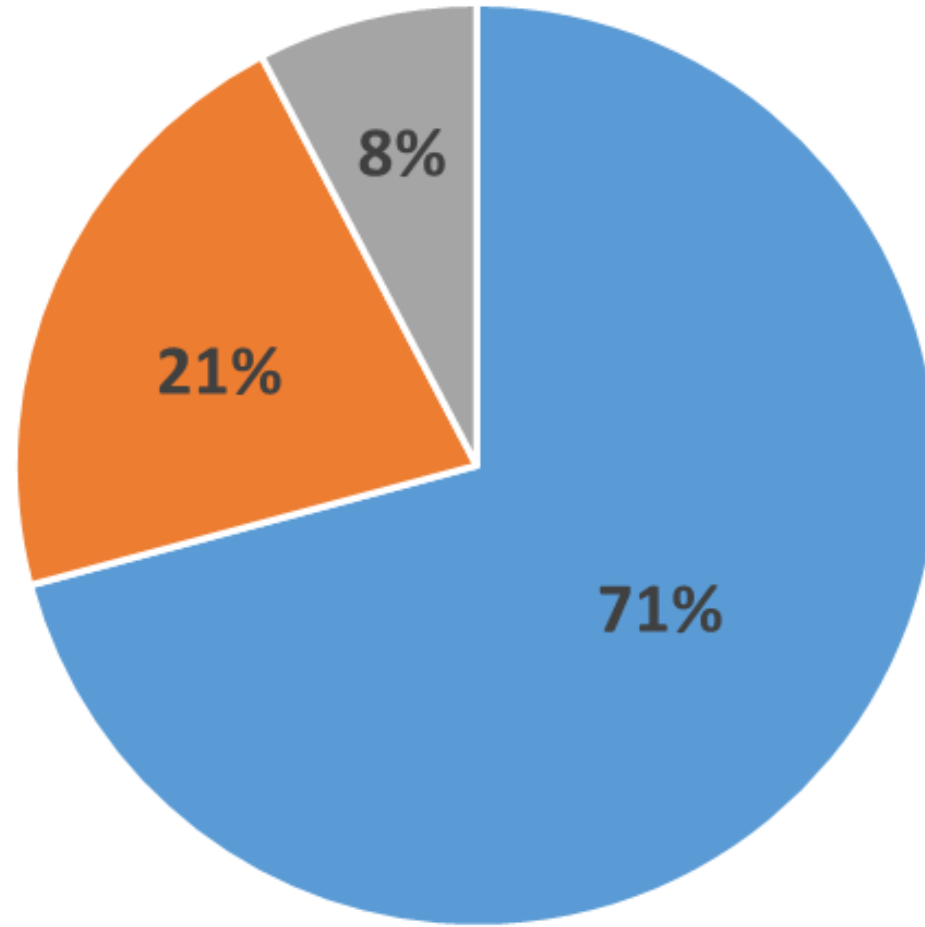
# 2025 Wasatch County AMI Income Limits (based on household size)

	1 Person	2 Person	3 Person	4 Person	5 Person	6 Person	7 Person	8 Person
50% AMI	\$47,750	\$54,550	\$61,400	\$68,200	\$73,650	\$79,100	\$84,550	\$90,000
60% AMI	\$57,300	\$65,460	\$73,680	\$81,840	\$88,380	\$94,920	\$101,460	\$108,000
70% AMI	\$66,850	\$76,370	\$85,960	\$95,480	\$103,110	\$110,740	\$118,370	\$126,000
80% AMI	\$76,400	\$87,280	\$98,240	\$109,120	\$117,840	\$126,560	\$135,280	\$144,000
90% AMI	\$85,950	\$98,190	\$110,520	\$122,760	\$132,570	\$142,380	\$152,190	\$162,000
100% AMI	\$95,500	\$109,100	\$122,800	\$136,400	\$147,300	\$158,200	\$169,100	\$180,000
120% AMI	\$114,600	\$130,920	\$147,360	\$163,680	\$176,760	\$189,840	\$202,920	\$216,000
150% AMI	\$143,250	\$163,650	\$184,200	\$204,600	\$220,950	\$237,300	\$253,650	\$270,000

# Responses

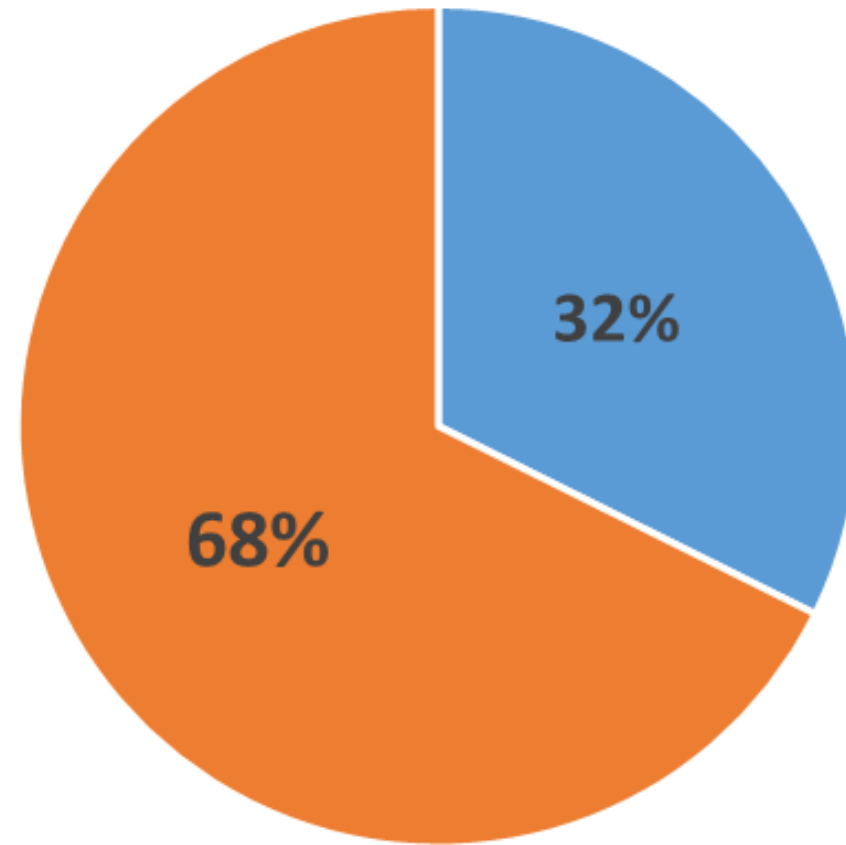


### Where do they live?



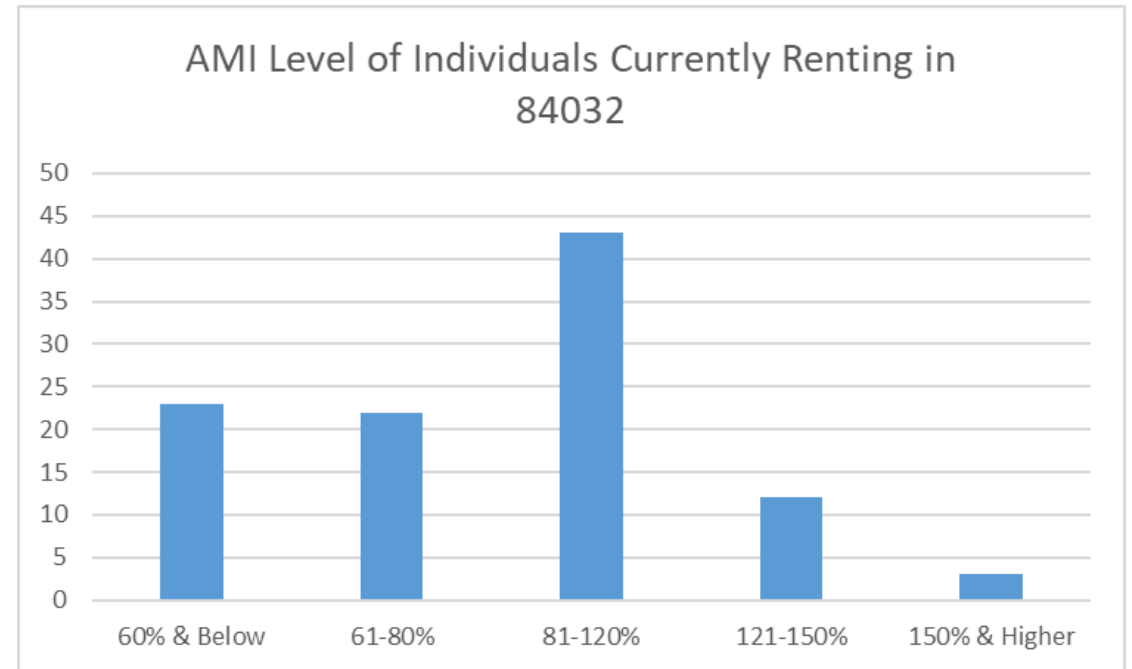
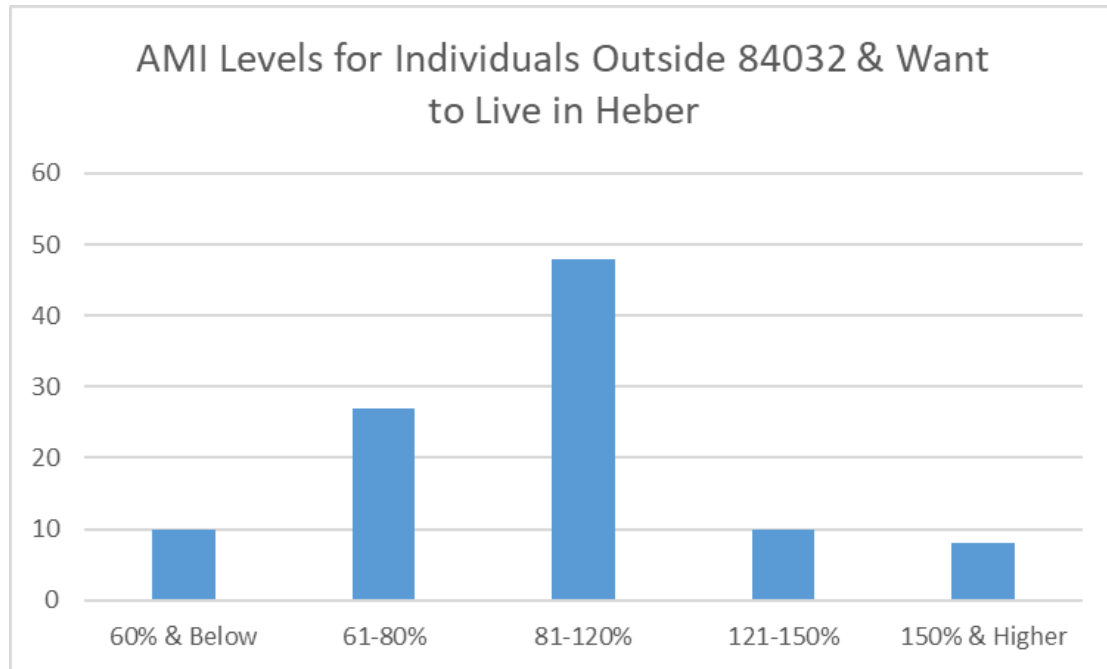
■ Live in 84032 ■ Live outside 84032 and want to move ■ Live outside 84032 and do not want to move

In 84032 - Own or Rent

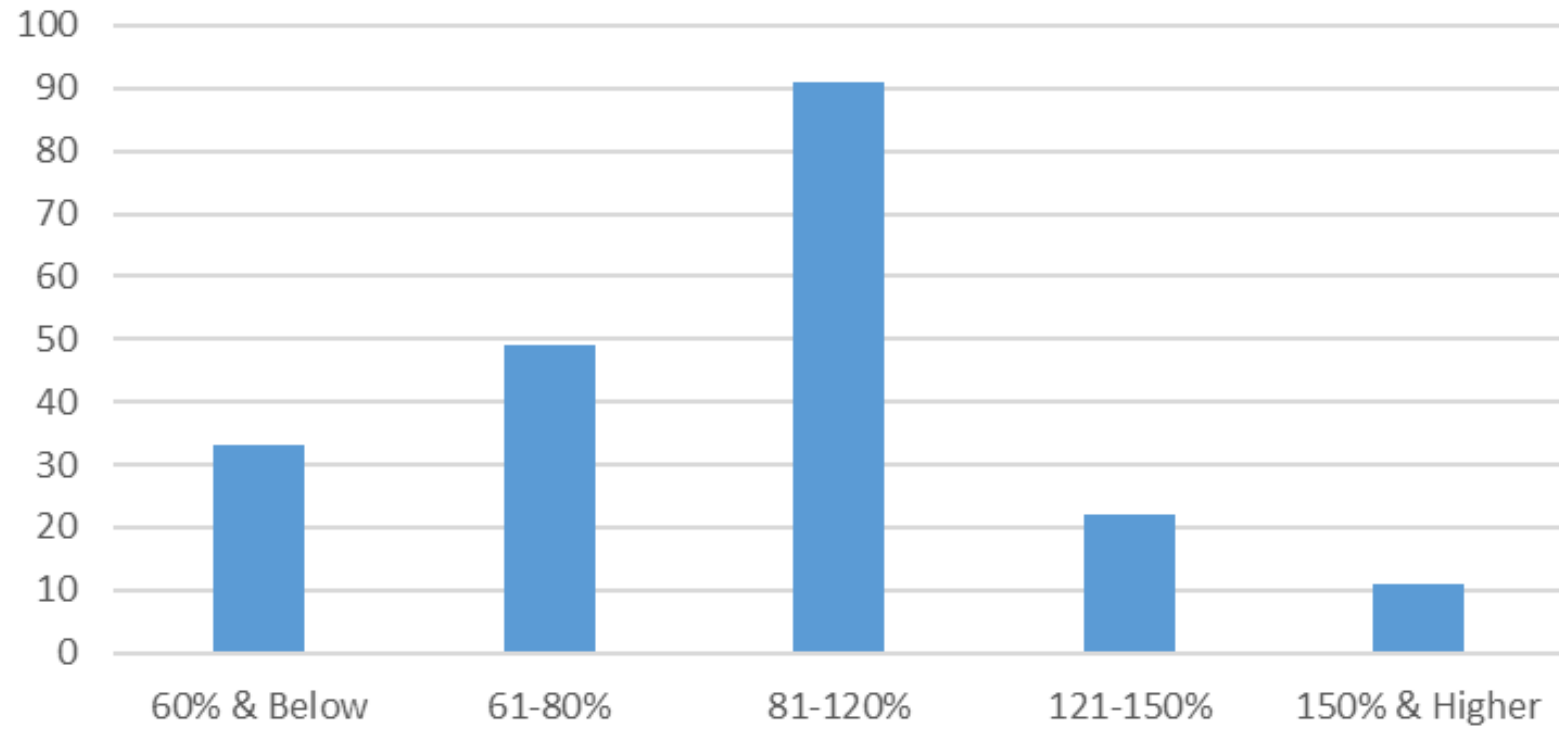


■ Renters ■ Home Owners

# AMI Levels of Individuals Wanting to Buy in 84032



## AMI Level of All Individuals Wanting to Buy in 84032



# Household Information

Outside 84032 and Want to Buy			
	Average family size	2.5	
	Average AMI	97%	
	Average # of cars	1.91	
	Cost burdened Households	31	30%

Current Renters in 84032			
	Average family size	2.8	
	Average AMI	91%	
	Average # of cars	1.98	
	Cost burdened Households	28	27%

Combined Individuals Wanting to Buy in 84032			
	Average Family Size	2.65	
	Average AMI	94%	
	Average # of cars	1.95	
	Cost burdened Households	59	29%

# 2016-17 Housing Study

**Table 1**  
**Annual Housing Needs Projections for Renter Households 2019-2023**  
**Selected Jurisdiction in Summit/Wasatch Region**  
**(Excludes Renters at <30% AMI)**

	Total	31%-50%	>50%-60%	>60%-80%	>80%-100%	>100%-120%
Summit County	231	63	23	48	49	48
Snyderville	123	30	13	27	27	26
Eastern Summit	44	12	4	9	9	10
Park City	64	21	6	12	13	12
Wasatch County	102	33	12	19	23	15
Heber City	50	16	11	13	3	7
Wasatch County	52	17	1	6	20	8
<b>Total</b>	<b>333</b>	<b>96</b>	<b>35</b>	<b>67</b>	<b>72</b>	<b>63</b>

Source: James Wood.

**Table 2**  
**Annual Housing Needs Projections for Owner Households 2019-2023**  
**Selected Jurisdiction in Summit/Wasatch Region**

	Total	>50%-60%	>60%-80%	>80%-100% AMI	>100%-120%
Summit County	198	36	49	49	39
Snyderville	97	21	20	20	11
Eastern Summit	33	5	9	10	9
Park City	68	10	20	19	19
Wasatch County	141	26	52	42	21
Wasatch County (excl. Heber)	71	12	23	22	14
Heber City	70	14	29	20	7
<b>Region Total</b>	<b>339</b>	<b>62</b>	<b>101</b>	<b>91</b>	<b>60</b>

# What are we trying to determine?



How many units of affordable housing?



Rental vs. Ownership?



What AMI levels should be targeted?



What type of units should be targeted?



How many units of affordable housing?

400 affordable owner-occupied  
units

600 affordable rent units



# Rental vs. Ownership?

- 40% Affordable Owner-Occupied
- 60% Affordable Rental



# What AMI level should be targeted?

- Based on survey results.
- Rental Housing – 30% - 80% AMI
- Owner-Occupied – 80% - 120% AMI



# What type of units should be targeted?

- Affordable Rentals – Multifamily apartments
- Affordable Owner Occupied – Townhomes, detached single family

# Possible Strategies



Water Fees reductions



Impact Fees Waiver



Zoning changes



Cash – Grants/loans



Land donation



Tax Rebates



Public/Private Partnerships

# Challenges



High Land Cost



High Construction  
Costs



Zoning



Lack of  
Coordination



Lack of funding



Public support

# Resources



Wasatch Housing Authority



Fee-In-Lieu



Land

# Opportunities



REGIONAL  
COLLABORATION



SHARED GOALS



FUNDING

# Possible Next Steps



## Affordable Housing Sub-committee



Land analysis



Workforce  
Survey



Housing  
Needs  
Assessment



Zoning audit



# Heber City Council Staff Report

**MEETING DATE:** 4/15/2025

**SUBJECT:** Ordinance 2025-04 Regulating Electric Assisted Bicycles and Mobility Devices on Hard-Surface Multi-Surface Multiuse Paths and Back Country Natural Surface Trails

**RESPONSIBLE:** Parker Sever, Matt Brower

**DEPARTMENT:** Administrative

**STRATEGIC RELEVANCE:**

## SUMMARY

Heber's trail system, composed of backcountry and urban trails, is rapidly growing in miles, key trail connections, popularity and public use. The increasing popularity and use of trails has resulted in growing conflicts between hikers, "ebikes," and off-road vehicles, such as motorcycles and ATVs. Additionally, the growing use of "ebikes" and off-road vehicles on backcountry soft-surface trails has caused significant damage to the trails and increased maintenance costs.

Ordinance 2025-04 is intended to establish trail use standards and serve as an enforcement tool for local law enforcement.

## RECOMMENDATION

Staff recommends adoption of Ordinance 2025-04.

## BACKGROUND

### City Trails

Heber City generally has two types of trails: backcountry soft-surface trails; and hard-surface multi-use trails. Currently, it is estimated the City currently has over 70 miles of backcountry soft-surface trails, primarily within the Jordanelle Ridge trail system. All the single-track trails in Jordanelle Ridge have been built since 2012 with permission from the private property owner. The first trails were hand-built by volunteers and maintained by the Wasatch Trails Foundation (WTF). The WTF helped establish the trail heads and flag the Coyote Loop trails while Momentum paid a local contractor, Twin Creeks, to build the trails. More recently, Momentum hired Ken McCarthy to elevate the Jordanelle Ridge trail system to the renowned status it has now. Momentum intends to build a world-

class trail system with the support of WTF and Heber City.

Heber's hard-surface multi-use trail system is also growing rapidly, with the most recent addition being the 1.5 mile Heritage Farms Parkway trail that runs on the south side of the new road. Heber City currently has ??? miles of hard-surface trails (please see the attachment for a mile of existing hard-surface trails).

### **Trail Users**

The primary users of the back-country trails are hikers and mountain bikers utilizing traditional mountain bikes. The back-country trails are intended to be non-motorized due to the damage non-traditional use can cause to the trails. The City's hard-surface multimodal trails are typically used by walkers, cyclists which use both traditional bikes and ebikes.

### **Ebikes** (description of ebikes provided by Burchda Bikes)

Class 1 e-bikes, also known as pedal-assist e-bikes, provide assistance only when the rider is pedaling. The motor is designed to provide a boost that helps the rider maintain a consistent speed, making it easier to ride up hills or over long distances. Class 1 e-bikes are limited to a top speed of 20 mph, making them legal to ride on bike paths and other areas where traditional bicycles are permitted.

Class 2 e-bikes are similar to Class 1 e-bikes, but they also have a throttle that allows the rider to control the motor without pedaling. This means that the rider can simply twist the throttle to accelerate, without having to pedal. Class 2 e-bikes are also limited to a top speed of 20 mph.

Class 3 e-bikes are designed for higher speeds of up to 28 mph. They are equipped with a pedal-assist system that provides a boost when the rider is pedaling, but the motor is more powerful than those found on Class 1 and Class 2 e-bikes. Class 3 e-bikes are often used for commuting and can make it easier for riders to keep up with traffic.

E-motorcycles are not to be mistaken for e-bikes as those have pedals while an e-motorcycles does not. Like gasoline-powered vehicles, a motorcycle is pushed by a battery powered engine that can reach speeds in excess of 50 mph.

## Current State and Local Statutes and Ordinances

### **Problem Statement**

## DISCUSSION

Ordinance description

Wasatch County Interloal Meeting

## FISCAL IMPACT

## CONCLUSION

## ALTERNATIVES

1. Approve as proposed
2. Approve as amended
3. Continue
4. Deny

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## POTENTIAL MOTIONS

### Alternative 1 - Approval - Staff Recommended Option

I move to **approve the item** as presented, with the findings and conditions as presented in the conclusion above.

### Alternative 2 - Approve as Amended

I move to **approve the item** as amended, as follows.

### Alternative 3 - Continue

I move to **continue the item** to another meeting on [DATE], with direction to the applicant and/or Staff on information and / or changes needed to render a decision, as follows:

### Alternative 4 - Denial

I move to **deny the item** with the following findings.

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## ACCOUNTABILITY

**Department:** Administrative  
**Staff member:** Parker Sever, Chief of Police  
Matt Brower, City Manager

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## EXHIBITS

None

**HEBER CITY CORPORATION  
75 North Main Street  
Heber City, UT 84032  
Heber City Council Meeting  
March 18, 2025**

**DRAFT Minutes**

**4:00 p.m. Work Meeting  
6:00 p.m. Regular Meeting**

**I. WORK MEETING - 4:00 P.M.**

Mayor Franco called the meeting to order at 4:03 p.m. and welcomed everyone present.

**City Council Present:**

Mayor Heidi Franco  
Council Member Yvonne Barney  
Council Member Aaron Cheatwood  
Council Member Mike Johnston  
Council Member Scott Phillips - remotely

**City Council Absent:**

Council Member Sid Ostergaard - excused

**Staff Present:**

City Manager Matt Brower  
Community Development Director Tony Kohler  
Planning Manager Jamie Baron  
City Engineer Russ Funk  
City Attorney Jeremy Cook  
City Recorder Trina Cooke  
IT Director Anthon Beales  
Chief of Police Parker Sever

**Staff Participating Remotely:** IT Director Anthon Beales, Human Resource Manager Cherie Ashe, Assistant City Manager Mark Smedley, Planning Manager Jamie Baron, Public Works Director Matthew Kennard, Deputy City Recorder Robin Bond, and Accounting Tech Wendy Anderson.

**Also Present:** Rachel Kahler, Shane Eller, Willa Motley, Allison Salisbury, Jill Watson, Lindy Rieoux, Cherie Reed, Patty Sprunt, Mark Sprunt, Cindy Bull, Grace Doerfler, Gaylyn Latimer, Ryan Bunnell, and others who did not sign in or whose handwriting was illegible.

**Also Attending Remotely:** (names are shown as signed-in online) Jami Hewlett, Mike, TMT, Tom DeMars, B, BBK, Catherine, and Clara Hatcher.

1. The Views on Main MDA Term Sheet (Tony Kohler, Community Development Director) - 45 min

City Engineer Russ Funk reviewed the proposed updates to the language as outlined in the email attached to the meeting materials. He explained Staff's reasons for the requested language. Project representative Luke Kennard was present to respond to questions. Council discussion followed regarding the road construction, irrigation installation, phasing timelines, building-height restriction, and a traffic signal installation to be located at the intersection of the proposed road.

2. Main St Traffic Study - Discuss Recommendations for Signalized Intersections (Horrocks Engineers) - 45 min

City Engineer Russ Funk introduced City-contracted Horrocks Engineers Mike Shane and Willa Motley. The two engineering consultants provided a PowerPoint presentation to share the traffic study findings, including median installations and traffic signal recommendations, as included in the attached meeting materials.

## II. BREAK - 10 MIN

## III. REGULAR MEETING - 6:00 P.M.

1. Call to Order

Mayor Franco called the meeting to order at 6:08 p.m. and welcomed everyone present.

2. Pledge of Allegiance (Yvonne Barney, Council Member)

Council Member Yvonne Barney led the recitation of the Pledge of Allegiance.

3. Prayer/Thought by Invitation (Mike Johnston, Council Member)

Tom Reed stepped forward and shared a prayer.

## IV. CONFLICT OF INTEREST DISCLOSURE:

There were no conflicts disclosed.

## V. CONSENT AGENDA:

Mayor Franco asked the following corrections be made to the minutes: on page 6 of the February 4 Meeting Minutes, the motion to recess as the Heber City Council and the second were listed as the same person; page 12 of the March 4 Meeting Minutes erroneously cited County Council Member Eric Rowland as Eric Rasband.

**Motion:** Council Member Cheatwood moved to approve the Consent Agenda, with the corrections to the minutes as listed by the Mayor.

**Second:** Council Member Barney made the second.

**Voting Yes:** Council Members Phillips, Cheatwood, Barney, and Johnston.

**Voting No:** None.

Council Member Ostergaard was absent.

The **Motion Passed 4-0.**

1. Approval of February 4, 2025, City Council Meeting Minutes and March 4, 2025, City Council Meeting Minutes (Trina Cooke, City Recorder)
2. Mayoral Nominations for Tree Subcommittee - Cynthia Bull and Mark Smedley (Heidi Franco, Mayor)

**VI. PUBLIC COMMENTS: (3 min per person/20 min max)**

Allison Salisbury felt that the City's website did not explain Ranked Choice Voting (RCV) very well. She suggested the City provide a clearer explanation of RCV to be distributed with the proposed survey. She stated that the State legislature was phasing out RCV in 2026 and asked why Heber City proposed to continue a system that the State was phasing out. Ms. Salisbury felt RCV benefited some candidates more than others. She wanted to understand who the survey would go to and if it was open to public scrutiny.

Jami Hewlett expressed concern with the park plaza design that was on the agenda for Council acceptance. She did not feel there had been enough discussion or conversations with the public. She suggested delaying until the Council could receive more feedback from the public.

Jill Watson felt the neighborhood did not receive enough information to know what they were voting for. She worked with the national coalition of some of the biggest front-line people in the Country and could tell you, without a fact, that Ranked Choice Voting was just one more reason to move people away from their vote. She stated that, as a Constitutional person, she had moved away from California to get away from what had happened in California, where she was born. She had wanted to be in a god-fearing state and felt that most of the people were good people in Heber but unfortunately, the elected officials were given tools for convenience. Ms. Watson said her vote wasn't convenient and she only got to vote a couple times a year. She hoped the Council would consider having the best forensic people in the country come to show what was literally going on with this. She said she had been to Idaho and claimed they were getting rid of RCV and they were getting rid of it all over the country. She said the problem was when you had an algorithm on software, you could not audit it. When you can't audit everything, it was the big problem in the State. She claimed there was massive work going on in this Country right now that was going to probably bring national attention to the cheating that had been going on in the Country. She said win or lose, when you work hard and it's a rigged system.

Ms. Watson questioned how the Council could look at the community and say it was fair when they couldn't prove it was. She asked to go to a system with the old paper ballot, hand-counted, citizens prove they are doing it, at the County Council meeting where they do elections. She was with the GOP (Grand Old Party) in Salt Lake City, and they had done everything transparently and cast ballots in an open box but used a machine to count the ballots. Ms. Watson said there had been 586 delegates and the machine had counted over 600 ballots just to be faster. She said they wasted hours because of this and there were Senators and U.S. Congressmen present, and it was embarrassing. She said every time they did a County meeting, they had no problem doing a hand count and she was reassured when she went home at night that her vote had been counted. She questioned how the Council would be able to sleep at night, and answer to what-ever god they prayed to, knowing they voted for something that not everyone thought was fair.

Mike Hewlett wanted to know what the procedure was for the oath of behavior and the process to deal with openly hostile or rude Council Members. He accused Council Member Phillips of being openly hostile and rude to the Mayor and wanted to know what would be done about it. Mayor Franco said it was a Council decision and she was not a voting member of the Council. She noted the Code of Ethics in place that had been adopted by the City Council indicating that the Council was not to make personal attacks on other Council Members or the members of the public. Mr. Hewlett proposed establishing a mechanism for violations of the Code of Ethics or it would not mean anything. Council Member Barney felt it was the responsibility of the citizens to rally, to reach out to Staff, or the Council. She knew there were differences among Council Members and felt the Council tried to control the meeting. She hoped the Citizens would take action and share their concerns.

Patty Sprunt stated she was a conservative Republican and said she had done her homework. The Republican National Committee (RNC) opposed Ranked Choice Voting (RCV). She had looked up articles written by prominent Democrats and found the Democrats were against RCV as well. She recognized there were also articles that supported RCV and some people that felt it was great. She said she personally felt that while RCV might be easier for the candidates, it disadvantaged the voters. She referred to Alaska and Florida elections. Ms. Sprunt said the Bush/Gore debacle had essentially begun using RCV and Al Gore would have beat President Bush if RCV had been used throughout the election. One of the strongest revulsions to RCV Ms. Sprunt had was the algorithm used to reallocate her vote. She had used Chat GPT and the AI results had been strongly oppositional of RCV. She felt the public was overwhelming against RCV and asked the Council to consider the wishes of the voters. She said if there was a free and fair election, that was hand counted, the people would be able to say how they hated ethics violations and a fair vote.

Russ Funk said he wished to share his comments as a citizen, not an employee of the City, and stated that he loved RCV. He recognized many of the people present were opposed to RCV but explained the reasons he was supportive of RCV that if his first choice candidate was eliminated, his second choice would be counted and so on. He said the public comments shared had implied that nobody liked RCV but he did and he knew many voters that supported it as well.

## **VII. GENERAL BUSINESS ITEMS:**

1. Monthly Development Report (Jamie Baron, Planning Manager) - *10 min*

Planning Manager Jamie Baron shared the Monthly Development Report as included in the meeting materials.

2. Presentation by Back to the 50's Car Show (JC Hackett) - 10 min

This agenda item was pushed to the next meeting.

3. Public Safety Monthly Report (Branden Russell, Deputy Chief) - *10 min*

Chief of Police Parker Sever shared the number of, and types of, call-outs the Police Department had handled the previous month. He shared that a grant for speed signs had erroneously delivered the wrong equipment. There had been a number of smash-and-grabs and the department was putting out a public service announcement (PSA) to educate the public in order to protect against this type of theft. He warned against the fraud phishing phone calls, noting how sophisticated they had become and how legitimate they appeared. The department had formed a non-profit in order to allow donations given to the public safety department to be tax-deductible. The annual Easter Egg Hunt would be held on April 19 at 10:00 a.m.

## **VIII. ACTION ITEMS: (Council can discuss; table; continue; or approve items)**

1. Public Hearing and Possible Council Action on Resolution 2025-03 to Amend the FY 2025 Budget (Sara Nagel, Finance Manager) -

Finance Director Sara Jane Nagel presented the information for the proposed budget amendment. She provided the list of requested fund amendments as listed in the attached Staff Report as well as each dollar amount. She explained the housekeeping items were to move funds from one itemized budget to another. Mayor Franco observed that the Resolution number for the budget amendment was the same as the RCV Resolution number 2025-03.

Mayor Franco opened the Public Hearing at 7:06 p.m.

Patty Sprunt asked about the Heber Light and Power (HL&P) Administration Building purchase. She asked why the City would need to buy something that she had thought the citizens owned.

Mayor Franco clarified the independent budgeting of the separate entities and the administrative powers of the board members. HL&P owned the building and the City wished to purchase it.

Tom Reed asked about the Cove Park trail bridge. Mayor Franco explained the planned trail connections. Mr. Reed indicated he was pleased with the use of the tax dollars for the roundabout art installations. City Manager Matt Brower credited the TAP (Trails, Arts, and Parks) tax funds that the voters had voted for, and which the City was then able to apply towards art installations.

Jami Hewlett felt \$300k for the bridge in the park's trail bridge was excessive. Council Member Cheatwood referred to the explanation for the cost of the bridge as previously provided by City Engineer Russ Funk. Mayor Franco explained the Central Utah Water Project (CUP) standards the City needed to comply with for the construction of the bridge. The City also needed to construct a new culvert. City Engineer Russ Funk further explained the budgeted money would also construct a portion of the trail in the master trail plan and details involved. Ms. Hewlett said she was speaking for the residents in the area unable to speak for themselves. She said the residents had thought the developer, Ivory Homes, would be responsible for the construction of the park and bridge. Mr. Funk explained the park land had been dedicated to the City by Ivory Homes as part of their Development Agreement. He described the impact fees paid by developers that were deposited into a fund with the City to be designated specifically for the construction of the park. It was not existing tax-payer dollars being used to construct the park. In addition, Ivory Homes had agreed to install the portion of the trail along the canal. Ms. Hewlett asked why the cost of maintaining the park would fall to the City rather than to Ivory Homes. Mayor Franco provided additional background from the development agreement process. Ms. Hewlett asked why the Public Safety Building needed a new HVAC system. Chief Sever responded that the original unit had been troublesome from the beginning and was now out of warranty. The building needed a new heater. Ms. Hewlett then asked what the 300 South trail design entailed. Mayor Franco clarified the trail was from the Main Street Park to 300 West where the Railroad was located. Mr. Funk explained the recommendation had come from the Parks, Open Space, Trails, and Trees (POSTT) committee and clarified details involved in the project. The dollar amount was based on the estimated cost in order to move forward with the project. Ms. Hewlett asked about the Railroad Quiet Zone Study and wondered if the City had anyone in-house that could perform the study. Mr. Funk explained there were specific engineering qualifications needed to do railroad study work. The City did not have anyone in-house with the expertise to perform the study. The purpose would be to study the traffic at railroad crossings to determine whether crossing-arms were warranted, or other traffic mitigating measures, in order to eliminate the need for trains to blow their horns when entering neighborhood intersections.

Mr. Funk further explained that the need for the study had come from the history of complaints from residents, the City Council, developers, and the Railroad. Ms. Hewlett asked why there were two line-items for Historical Markers. Mayor Franco explained there were two separate groups with two separate projects.

The Public Hearing was closed at 7:31 p.m.

**Motion:** Council Member Johnston moved to approve Resolution 2025-03 amending the Fiscal Year 2025 budget as presented.

**Second:** Council Member Phillips made the second.

**Voting Yes:** Council Members Phillips, Cheatwood, Barney, and Johnston.

**Voting No:** None.

Council Member Ostergaard was absent.

The **Motion Passed 4-0.**

2. Acceptance of Plaza Design, Programming & Management Plan (Matt Brower, City Manager) - *20 min*

Mr. Brower explained the term "acceptance" implied that the Council was acknowledging the proposed plan and design had been completed, reviewed by Council, Council had been allowed the opportunity to put forth questions, and recognized there would be a lot of discussion along the way as the plan would proceed in phases with the potential to be changed. He explained the intent was for Council to accept a plan, which would initiate the long process of the City guiding the implementation. Mayor Franco felt it was important to discuss the forthcoming steps. She had received public comment questioning why the City was considering acceptance of the plan without in-depth public outreach. Mr. Brower detailed the public outreach previously done as well as more public outreach to come, welcoming public input throughout, as the project progressed. There had been broad public outreach in 2024 as well as numerous Council discussions. He felt it was a very thorough plan, nearly 150 pages long, as attached to the meeting materials, and publicly available on the City website. The plan had been available to the public for five months. Mr. Brower provided a high-level overview of the plan, including the estimated cost, as included in the attached Staff Report and associated meeting materials. He shared the projected date of completion for the bandshell and the plaza street in May 2025.

Community Development Director Tony Kohler informed there was an open house planned for the coming Thursday, March 20, 2025, at 6:00 p.m. that would be followed by a Public Hearing the next week on Tuesday, March 25, 2025, with the Planning Commission. The two events were for proposed zoning updates and not specific to the project discussion at hand.

Mayor Franco opened the discussion for public comment.

Allison Salisbury said she was still confused and asked why the Council had to accept the plan that night. She felt it was not implying the plan would go forward that night with the acceptance by Council. Mr. Brower explained it would allow Staff to move forward with the next steps in the process with significant input from the Council and community. Council Member Barney explained the plan was not set in stone, it was confirming that the City wished to see a plan put into motion. They explained it was a concept plan that would be done in pieces over several years.

Patty Sprunt shared that she had paid off a truck and her taxes had increased in the amount of the truck payment. She was nauseated thinking about how much her taxes would go up again. She proposed a text message alert system to notify about meetings. She noted there were 3,000 voters but only 100 people had shown up for the public meeting and felt there was a big disconnect. She questioned how much public input the City would receive if the public was not aware of what was going on. Mayor Franco explained there was a text alert system in place. Ms. Sprunt proposed the City make the messages colorful to grab attention and felt more public engagement was needed. She wanted more discussion. Mr. Brower reiterated the funding for the proposed park project was not going to be done through a tax increase but rather through grants, Trails, Arts, and Parks (TAP) tax revenues, and impact fees. City consultant and Public Information Officer (PIO) Ryan Bunnell described the process to sign up for text alerts and texting options available.

Phil Jordan, commenting as a citizen, not as a Planning Commissioner, expressed support for the plan. He did not feel a more comprehensive plan could have been provided. He recognized the sales tax revenue that would offer a large financial contribution to the project through the TAP tax.

Jami Hewlett asked why the City was doing this and felt the park was already maxed out at any event, probably violating the fire code. She was confused why the City would spend another twenty million dollars. She noted the park was being converted into a plaza and questioned whether a plaza would be eligible for park funds. She described another Roger Brooks park and plaza that she had visited in South Dakota that was not a positive experience. She felt no one had weighed in at all and did not understand why the City would do this when she felt the park was already maxed out. Matt Brower noted the Main Street Park was empty most of the time, other than Thursday evenings during the summer months when the Heber Market on Main took place. He felt the proposed park improvements would be a draw for the community year-round. He explained the budget amount was an estimate to begin moving forward. The design was intended to create a destination. Ms. Hewlett felt it was a programming issue.

Mr. Brower explained the first steps to move forward and mentioned the positive impact for the downtown businesses. Council Member Barney reiterated the City's ability to cut costs for the proposed project, as it proceeded, if needed. She said a plan was not set in stone but rather was an opportunity for the City to move forward.

Council Member Johnston said that a vision was necessary to make progress. A plan would continue to evolve with future Councils, but this Council's acceptance of this proposed plan would offer a starting point.

Mayor Franco explained that the Parks and Cemetery Administrator, Jody Summers, was concerned about the family reunions that were scheduled for the park each summer. Ms. Summers felt the construction, design, and changes made would be a disruption to the family reunion plans.

Mr. Brower said the current pavilion did not offer great accommodations but the new Main Stage would provide better amenities for the park reservations. Council discussion continued.

**Motion:** Council Member Phillips moved to accept the Plaza Design, Programming, and Management Plan.

**Second:** Council Member Johnston made the second.

**Discussion:** Council Member Cheatwood expressed concern that the Council's acceptance of the plan signaled to the community that Council was approving a finalized plan in its entirety. He said there were many aspects of the plan that he did not care for, but he did like the idea of a plan. He worried the acceptance also signaled to the designers that the City was ready to proceed. Council Member Phillips felt the acceptance of the plan signaled the completion of the design concept submitted by a third-party consultant, but the resulting actuality could potentially be vastly different. Council Member Cheatwood shared that he had taken several suggestions to the consultants that had not been implemented into the design plan as an option. He felt it would be helpful to show design options, reflecting a significantly scaled-down version, with different levels of amenities. City Manager Matt Brower reminded everyone that policy was established by three Council Members. He recalled the columbarium at the cemetery that had metamorphosized throughout the planning and design process. Council Member Barney proposed a preliminary acceptance of the plan. She asked Council Member Phillips to change the language in his motion to include the word concept.

**Amended Motion:** Council Member Phillips amended the original motion to accept the concept Plaza Design, Programming, and Management Plan. The second stood.

**Voting Yes:** Council Members Phillips, Cheatwood, Barney, and Johnston.

**Voting No:** None.

Council Member Ostergaard was absent.

The **Motion Passed 4-0.**

### 3. Acceptance of Parking Solutions & Downtown Business Mix Plan (Tony Kohler, Community Development Director) - 20 min

Community Development Director Tony Kohler presented the proposed parking plan solutions as included in the attached meeting materials. He shared a summary of the recommendations as well as ideas for parking opportunities. He indicated it was a long-term plan that would possibly span decades.

Mr. Kohler provided details on sustainable parking cost versus land value, businesses paying a fee-in-lieu when unable to provide on-site parking, event parking, and solution proposals.

Mayor Franco opened the discussion for public comment.

Allison Salisbury asked if the City intended to install angled parking on Main Street. Mr. Kohler informed that Utah Department of Transportation (UDOT) would not currently permit angled parking on Main Street.

**Motion:** Council Member Cheatwood moved to accept the Parking Solutions and Downtown Business Mix Plan as presented.

**Second:** Council Member Johnston made the second.

**Discussion:** Council Member Johnston recognized the many elements of the proposed plan but the felt plan offered a vision. Mayor Franco was concerned about the parking fee-in-lieu based on the existing requirement for downtown residential units to provide parking for the residents. Community Development Director Tony Kohler shared that the fee was low and could be increased. He felt the timing for the plan was crucial and the fee -in-lieu was not the first element to focus on. City Manager Matt Brower compared the plan to a tool in a toolbox and said the downtown parking plan was important for a successful downtown.

**Voting Yes:** Council Members Phillips, Cheatwood, Barney, and Johnston.

**Voting No:** None.

Council Member Ostergaard was absent.

The **Motion Passed 4-0.**

#### 4. Survey Options for Ranked Choice Voting (Ryan Bunnell) - 20 min

City PIO Ryan Bunnell presented the information regarding his assignment to create a public outreach survey for citizens to provide feedback regarding the utilization of Ranked Choice Voting (RCV) in the 2025 Heber City municipal election. He felt the time constraints were prohibitive and there were inherent flaws with social media polls. The State required municipalities to notify the Lt. Governor's office before May 1, 2025, if a municipality decided by resolution to use RCV in the 2025 election. He provided outreach options as included in the attached meeting materials and asked Council for feedback for their preferred public outreach method.

Mayor Franco proposed implementing a survey service through the City website. Council Member Phillips said he had read the existing Utah Valley University (UVU) report and felt it was extremely thorough. He proposed the City and voters refer to UVU's survey results.

Mayor Franco read from the Utah State Election Code UCA 20A-4-603(3), Municipal Alternate Voting Methods Pilot Project - Instant Runoff Voting:

(3) A ranking is valid for a particular ballot-counting phase of a multi-candidate race if:

- (a) the voter indicates the voter's preference for that ballot-counting phase and all previous ballot-counting phases; or
- (b) in the event that the voter skips a number in filling out the rankings on a ballot:
  - (i) the voter clearly indicates an order of preference for the candidates;
  - (ii) the voter does not skip two or more consecutive numbers at any point before the preference ranking that would otherwise be counted for the current ballot-counting phase;
  - (iii) the candidate next preferred by the voter is clearly indicated by a subsequent number that most closely follows the number assigned by the voter for the previously-ranked candidate; and
  - (iv) the voter did not give the same rank to more than one candidate for the applicable ballot-counting phase or a previous ballot-counting phase.

Council discussion continued.

**Motion:** Council Member Phillips made the motion to hear from City Attorney Jeremy Cook and City Recorder and Election's Officer Trina Cooke about the ballot. The **Motion failed** for lack of a second.

City Attorney Jeremy Cook felt that he and Ms. Cooke could speak about Ranked Choice Voting, the ballot instructions, and ballot counting, at the April 15 meeting, but the vote before Council that evening was regarding Council direction for an RCV survey.

Council Member Barney noted the emails she had received against RCV outweighed those in support of RCV. She supported a social-media survey. She did not believe RCV was easy for the voters. Mayor Franco stated that voting was sacred.

Council Member Cheatwood proposed the staff proceed with the education campaign for the community as outlined in options two and three in the presentation:

2. Create an informational campaign through staff resources
3. Run social media polls on Facebook and/or X

Mayor Franco proposed an example ballot be sent out with the utility bill and a poll be done using voter identification numbers. Mr. Cook felt it would be preferable to mail a survey rather than a sample ballot.

Council Member Johnston felt the only way to truly gauge public opinion was to provide a statistically accurate 3rd party survey. The least accurate would be a social media survey. He proposed using surveys previously done by other 3rd party studies. He had actively done his own public outreach by asking people and had received positive feedback for the RCV process.

City Attorney Jeremy Cook reiterated that the Council was not voting on whether to implement Ranked Choice Voting that night. That vote was scheduled to be on the April 15th City Council Meeting agenda. Tonight, Council would be voting on the direction to give Staff to proceed with an RCV survey and/or public outreach.

Mayor Franco opened the discussion for public comment at 9:44 p.m.

Allison Salisbury stated she was insulted that her vote was called trivial. She liked the idea of the survey but felt the RCV process needed to be explained. She said that if the last election had been with a traditional ballot, there would have been somebody else elected to the council. She did not think it was fair and thought that the top three candidates in the first round of Ranked Choice Voting should have won the election.

Council Member Johnston explained that in Ranked Choice Voting (RCV), voters ranked candidates in order of preference. Initially, all first-choice votes were counted; if a candidate received more than 50% of these votes, they won. If no candidate achieved a majority, the candidate with the fewest votes was eliminated, and ballots for the eliminated candidate were redistributed to the voters' next choices. Council Member Johnston explained that this elimination and redistribution process continued in rounds until a candidate secured a majority and was declared the winner.

**Motion:** Council Member Barney moved to extend the meeting to 10:30 p.m.

**Second:** Council Member Cheatwood made the second.

**Voting Yes:** Council Members Phillips, Cheatwood, Barney, and Johnston.

**Voting No:** None.

Council Member Ostergaard was absent.

The **Motion Passed 4-0.**

Jill Watson claimed to be an expert in the field and had worked with some of the best generals, best military people, and some very, very important people in the country. She had moved here from California, because she didn't vote for that. What drove her crazy about Utah was their obsession with machines that they thought would fix everything. She said the Council had spent 45 minutes discussing Ranked Choice Voting and she had the solution: France. Twenty-seven million people held one-day, in-person voting, and got it done. She noted there was not a Secretary of State in the State and Utah had Lt. Governor Diedre Hendrickson. She did not know why Utah had done that back in the '70's, but they did. In her opinion, as the expert she was, because she had been looking at it for a long time, when you have a system where you cannot audit stuff because of algorithms and computers, then you are not going to get anywhere. She felt the simple solution was to go back to where the basics were. She said she went around to almost every single county in the state to watch them hand count their paper ballots. They had double witnesses and pieces of paper. It was so simple because it was done on a small scale. Ms. Watson said we are little here. Maricopa County was so contentious in Arizona. She got 800 people and set up a system to hand count the recount.

Ms. Watson said they were her top expert guys. It was very simple for them and was very inexpensive. They did not have to pay for software updates all the time or purchase millions of dollars in machines. When it was all done, they may not have liked the outcome, but they all agreed they had good custody. They had witnessed and watched. She said there was good reason the legislature got so much pressure to do away with the system. The Ranked Choice Voting was a pilot program in certain counties. She knew about it because she knew a lot of people working in the counties. When they passed the legislation to phase out RCV, they left it up to the counties to decide if they were going to keep it or not. She loved some of the Council's ideas, and she was going to come to the open house the coming Thursday. She wanted to help do something for the Valley because she loved it and it was beautiful. She had lived here many years ago and returned because she loved it. She felt they were wasting a lot of time arguing. Ms. Watson felt it was simple and the Council had the power, legislation just gave it to them, to just say "let's get rid of it, let's go back to regular voting, and hand-count paper ballots." She offered to raise an army and said she could reach hundreds of people, in hours, in this town. She could reach thousands in this town if she had to. She had talked to the County Clerk who had told her the County was allowed to hand-count ballots and make it simple for all elections but they could not get people to help them. Ms. Watson had told the County Clerk that she hadn't asked them and said to give her a chance and she would raise her an army and get plenty of volunteers. She observed that the Mayor did not get to vote. She said she did not trust the university's study results because the systems were designed to keep people in power. She asked who the person was that ran the software when they ran the elections and how they were able to perform an audit. Mayor Franco said she would like to learn more about Ms. Watson's expertise and the organizations she had worked with and get more information on this because she found it all very interesting. Ms. Watson asked Council to consider the simple solution where everybody would be happy, not that it was okay to do it, and your stats say some people like it, some people don't. She said if you go back to basics, where we all have control, win or lose, then there is no contention, and the Council is not on the line. She claimed to know a lot of people that were not going to tolerate Ranked Choice Voting in the Valley.

Tom Reed asked the City to do whatever survey they could, do the best they could, and for the Council to choose what the majority wanted. Then move on.

Tom DeMars said he was first-time attendee, retired, had spent 25 years in the Marine Corps and 20 years in the tech industry, had served as HOA president in a couple places, and been a homeowner in many places. He had found the meeting very interesting and felt Council was doing a great job. He was against Ranked Choice Voting. He said there were some things discussed that evening that he had never heard about and wanted the City to do better with their methods for communications. Mr. DeMars had spent part of his career doing high-tech development that changed the lives of people in the military across the board. He said that one of the things he had discovered was that there needed to be an evolutionary development and methodology that engaged the citizens to obtain the best design results and the best acceptance as they moved forward.

Tracy Taylor said she had sat through many state legislative sessions about Ranked Choice Voting and one thing that continued to be referenced regarding the surveys was that none of them had asked whether their ballot had been counted or discarded. She said nobody knew whether their vote had counted. She felt a question on the proposed survey should ask if the person was aware if their ballot was counted or not. She claimed that most people in the university-run surveys did not know whether their vote had counted.

Mike Hewlett listed states that he said had banned Ranked Choice Voting. He said Alaska was the only state that kept RCV and they had the worst senator in the entire US Government. He said that was what you got with Ranked Choice Voting, someone that nobody wanted. Mr. Hewlett said nobody ever addressed how down-ballot voting was counted and Mike Johnston had reached the 50% threshold on the tenth round of vote counting, which meant that the people that ranked Mike Johnston ten out of eleven was the reason he was elected. He felt that RCV was a disaster and wanted to get RCV out of their City. Council Member Johnston clarified that it was second-choice votes that were redistributed to him that had gotten him elected. It was not the tenth ranking. Mayor Franco felt it was complicated with so many opinions that people thought were correct.

**Motion:** Council Member Cheatwood moved to create an educational public outreach campaign, coupled with a social media campaign, directing residents to the public comment email address that went to Council. He felt email was a low-enough bar for people to respond. He felt it was a low enough cost, other than staff time, but that it was important to hear from the people.

**Second:** Council Member Phillips made the second.

**Discussion:** Mayor Franco asked to clarify that the motion was directing the public to email the Council, whether they like RCV or not, to the public comment email. Council Member Cheatwood clarified he wanted to direct staff to create a public outreach campaign to help the public understand RCV and provide information. He felt that asking the public to send their preferences to the public comment email at [ccpublic@heberut.gov](mailto:ccpublic@heberut.gov) would be the best opportunity to get public input based on the time constraint. Mayor Franco asked to establish a deadline. Council Member Cheatwood did not want to set a deadline. Ryan Bunnell proposed a postcard mailer, pushing the information out on social media, and by text notification, asking the public to email the Council.

**Voting Yes:** Council Members Phillips, Cheatwood, Barney, and Johnston.

**Voting No:** Council Member Johnston.

Council Member Ostergaard was absent.

The **Motion Passed 3-1.**

5. Potential Cancellation of April 1, 2025, City Council Meeting (Scott Phillips, Council Member) - 5 min

**Motion:** Council Member Phillips moved to cancel the April 1, 2025, City Council Meeting as he did not believe there would be a quorum.

**Second:** Council Member Cheatwood made the second.

**Discussion:** Council discussion discovered there would be a quorum present.

**Voting Yes:** Council Members Phillips and Cheatwood.

**Voting No:** Council Members Barney, Johnston, and Mayor Franco.

Council Member Ostergaard was absent.

The **Motion Failed 2-3.**

**Second Motion:** Council Member Johnston moved to cancel the first meeting in April to allow Staff to be with their families for spring break.

**Second:** Council Member Cheatwood made the second.

**Voting Yes:** Council Members Phillips, Cheatwood, Barney, and Johnston.

**Voting No:** None.

Council Member Ostergaard was absent.

The **Motion Passed 4-0.**

6. Establish Dates for FY '26 Budget Workshops (Matt Brower, City Manager) -  
*10 min*

**Motion:** Council Member Johnston moved to have the Budget Workshop meeting on Tuesday, April 29th, 2025, beginning at 5:00 p.m. with dinner, and Tuesday, May 6th, 2025, beginning at 4:00 p.m., during the regularly scheduled City Council Work Meeting, with cheesecake.

**Second:** Council Member Cheatwood made the second.

**Voting Yes:** Council Members Phillips, Cheatwood, Barney, and Johnston.

**Voting No:** None.

Council Member Ostergaard was absent.

The **Motion Passed 4-0.**

## IX. COMMUNICATION:

There were no communication items discussed.

## X. CLOSED MEETING:

1. As Needed (Heber City Council)

**Motion:** Council Member Johnston made the motion to enter a Closed Meeting for the purpose of discussing personnel and the purchase, exchange, or lease of real property.

**Second:** Council Member Barney made the second.

**Voting Yes:** Council Members Phillips, Barney, and Johnston.

**Voting No:** None.

Council Member Cheatwood had stepped out of the room.

Council Member Ostergaard was absent.

The **Motion Passed 3-0.**

The Heber City Council entered a Closed Meeting at 10:30 p.m.

**Motion:** Council Member Phillips moved to exit the Closed Meeting and adjourn.

**Second:** Council Member Cheatwood made the second.

**Voting Yes:** Council Members Phillips, Cheatwood, Barney, and Johnston.

**Voting No:** None.

Council Member Ostergaard was absent.

The **Motion Passed 4-0.**

**XI. ADJOURNMENT:**

The Heber City Council Meeting adjourned at 11:47 p.m.

\_\_\_\_\_  
Trina Cooke, City Recorder

## HEBER CITY COUNCIL STAFF REPORT

MEETING DATE: 4/14/2025

SUBJECT: Mayor's Nominations for POSTT Committee

RESPONSIBLE: Mayor Heidi Franco

STRATEGIC RELEVANCE: Necessary Administrative Item

### RECOMMENDATION

Mayor is asking Council to approve Bruce Bartholomew and Marissa Stanger as voting members of the POSTT Committee. They were previously approved as 'alternates'; yet with the availability of another voting member changing; POSTT Chair Mia Yue is asking to let Bruce and Marissa become voting members now. Mia is also asking that Joli Cardenas become an 'alternate' instead of a voting member of POSTT. Joli Cardenas was previously approved as a voting member of POSTT.

### CONCLUSION

Recommend approval of Bruce Bartholomew and Marissa Stanger to be voting members of the POSTT Committee; and Joli Cardenas to become an POSTT committee alternate instead of a voting member.



# Heber Valley Corridor



# ENVIRONMENTAL IMPACT STATEMENT

**Heber City Council**

April 15, 2025

# Alternatives for Draft EIS



**WB1 FF West bypass – limited access and free-flow intersections**

⇒ **Alternative A (on US-40)**

**WB3 FF West bypass – limited access and free-flow intersections with northern extension**

⇒ **Alternative B (off US-40)**



# Project Purpose & Need

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

## HEBER VALLEY BY THE NUMBERS

### 2050 NO-ACTION SOUTHBOUND TRAVEL TIMES

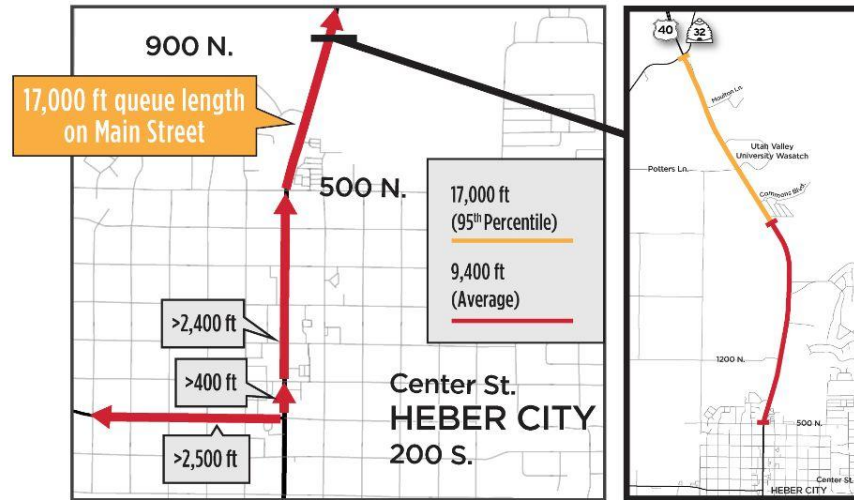


### REGIONAL POPULATION GROWTH BY 2050

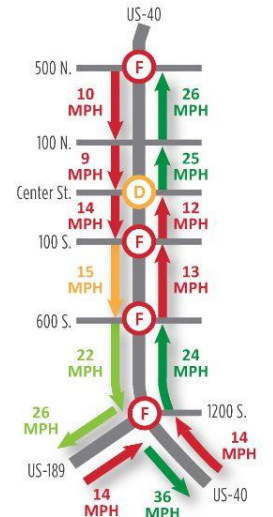
Wasatch County	<b>103% GROWTH</b>
Heber City*	<b>84% GROWTH</b>
Summit County	<b>34% GROWTH</b>
Combined new residents	<b>55,518</b>

\*Heber City's population is projected to increase by 84% by 2050, making up half of Wasatch County's population growth.

2050 No-action

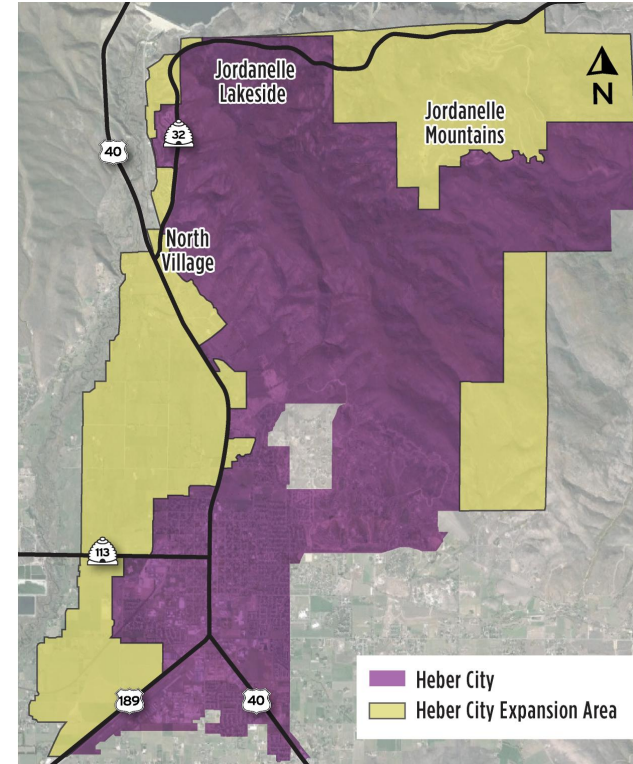


2050 No-action

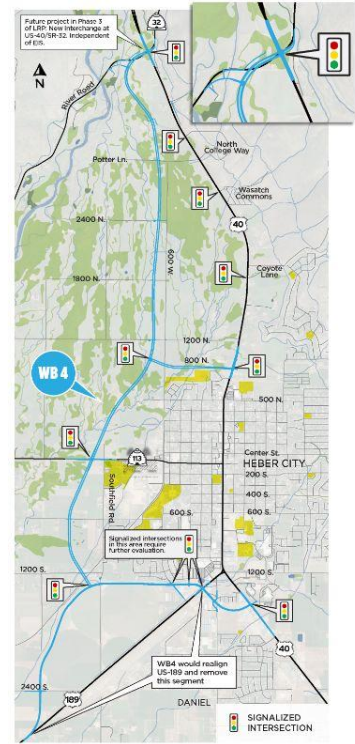
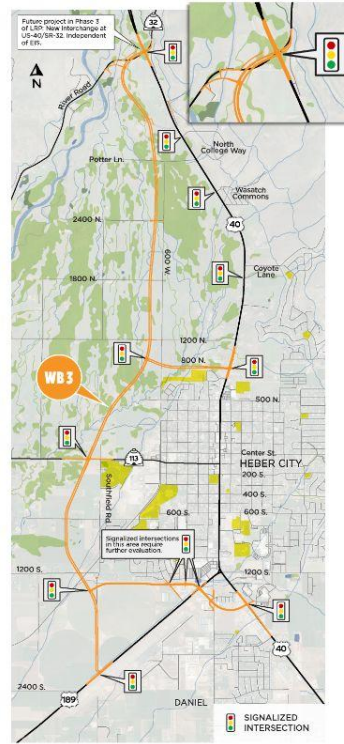
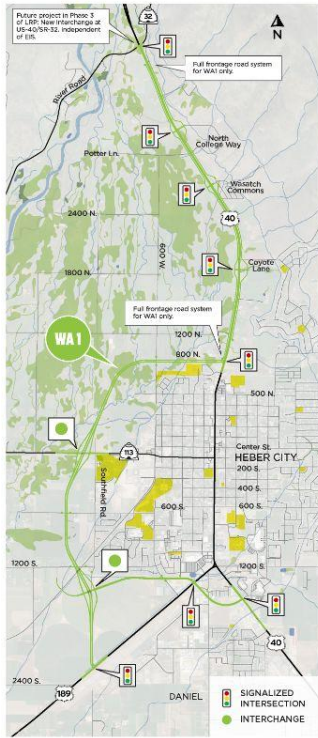


# Traffic Model Updates

- **Traffic forecast based on local government-approved development**
- **Old model did not include all approved development east of North US-40**
- **30% more traffic on North US-40 (*similar to Bangerter & University Parkway*) and 10% more on Main Street than previously assumed**
- **All 2023 alternatives needed improvements to meet new demand**



# Alternatives from Final Screening Report in 2023



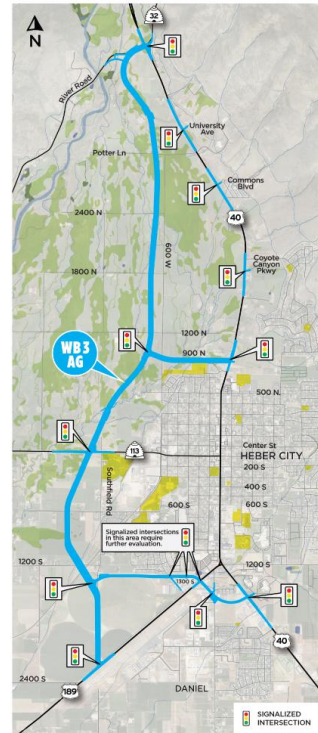
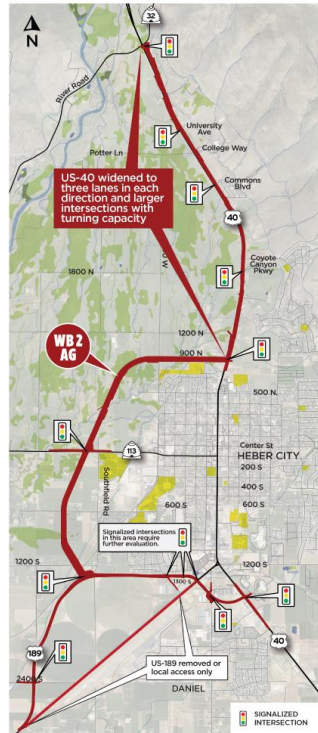
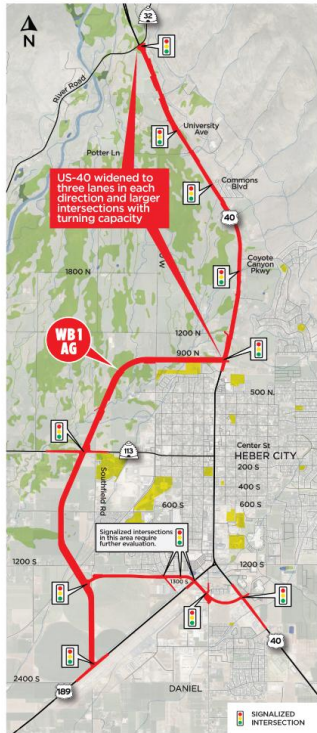
# Changes to the 2023 Alternatives

*Upgrades necessary to meet 2050 traffic needs based on new model*

- **2023 alternatives were *at-grade* except for WA1**
  - An at-grade intersection is where two or more roads cross each other on the same plane.
  - This typically involves traffic signals, stop signs, or roundabouts to manage traffic flow.
- **Updates include adding *free-flow* options**
  - Free-flow means traffic does not need to stop.
  - Instead of traffic signals, there would be a bridge or interchange allowing vehicles on the bypass to traverse the valley without stopping.
  - WA1 folded into WB1 Free-Flow alternative.

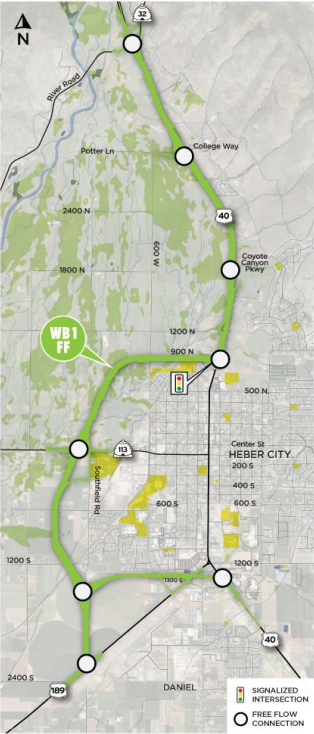
# At-Grade Alternatives Considered

## 2025 Re-Screening



# Free-flow Alternatives Considered

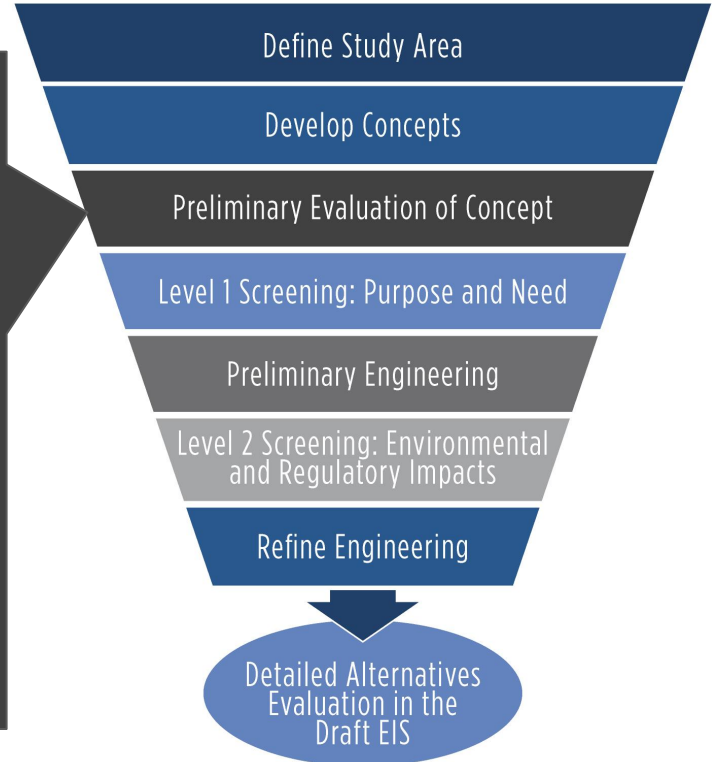
2025 Re-Screening



# Alternative Screening Process

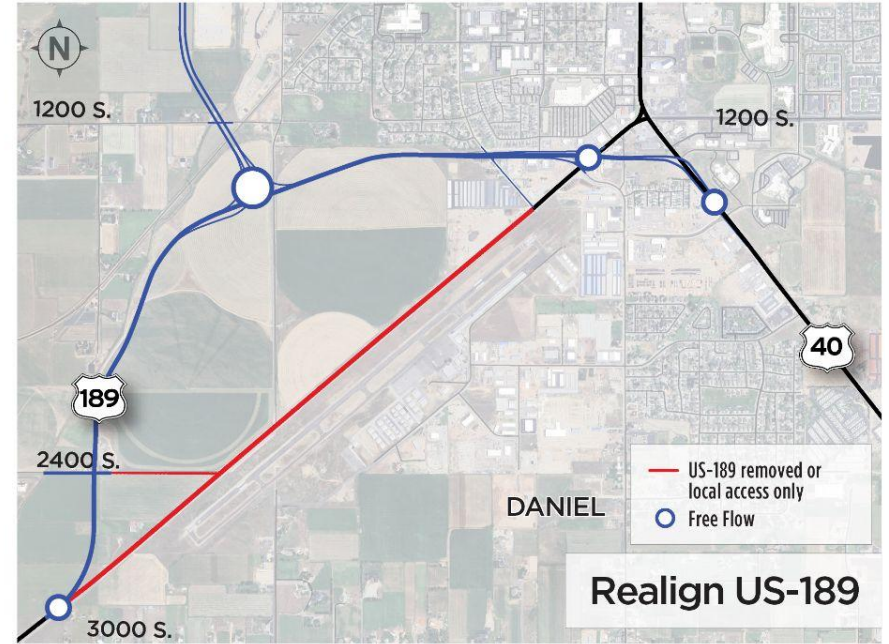
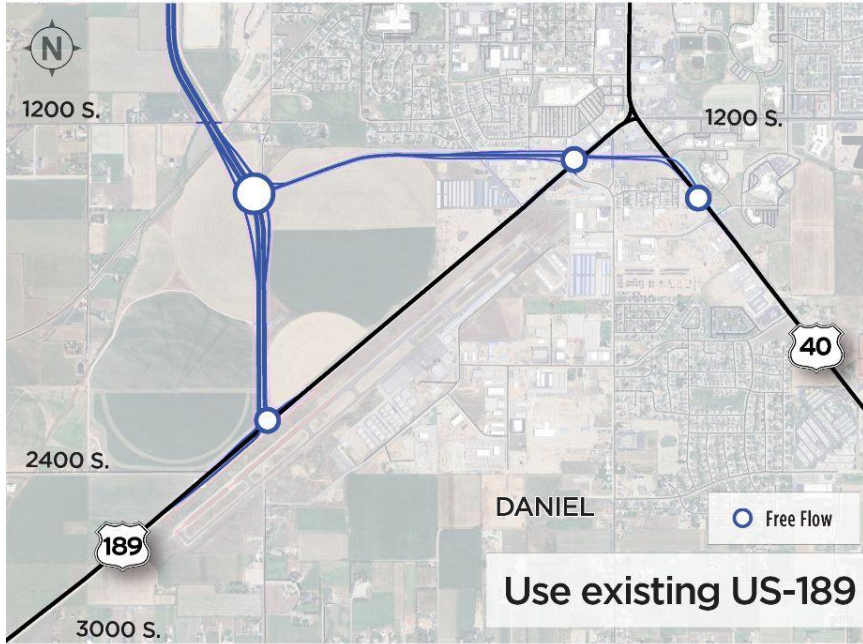
The process started with a preliminary evaluation of alternatives. To be advanced to the next level of screening, alternatives needed to:

- ✓ Meet project objectives
- ✓ Not be redundant with other alternatives
- ✓ Be within the project study area
- ✓ Be technically and economically feasible
- ✓ Not be planned as a separate project
- ✓ Not be part of a larger alternative



# Preliminary Screening

*Existing US-189 vs Realign US-189*



# Preliminary Screening Results

ALTERNATIVE or CONDITION	Travel Time (Southbound) (minutes:seconds)				Traffic Volume on 1300 South in 2050	Sewer Field Impact (acres)	Advanced to Level 1 Screening
	SR-32 to US-189		SR-32 to US-40				
	Via Corridor	Via Main Street	Via Corridor	Via Main Street			
Existing conditions (2019)	—	10:55	—	9:15	—	—	—
US-40 No-action (2050)	—	23:40	—	21:50	—	—	Yes
<b>WB1 AG</b>	10:20	14:45	11:45	13:00	7,000	39.7	Yes
WB2 AG <i>US-189 realigned</i>	10:15	15:10	11:55	12:10	18,600	38.8	No
<b>WB3 AG</b>	8:15	14:05	9:35	12:15	7,700	39.7	Yes
WB4 AG <i>US-189 realigned</i>	8:10	15:50	9:50	12:45	18,500	38.8	No
<b>WB1 FF</b>	7:25	13:55	7:50	12:25	—	54.8	Yes
WB2 FF <i>US-189 realigned</i>	7:20	15:05	7:50	12:10	—	70.5	No
<b>WB3 FF</b>	6:15	14:55	6:35	13:30	—	54.8	Yes
WB4 FF <i>US-189 realigned</i>	6:05	15:50	6:40	12:45	—	70.5	No

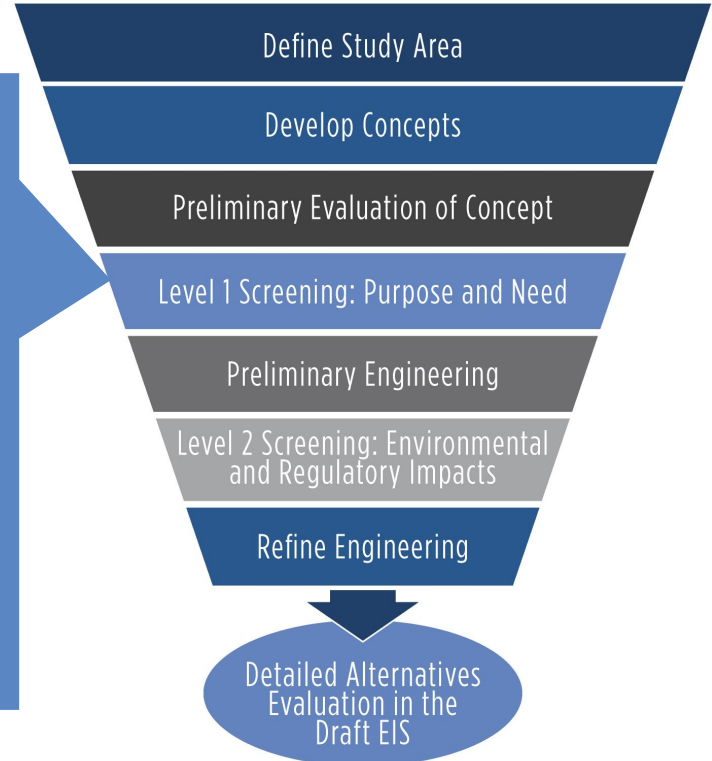
# Rationale for Eliminating Alternatives that Realign US-189

Resource or Location	Considerations for Eliminating Re-Aligning US-189
Traffic operations and regional mobility	<p>No benefit to realigning US-189 with respect to regional mobility; it increases travel time and potential cut-through traffic on 3000 South for south US-40 trips</p> <p>Redundant with alternatives that do not realign US-189</p>
1300 South	Increases traffic on 1300 South and increases potential for noise impacts
Right-of-way	Requires additional residential property acquisitions compared to the alternatives that do not realign US-189
Sewer fields	Would result in similar or greater impacts
Main Street traffic operations	Realignment alternatives may need to retain existing US-189 roadway for local access, limiting bypass effectiveness for Main Street traffic
Cost	Higher cost because it would create a longer route into downtown Heber than original US-189 route

# Level 1 Screening Process

## Transportation considerations evaluated include:

- **Improve regional and local mobility on US-40 through 2050**
- **Provide opportunities for non-motorized transportation**
- **Allow Heber City to meet their vision for the historic town center**



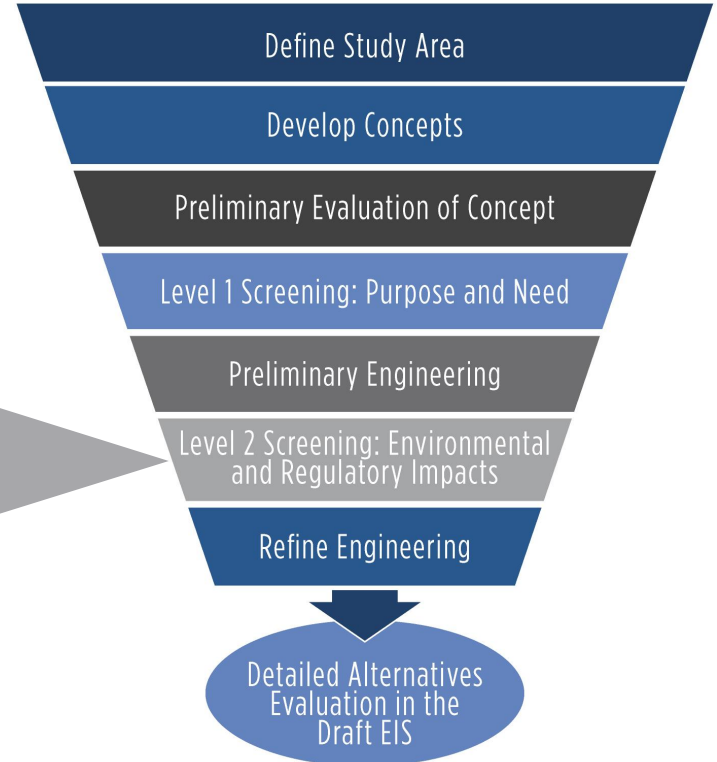
# Level 1 Screening Results

ALTERNATIVE or CONDITION		Level 1 Screening: Purpose & Need								Advanced to Level 2 Screening?
		Local Mobility <i>PM peak hour operations (5-6pm) on Heber City Main Street (SR-32 to US-189/US-40)</i>					Regional Mobility <i>SR-32 to US-189</i>			
		Number of Intersections at LOS F	Local Travel Time on Main Street (m:s)	Southbound Queue Length at 500 North (feet)	Southbound Segments with LOS F	Meets Heber City Vision <i>Impacts to downtown valued places/historic buildings</i>	Regional Travel Time on corridor (m:s)	Regional Travel Time on Main St	Conflict Points <i>Intersections, cross streets, driveways</i>	
US-40 Existing Conditions (2019)		0	8:20	375	2	No	-	10:55	144	-
US-40 No-action (2050)		4	20:30	17,100	2	No	-	23:40	152-157	Yes
WB1 AG	West bypass – parkway and at-grade intersections	0	10:55	1,125	0	No	10:20	14:45	26–35	No
WB3 AG	West bypass – parkway and at-grade intersections with northern extension	0	10:35	1,325	0	No	8:15	14:05	12	No
WB1 FF	West bypass – limited access and free-flow intersections	0	10:35	1,150	1	Yes	7:25	13:55	1	Yes
WB3 FF	West bypass – limited access and free-flow intersections with northern extension	0	11:05	2,275	1	Yes	6:15	14:55	1	Yes

# Level 2 Screening Process

## Environmental and regulatory impacts include:

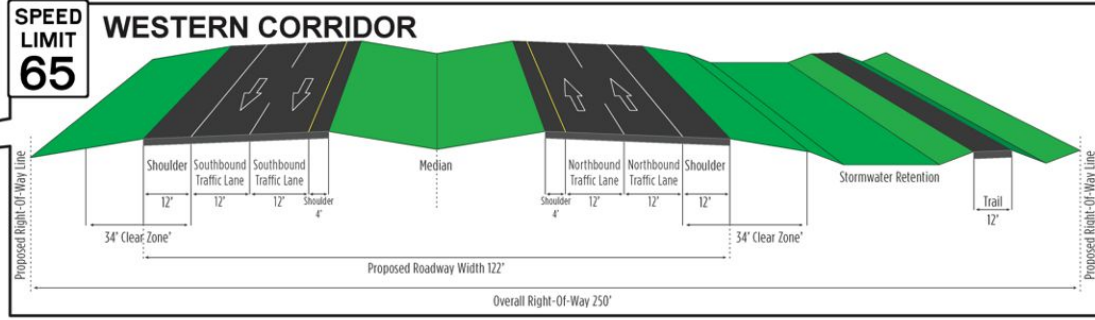
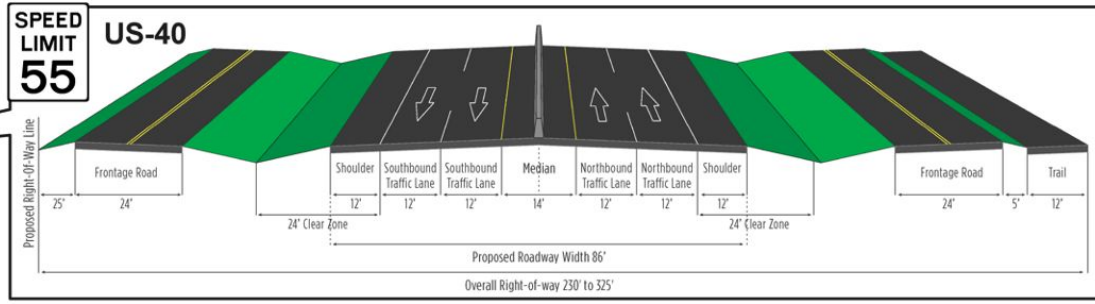
- Wetlands
- Section 4(f) resources
- Property impacts
- Cost



# Level 2 Screening Results

ALTERNATIVE or CONDITION		Level 2 Screening: Key Resources				Cost (millions)	Advanced to Draft EIS?
		Impacts					
		Waters of the US (acres) <i>Canals, ditches perennial streams, wetlands</i>	Section 4(f) Resources <i>-Historic structures -Archaeological sites</i>	Potential Property Acquisitions			
Potential Full Acquisitions	Full Acquisitions						
US-40 Existing Conditions (2019)		-	-	-	-	-	-
US-40 No-action (2050)		-	-	-	-	-	Yes
WB1 FF	West bypass – limited access and free-flow intersections	22.3	5 3.36 acres	2 residences 1 business under construction	11 residences 4 businesses 4 businesses under construction	\$590M	Yes
WB3 FF	West bypass – limited access and free-flow intersections with northern extension	51.2	1 4.62 acres	1 residence	5 residences 4 businesses	\$584M	Yes

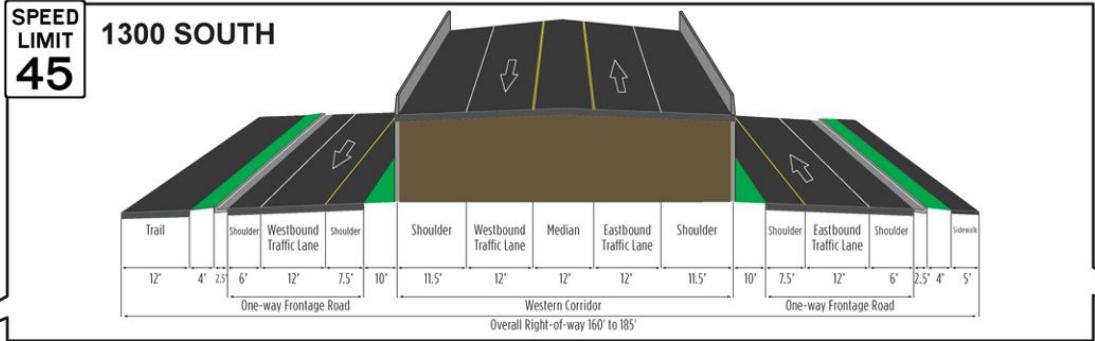
# US-40 and Western Corridor Cross-Section



SIGNALIZED INTERSECTION  
 FREE FLOW CONNECTION

SIGNALIZED INTERSECTION  
 FREE FLOW CONNECTION

# 1300 South Cross-Section

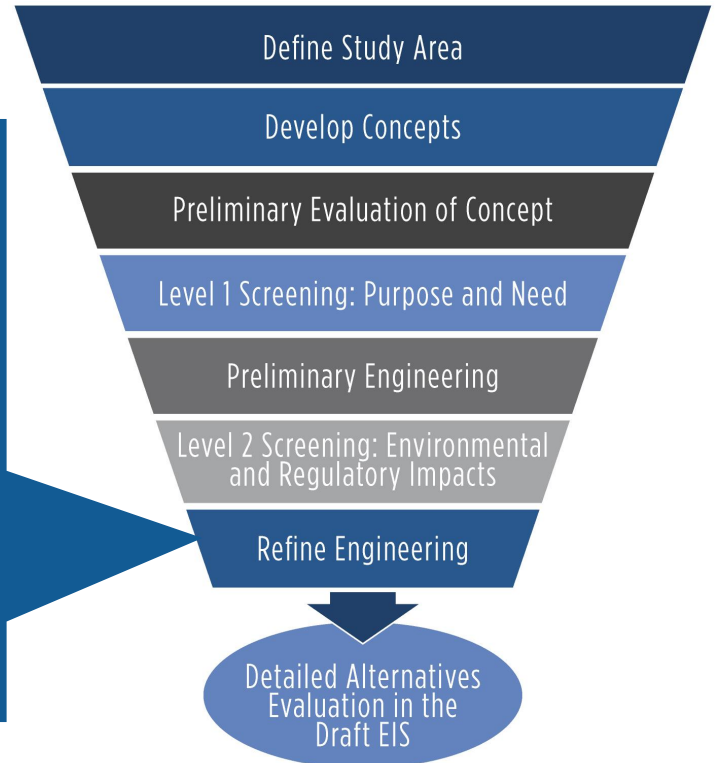


# What to Expect Next

*Alternatives Design Refinements*

## Design elements will address:

- **Non-motorized transportation**
- **Drainage and Stormwater management**
- **Access and connectivity to local road networks**
- **Conflict with major infrastructure and utilities**

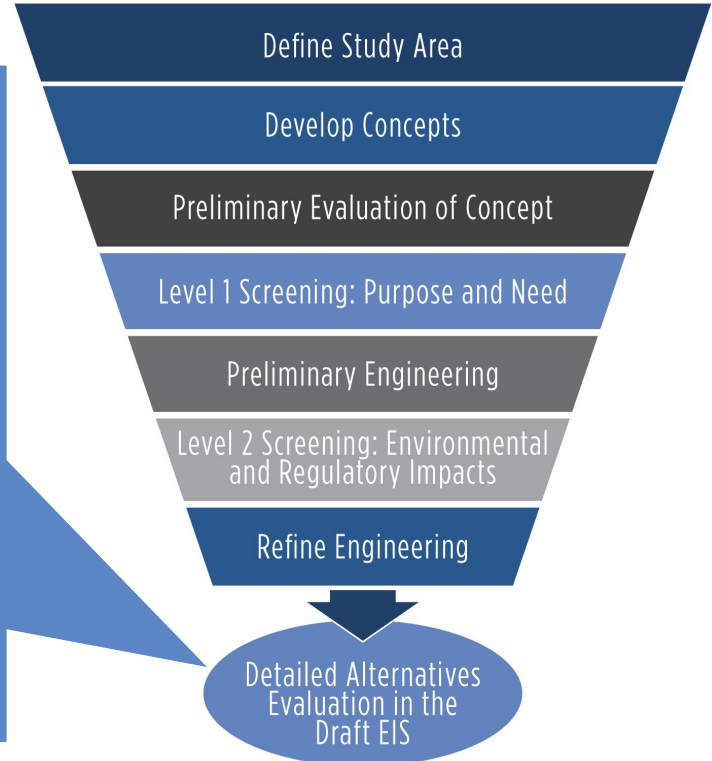


# What to Expect Next

*Detailed Evaluation of Alternatives (Draft EIS)*

## Impacts that will be evaluated include:

- Land use (including open space)
- Farmland
- Water quality
- Wildlife
- Visual resources
- Social and community resources
- Economics



# Schedule



## ONGOING STAKEHOLDER ENGAGEMENT

- |   |  |   |  |   |  |
|---|--|---|--|---|--|
| <ul style="list-style-type: none"> <li>• Virtual public meeting</li> <li>• 30-day comment period</li> </ul> | <ul style="list-style-type: none"> <li>• File Notice of Intent to begin NEPA process</li> <li>• 45-day comment period</li> </ul> | <ul style="list-style-type: none"> <li>• Development alternative concepts</li> <li>• 30-day comment period (concepts)</li> <li>• 45-day comment period (screening)</li> </ul> | <ul style="list-style-type: none"> <li>• Revise and screen alternatives</li> <li>• Publish revised screening report with refined alternatives</li> </ul> | <ul style="list-style-type: none"> <li>• Public hearing</li> <li>• 45-day comment period</li> </ul> | <ul style="list-style-type: none"> <li>• Respond to comments</li> <li>• Revise EIS</li> <li>• Publish decision</li> <li>• Public engagement</li> </ul> |
|---|--|---|--|---|--|

**MONTHLY COORDINATION WITH LOCAL GOVERNMENT AND REGULAR STAKEHOLDER WORKING GROUP MEETINGS**



# Heber Valley Corridor



# ENVIRONMENTAL IMPACT STATEMENT

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried-out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and UDOT.*

# ADDENDUM TO THE FINAL ALTERNATIVES DEVELOPMENT AND SCREENING REPORT SUMMARY

The purpose of the screening addendum is to summarize and present the results of the additional alternatives development and screening process in 2025 for the Heber Valley Corridor Environmental Impact Statement (EIS). This rescreening was conducted after the release of the January 16, 2023, *Final Alternatives Development and Screening Report* due to updated traffic information becoming available to the EIS team.

## UPDATED TRAFFIC MODEL

For the *Final Alternatives Development and Screening Report* (January 2023), UDOT relied on the Summit-Wasatch travel demand model (v1). This travel demand model is the tool for forecasting project traffic volumes in 2050 (the design year for the EIS) to analyze how well each alternative would meet the project purpose.

When the travel demand model was updated after the 2023 screening, UDOT compared the models (v1 and v2) and found that traffic was projected to increase by as much as 30% in some locations. This increase led to a temporary pause in the EIS process while UDOT investigated and refined alternatives to support the higher traffic forecasted with v2.

## RANGE OF ALTERNATIVES CONSIDERED IN THE 2025 SCREENING PROCESS

UDOT determined that the 18 concepts that were previously screened out in 2023 with model v1 would perform worse with the increase in traffic projected with v2 and did not warrant additional consideration. The five alternatives that passed the screening process in 2023 were four at-grade alternatives (WB1, WB2, WB3, WB4) and one alternative that incorporated some grade separation (WA1).

All five alternatives that made it through screening in 2023 were refined to accommodate the additional projected traffic of v2. As a result of these refinements, eight alternatives were developed for the 2025 screening. Four alternatives are at-grade (WB1 AG, WB2 AG, WB3 AG, WB4 AG), and four alternatives are “free-flow” versions of the at-grade alternatives that incorporate interchanges or grade separation throughout the study area (WB1 FF, WB2 FF, WB3 FF, WB4 FF).

## ADDITIONAL DETAIL FOR SCREENING CRITERIA

UDOT used the same screening criteria that were used in 2023 but looked at the criteria in greater detail. The additional detail was important for decision-making and differentiating among the alternatives. None of the original screening criteria were removed or replaced.

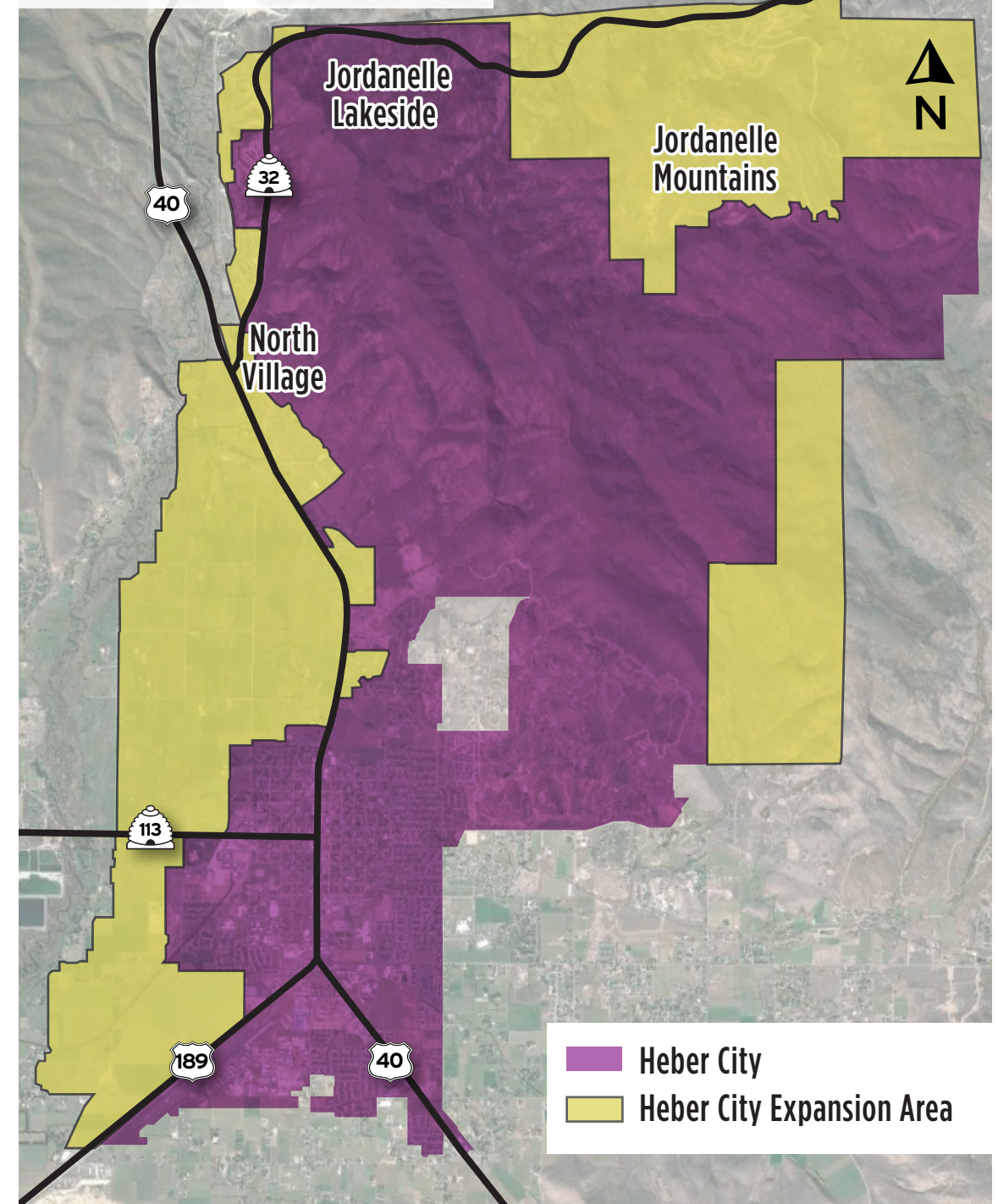
The purpose of the Heber Valley Corridor Project is to improve regional and local mobility on US-40 from SR-32 to US-189 and provide opportunities for non-motorized transportation while allowing Heber City to meet their vision for the historic town center.

At-grade  
alternatives  
(AG)









Free-flow  
alternatives  
(FF)

## EXPANSION AREAS

Future Town Centers



# ALTERNATIVES SCREENING CRITERIA

	2023 Screening Criteria	2023 Measures	2025 Additional Detail
Level 1	 Improve regional mobility on western corridor through 2050	<ul style="list-style-type: none"> <li>Substantially decrease through traffic travel time from SR-32 to US-189</li> <li>Minimize conflicts (driveway accesses, intersections, etc.) to north-south mobility for through traffic</li> </ul>	<ul style="list-style-type: none"> <li>Safety (conflict points)</li> <li>Additional regional travel time origin and destination pairs</li> </ul>
	 Improve local mobility on US-40 through 2050	<ul style="list-style-type: none"> <li>Improve arterial and intersection level of service (LOS) on US-40</li> <li>Decrease travel time on Main Street (SR-32 to hub intersection)</li> <li>Substantially decrease vehicle queue lengths on US-40</li> </ul>	
	 Provide opportunities for non-motorized transportation	<ul style="list-style-type: none"> <li>Provide opportunities for non-motorized transportation consistent with local and regional planning documents</li> </ul>	
	 Allow Heber City to meet their vision for the historic town center	<ul style="list-style-type: none"> <li>Avoid or minimize impacts to valued places and historic buildings in the historic town center</li> <li>Avoid improvements that would preclude Heber City from implementing strategies to achieve their vision for Main Street (wide sidewalks, bike lanes, landscaping, and a reduced speed limit)</li> </ul>	<ul style="list-style-type: none"> <li>Ability to attract trucks away from Main Street</li> </ul>
Level 2	 Waters of the U.S.	<ul style="list-style-type: none"> <li>Acres and types of wetlands and other waters of the United States affected</li> <li>Linear feet of ditches and creeks affected</li> </ul>	
	 Section 4(f) Resources	<ul style="list-style-type: none"> <li>Number of Section 4(f) historic properties affected (all properties in addition to the historic town center)</li> <li>Number of Section 4(f) recreation resources affected</li> <li>Number of Section 4(f) wildlife and waterfowl refuges affected</li> </ul>	<ul style="list-style-type: none"> <li>Number of Section 4(f) archaeological sites affected (historic rail lines, canals, and ditches)</li> </ul>
	 Right-of-way	<ul style="list-style-type: none"> <li>Number of full property acquisitions and relocations (commercial and residential)</li> <li>Number of partial property acquisitions</li> </ul>	<ul style="list-style-type: none"> <li>Acres of sewer fields affected</li> </ul>
	 Cost	<ul style="list-style-type: none"> <li>Alternative's cost compared to other alternatives (alternatives would not be eliminated based on cost unless the cost is an order of magnitude greater)</li> </ul>	

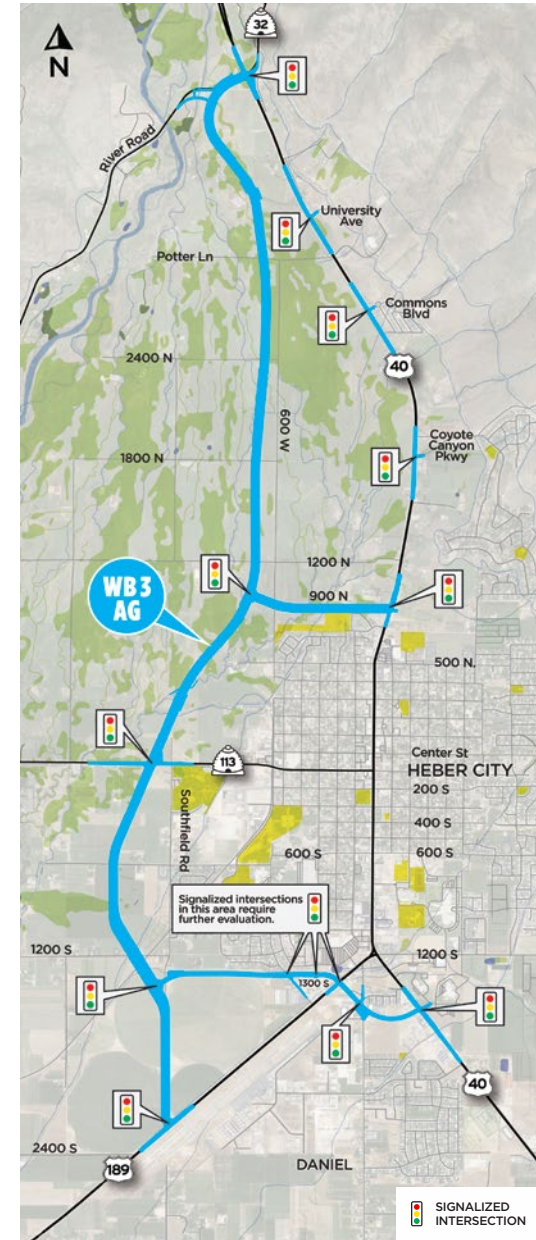
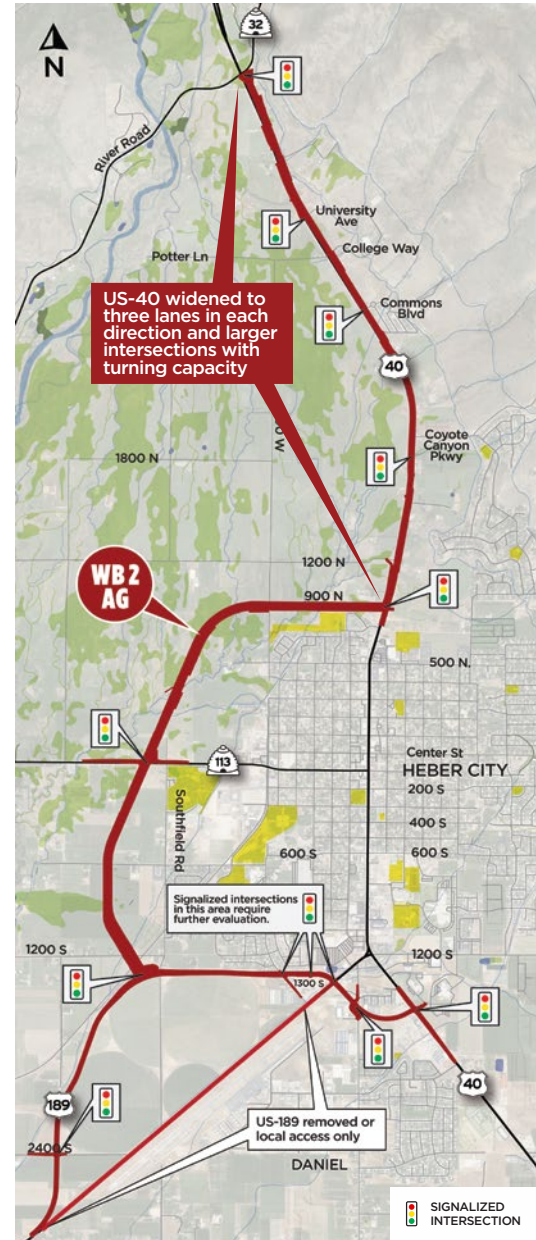
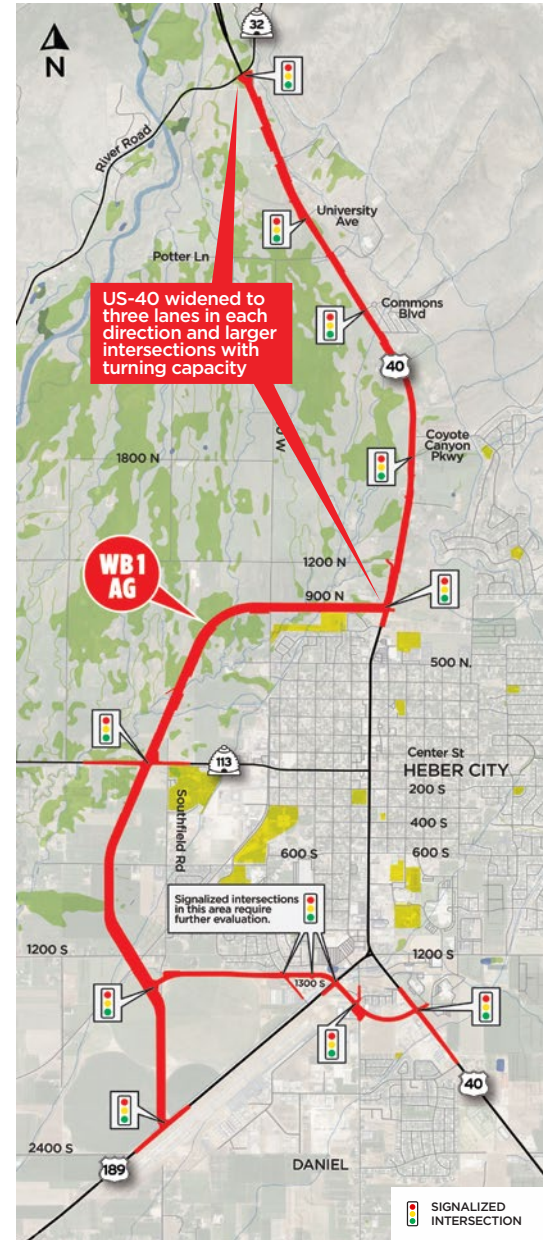
# CHANGE IN ALTERNATIVES EVALUATED IN SCREENING: AT-GRADE ALTERNATIVES

The at-grade alternatives required several design refinements on US-40 between SR-32 and 900 North to meet the project purpose, specifically to improve regional and local mobility from SR-32 to US-189.

To accommodate more traffic, the at-grade alternatives required larger intersections with turning capacity and the ones on US-40 also required widening to three lanes in each direction. A larger facility (additional through lanes and turn lanes) is necessary to manage the traffic projected in v2 than what was previously considered in 2023.

To create an acceptable safety environment, the at-grade alternatives would need to have slower speed limits than their free-flow counterparts to safely provide local access. A lower speed limit, although necessary, is counter to the intended function of a State/US highway.

**An at-grade intersection is where two or more roads cross each other on the same plane. This typically involves traffic signals, stop signs, or roundabouts to manage traffic flow.**



Alternative	Capacity and Other Refinements Made in 2025		
	At-grade (AG) Alternatives		
WB1 WB2	<ul style="list-style-type: none"> <li>North US-40: Increased to 3 travel lanes in each direction</li> <li>North US-40: Added center median for safety</li> </ul>	<ul style="list-style-type: none"> <li>North US-40: Added turn lanes at signalized intersections</li> <li>South end bypass alignment similar to 2023 versions</li> </ul>	<ul style="list-style-type: none"> <li>WB2 AG includes US-189 realigned through sewer fields</li> <li>WB1 AG &amp; WB2 AG use existing US-40</li> </ul>
WB3 WB4	<ul style="list-style-type: none"> <li>North US-40: Retains 2 travel lanes in each direction</li> <li>North US-40: Added center median for safety</li> </ul>	<ul style="list-style-type: none"> <li>North US-40: Added turn lanes at signalized intersections</li> <li>South end bypass alignment similar to 2023 versions</li> </ul>	<ul style="list-style-type: none"> <li>WB3 AG &amp; WB4 AG include extension through the Northfields</li> <li>WB4 AG includes US-189 realigned through sewer fields</li> </ul>

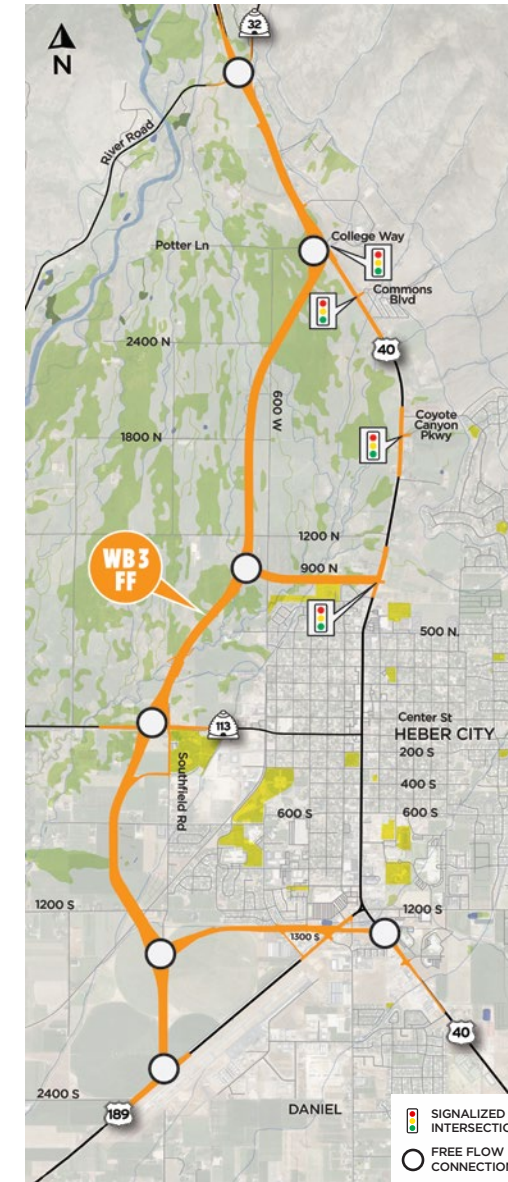
# CHANGE IN ALTERNATIVES EVALUATED IN SCREENING: FREE-FLOW ALTERNATIVES

The updated travel demand model forecasts that traffic will increase by 30% on north US-40 and by 10% on Main Street compared to the projections from the previous version of the model.

The increase in traffic is largely attributed to continued growth, particularly along north US-40. For this reason, UDOT took a more in-depth look at adding capacity by creating free-flow (or grade-separated) intersections which move more traffic and are inherently safer than large capacity facilities with signalized intersections.

The free-flow alternatives include partial frontage roads on US-40, between SR-32 and 900 North or Potter Lane depending on the alternative to consolidate access. They also include a redesigned free-flow connection to 1300 South, located south of the hub intersection.

**There would be local access to 1300 S with all free-flow alternatives.**



Alternative		Capacity and Other Refinements Made in 2025	
Free-flow (FF) Alternatives			
WB1 FF WB2 FF	<ul style="list-style-type: none"> <li>North US-40: 2 travel lanes in each direction (SR-32 to 900 North)</li> <li>Access to North US-40 at interchanges only: SR-32, Potter Lane/ College Way, Coyote Canyon Pkwy, and 900 North</li> <li>WB1: Formerly Alternative WA1, revised for increased demand and safety</li> </ul>	<ul style="list-style-type: none"> <li>Partial frontage roads on north US-40 between SR-32 and 900 North</li> <li>Western corridor alignment similar to WB1 AG and WB2 AG counterparts</li> <li>WB2 FF includes US-189 realigned through sewer fields</li> </ul>	
WB3 FF WB4 FF	<ul style="list-style-type: none"> <li>North US-40: 2 travel lanes in each direction (SR-32 to 900 North)</li> <li>Western corridor connects to US-40 near Potter Lane</li> <li>Access to North US-40 at interchanges (SR-32 and western corridor), as well as signalized intersections (Potter Lane/ College Way, Commons Blvd, Coyote Canyon Pkwy, and 900 North)</li> </ul>	<ul style="list-style-type: none"> <li>Partial frontage roads on north US-40 between SR-32 and Potter Lane/College Way</li> <li>Western corridor alignment similar to WB3 AG and WB4 AG counterparts</li> <li>WB4 FF includes US-189 realigned through sewer fields</li> </ul>	

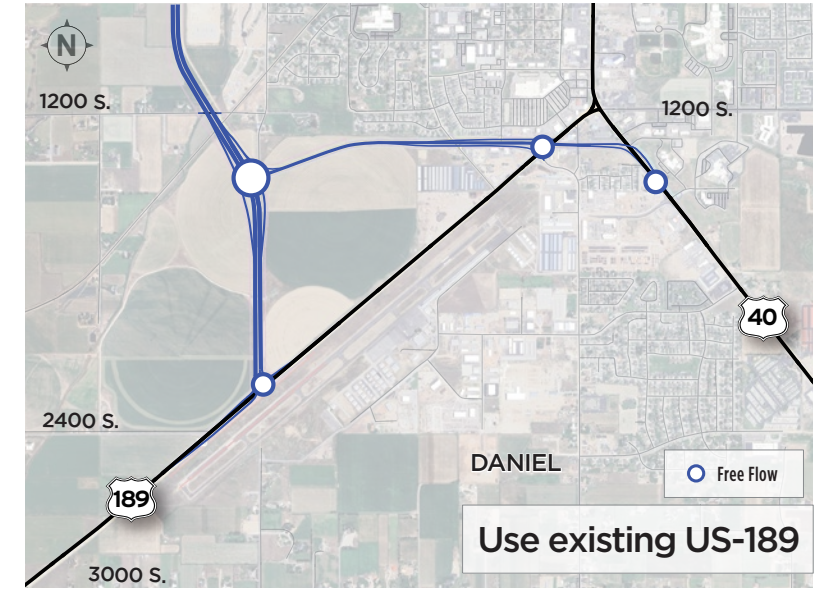
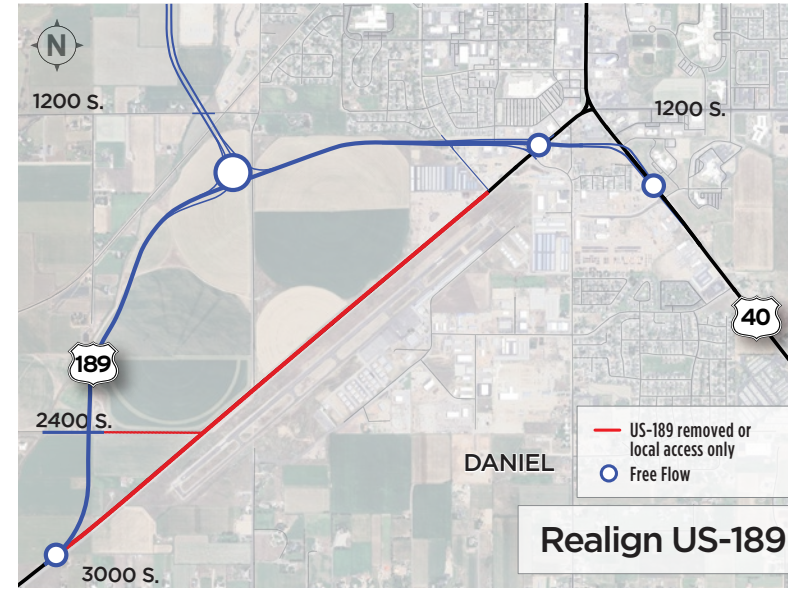
# ALTERNATIVES SCREENING PROCESS

## Preliminary Screening

UDOT first evaluated the eight alternatives listed below for fatal flaws or redundancy with other alternatives to determine whether they should be further developed and advanced to Level 1 screening.

Four alternatives—all alternatives that realign US-189—were eliminated in preliminary rescreening and were not further developed by UDOT.

**Realigning US-189 would not result in benefits to traffic operations, and would result in similar or greater impacts to the sewer fields and is no longer under consideration.**



When preparing this screening addendum, UDOT did not determine whether US-189 would be removed, would be closed, or would remain open for local access.

ALTERNATIVE or CONDITION	SR-32 to US-189		SR-32 to US-40		Traffic Volume on 1300 South in 2050	Sewer Field Impact (acres)	Advanced to the next screening level? (yes/no)
	Via Bypass	Via Main Street	Via Bypass	Via Main Street			
US-40 Existing Conditions (2019)	-	10:55	-	9:15	-	-	-
US-40 No-Action (2050)	-	23:40	-	21:50	-	-	Yes
<b>WB1 AG</b>	10:20	14:45	11:45	13:00	7,000	39.7	Yes
<b>WB2 AG US-189 realigned</b>	10:15	15:10	11:55	12:10	18,600	38.8	No
<b>WB3 AG</b>	8:15	14:05	9:35	12:15	7,700	39.7	Yes
<b>WB4 AG US-189 realigned</b>	8:10	15:50	9:50	12:45	18,500	38.8	No
<b>WB1 FF</b>	7:25	13:55	7:50	12:25	-	54.8	Yes
<b>WB2 FF US-189 realigned</b>	7:20	15:05	7:50	12:10	-	70.5	No
<b>WB3 FF</b>	6:15	14:55	6:35	13:30	-	54.8	Yes
<b>WB4 FF US-189 realigned</b>	6:05	15:50	6:40	12:45	-	70.5	No

# LEVEL 1 SCREENING

Level 1 screening was based on the project purpose. The purpose of the Heber Valley Corridor Project is to substantially improve regional and local mobility on US-40 through 2050, provide opportunities for non-motorized transportation, and allow Heber City to meet their vision for the historic town center. Meeting local mobility and Heber City's vision criteria are necessary for an alternative to meet the project's purpose. For an alternative to advance as reasonable, it must satisfy both.

As a result of Level 1 screening, the 2 free-flow alternatives (WB1 FF and WB3 FF) were progressed forward to Level 2 screening because they best meet the project purpose (the at-grade alternatives are worse for regional mobility, safety, and meeting Heber City's Vision) and provide a longer-lasting transportation solution.

**The at-grade alternatives don't meet the Heber City vision because they have slower regional travel times and are less likely to pull truck traffic off Main Street.**

## What is the Heber City historic town center?

Heber City defines their historic town center as the area between 300 North to 300 South. Heber City has defined a specific vision for their historic town center in Heber City Envision 2050.

ALTERNATIVE OR CONDITION		Regional Mobility (Western Corridor)								Local Mobility (Main Street)						
		Travel Time (Southbound) (mm:ss)				Travel Time (Northbound) (mm:ss)				Conflict Points	Intersections at LOS F	Travel Time (mm:ss) SR-32 to US-189	Southbound Queue Length at 500 North (ft)	Southbound Segments at LOS F	Allows Heber City to Meet Their Vision for the Historic Town Center?	Recommended for Level 2 Screening
		SR-32 to US-189		SR-32 to US-40		US-189 to SR-32		US-40 to SR-32								
		Via Bypass	Via Main Street	Via Bypass	Via Main Street	Via Bypass	Via Main Street	Via Bypass	Via Main Street							
US-40 Existing Conditions (2019)		-	10:55	-	9:15	-	10:50	-	8:40	144	0	8:20	375	2	-	NA
US-40 No-Action (2050)		-	23:40	-	21:50	-	22:00	-	18:40	152-157	4	20:30	17,100	2	-	NA
WB1 AG	West bypass – parkway and at-grade intersections	10:20	14:45	11:45	13:00	12:00	13:25	13:10	11:25	26-35	0	10:55	1,125	0	No	No
WB3 AG	West bypass – parkway and at-grade intersections with northern extension	8:15	14:05	9:35	12:15	8:45	13:45	9:35	11:45	12	0	10:35	1,325	0	No	No
WB1 FF	West bypass – limited access and free-flow intersections	7:25	13:55	7:50	12:25	7:25	12:15	7:50	10:05	1	0	10:35	1,150	1	Yes	Yes
WB3 FF	West bypass – limited access and free-flow intersections with northern extension	6:15	14:55	6:35	13:30	6:15	13:10	6:35	11:00	1	0	11:05	2,275	1	Yes	Yes

Conflict points include the existing and potential future accesses, such as driveways and intersecting side streets, along the alternative. Reducing conflict points improves safety and regional mobility.

# LEVEL 2 SCREENING










The purpose of Level 2 screening was to eliminate alternatives that perform similarly in meeting the purpose of the project compared to other alternatives but would result in greater impacts to key resources. The alternatives that passed Level 1 screening were refined with additional engineering and were then analyzed in Level 2 screening. The overall process for Level 2 screening was as follows:

- Conduct additional engineering refinement to develop a footprint for each alternative and to consider alignment shifts to avoid or minimize impacts.
- Estimate the impacts on key resources of each alternative that passed Level 1 screening.
- Evaluate the alternatives' costs.
- Determine whether any of the alternatives would have substantially greater impacts or costs without having substantially greater benefits in meeting the purpose of the project.

For screening purposes, potential full acquisitions were identified as properties with buildings that would be within 15 feet of an alternative (whether a full acquisition is necessary would need additional analysis).

Full acquisitions were identified as properties with larger potential impacts where the alternative would intersect with structures on the parcel and change the primary use, access, or function of the parcel, or there would be no useable remainder.

**Neither free-flow alternative was eliminated as a result of Level 2 screening, and both will be further evaluated in the Draft EIS.**

ALTERNATIVE	Waters of the US	Section 4(f)					Right of Way			High level cost estimate (millions)	Advanced to Draft EIS?	
	 Canals, ditches perennial streams, wetlands	Historic Buildings		 Archaeological Sites	 Provo River Restoration Projects	 Wasatch County Railroad Trail (linear feet)	 Potential Full Acquisitions	 Full Acquisitions	 Number and acreage of Parcels Intersected			
		 Potential Full Acquisitions	 Full Acquisitions									
US-40 Existing Conditions (2019)	-	-	-	-	-	-	-	-	-	-	-	
US-40 No-Action (2050)	-	-	-	-	-	-	-	-	-	-	-	
<b>WB1 FF</b>	<b>West bypass – limited access and free-flow intersections</b>	22.3	2	3	3.36 ac	0	368	2 residences 1 business under construction	11 residences 4 businesses 4 businesses under construction	218.3 acres	\$590.4M	Yes
<b>WB3 FF</b>	<b>West bypass – limited access and free-flow intersections with northern extension</b>	51.2	0	1	4.62 ac	0	368	1 residence	5 residences 4 businesses	237.2 acres	\$583.9M	Yes

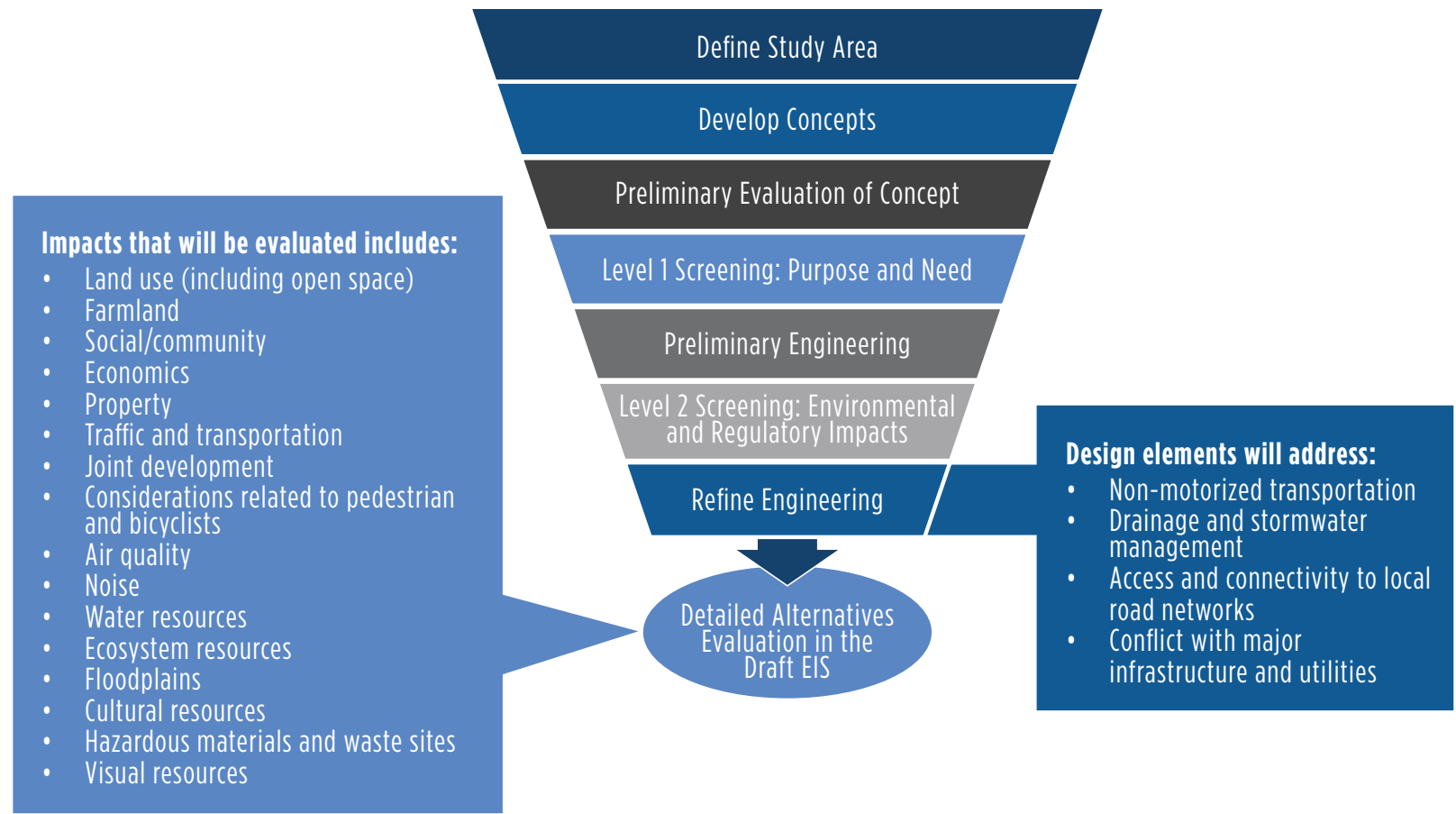
# DRAFT EIS AND PRELIMINARY ENGINEERING PHASE

The alternatives that passed the screening process (WB1 FF and WB3 FF) will be further developed through preliminary engineering to support detailed analysis in the Draft EIS. The preliminary engineering phase will include additional design work to provide details such as vertical alignments, right-of-way needs, intersection design, pedestrian and bicycle accommodations, access design, and drainage designs including stormwater management. Refinements will also take into account maintaining access to properties.

UDOT is working closely with Heber City and Wasatch County to stay current on approved development plans, new conservation easements, the City's proposed airport improvements, and local access needs. Both alternatives will be refined based on the latest information where feasible and will be designed to a similar level of detail following UDOT design standards.

Once the preliminary engineering phase is complete, the expected effects of the alternatives will be evaluated and compared to the No-Action Alternative in the Draft EIS, as required by the National Environmental Policy Act (NEPA).

**How will the alternatives be designed?**  
The alternatives that passed screening and are evaluated in the Draft EIS might be revised or incorporate minor alignment variations as the alternatives are refined to improve operations or avoid impacts.



## NEW ALTERNATIVE NAMES FOR THE EIS

The alternative names used in the scoping and screening processes were created to identify the location of each alternative (east of Heber City, west of Heber City, or on US-40) and to describe the features that made the alternative unique compared to other alternatives in the same location. Because only two western alternatives will be advanced to the EIS, the names no longer need to describe the location. Alternative A is on north US-40 and Alternative B is off north US-40.

New Alternative Names for Western Bypasses That Advance to the EIS		
Alternative ID	Scoping and Screening Report Name	Draft EIS Name
WB1 FF	West bypass – limited access and free-flow intersections	Alternative A (on US-40)
WB3 FF	West bypass – limited access and free-flow intersections with northern extension	Alternative B (off US-40)

# **Addendum to the Final Alternatives Development and Screening Report**

**Heber Valley Corridor  
Environmental Impact Statement**

Lead agency:  
Utah Department of Transportation

**March 27, 2025**

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## Appendixes

Appendix R. Alternative Screening Traffic Analysis Memorandum – March 14, 2025

## Acronyms and Abbreviations

ac	acres
AG	at grade
CFR	Code of Federal Regulations
EIS	Environmental Impact Statement
FAQ	frequently asked questions
FF	free flow
FHWA	Federal Highway Administration
ft	feet
GIS	geographic information systems
hub	intersection of US-40 and US-189 on the south side of Heber City
ID	identifier
lf	linear feet
LOS	level of service
M	million
MAG	Mountainland Association of Governments
MOU	Memorandum of Agreement
mph	miles per hour
MPO	metropolitan planning organization
NA	not applicable
NEPA	National Environmental Policy Act
NOI	Notice of Intent
north US-40	US-40 north of Heber City between SR-32 and 900 North
PRRP	Provo River Restoration Project
SR	state route
Section 4(f)	Section 4(f) of the Department of Transportation Act of 1966
Section 404	Section 404 of the Clean Water Act
south US-40	US-40 south of Heber City
SWG	Stakeholder Working Group
U.S.	United States
US-189	U.S. Highway 189
US-40	U.S. Highway 40
UDOT	Utah Department of Transportation
USACE	United States Army Corps of Engineers
USC	United States Code
USDOT	United States Department of Transportation
WOTUS	waters of the United States

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## 1.0 Introduction

The purpose of this screening addendum is to summarize and present the results of the additional alternatives development and screening process in 2025 for the Environmental Impact Statement (EIS) for the Heber Valley Corridor Project. This additional screening was conducted after the release of the January 16, 2023, *Final Alternatives Development and Screening Report* and before the release of the Draft EIS.

This summary provides an overview of the changes that were made after the screening decisions were released to the public in January 2023. These changes were made as part of a revised screening effort that took into account increases to the regionally approved traffic forecast and additional data.

The study area for the transportation needs assessment used for the Heber Valley Corridor EIS is focused on U.S. Highway 40 (US-40) from its intersection with State Route (SR) 32 to its junction with U.S. Highway 189 (US-189) in Heber City. It also includes US-40 to the southeast and US-189 to the southwest. This is the same study area considered in the *Final Alternatives Development and Screening Report* (January 2023).

The alternatives development and screening process described in this screening addendum provides critical information about how well each of the project alternatives would satisfy the purpose of the project and whether each alternative is reasonable and practicable. The criteria used in the screening analysis resulted in measures that allowed the Utah Department of Transportation (UDOT) to systematically and objectively identify reasonable alternatives and screen out unreasonable alternatives. The original screening criteria are summarized in Section 3.0, *Alternatives Development and Screening Process*, of the *Final Alternatives Development and Screening Report* (January 2023). Additional screening criteria considered in this addendum are summarized below in Section 1.2, *Additional Screening Criteria Detail Used in This Screening Addendum*, and in Section 2.2, *Alternatives Screening*, of this addendum.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been carried out by UDOT pursuant to 23 United States Code (USC) Section 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration (FHWA) and UDOT.

### What is the purpose of this screening addendum?

This screening addendum summarizes and presents the results of the additional alternatives development and screening process for the EIS for the Heber Valley Corridor Project.

## 1.1 Changes and Updates Made to the Heber Valley Corridor Alternatives Development and Screening Process since January 2023

For the *Final Alternatives Development and Screening Report* (January 2023), UDOT relied on version 1 2020-06-10 of the Summit-Wasatch travel demand model. This model is the tool for forecasting traffic volumes in Summit and Wasatch Counties in 2050 (the design year for the EIS) to analyze how well each alternative would meet the project purpose.

After the release of the *Final Alternatives Development and Screening Report* (January 2023), UDOT conducted a sensitivity analysis using a draft version of the updated Summit-Wasatch travel demand model. UDOT found that traffic was forecasted to increase by as much as 30% in some locations in the needs assessment study area compared to forecasts produced using the previous version of the model. This increase in traffic warranted an investigation by UDOT to determine how the 30% increase in forecasted traffic affected the alternatives being considered. This investigation delayed the EIS process while version 2 of the model was calibrated and finalized.

In fall 2024, UDOT thoroughly reviewed the calibrated and finalized version of the Summit-Wasatch travel demand model (version 2.1 2024-03-28). A summary of this review is provided in Section 1.4, *Overall Timeline of the Alternatives Development and Screening Process*, and additional details are available in Appendix R, *Alternative Screening Traffic Analysis Memorandum – March 14, 2025*. The sensitivity analysis determined that all alternatives that had been screened out previously would perform worse with the higher travel demand forecasted in the model and, therefore, do not warrant additional consideration by UDOT. In other words, the alternatives that could not effectively accommodate the amount of traffic forecasted by version 1 of the model could not accommodate the increased traffic forecasted by version 2.1 of the model.

Five alternatives had been advanced for further consideration in the Draft EIS in 2023. In 2024, when these five alternatives were analyzed using version 2.1 of the travel demand model, the traffic analysis predicted failing operations with all five alternatives in 2050. This prediction means that all of the alternatives would no longer meet the purpose of the project. To accommodate the increased traffic forecasted in the Heber Valley and to develop a longer-term transportation solution, UDOT refined the designs of all five alternatives to develop eight alternatives and screened them in 2025 using version 2.1 of the model. Because some areas of refinement overlap and because there are several unique combinations of those refinements, UDOT analyzed eight alternatives during the screening in 2025. The results of this additional screening are provided in this screening addendum.

### What is a travel demand model?

A travel demand model is a computer model that forecasts the number of transportation trips (travel demand) in an area at a given time. This forecast is based on the expected population, employment, household, land use, and road network conditions in the area. The travel demand model used for the Heber Valley Corridor Project is jointly maintained by UDOT and the Mountainland Association of Governments.

### What is a sensitivity analysis?

A sensitivity analysis is a review to understand how changes in variables (that is, the travel demand model) affect outcomes (that is, the screening criteria results or alternative performance).

## 1.2 Additional Screening Criteria Detail Used in This Screening Addendum

UDOT used the same screening criteria that were used in 2023 but looked at the criteria in greater detail. The additional detail summarized in this screening addendum was important for decision-making and differentiating among the alternatives. None of the original screening criteria were removed or replaced. The refinements are described below.

- **Level 1 Screening for Safety.** As stated in Sections 2.2, 4.0, and 4.4 of the *Purpose and Need Technical Report* (UDOT 2022), safety is a concern on US-40 for all users (motorists, pedestrians, and bicyclists). Since the publication of the *Purpose and Need Technical Report*, the Mountainland Association of Governments (MAG) published a *Safety Action Plan* and crash analysis in 2023 and identified US-40 in the Heber Valley as an improvement area. The majority of US-40 in the project area was identified by MAG as being on the “high injury network.” High injury network roads account for the majority of serious injury and fatal crashes in an area. Recognizing the growing safety concern on US-40 in the Heber Valley, UDOT also has funded a median barrier project on north US-40 (that is, US-40 north of Heber City) in 2025 to reduce the number of head-on vehicle collisions.

With the increase in traffic forecasted by version 2.1 of the travel demand model, safety challenges are also anticipated to increase, so UDOT elevated the consideration of safety in the screening criteria. In the *Final Alternatives Development and Screening Report* (January 2023), conflict points (the number of intersections, driveways, and other accesses) were reviewed as a Level 1 screening criterion focused on regional mobility. In this screening addendum, conflict points are used in Level 1 screening as both safety and regional mobility criteria to inform decision-making.

An important note: safety has always been incorporated into the alternatives’ designs, but with the increased traffic and increased growth forecasted in the valley (and recent statistics from MAG’s *MPO [Rural Planning Organization] Safety Action Plan for Summit and Wasatch Counties* and crash analysis), safety has been elevated as an important differentiator for decision-making and screening.

- **Level 1 Screening for Regional Travel Time Origin and Destination Pairs.** Additional origin and destination pairs were considered as measures for regional travel times. In the *Final Alternatives Development and Screening Report* (January 2023), decreasing travel time between SR-32 and US-189 (near 1800 West) was a Level 1 screening criterion. In this screening addendum, UDOT also considered decreasing travel times between SR-32 and south US-40 (that is, US-40 south of Heber City near 1500 South) on both the future proposed bypass and on Main Street. These additional travel times capture the dominant regional travel movements as UDOT considers the benefits and drawbacks of traffic signals and grade-separated intersections and the increased traffic forecasted by version 2.1 of the travel demand model.
- **Level 1 Screening for Heber City’s Vision.** Reducing truck and regional through traffic on Main Street would support Heber City’s vision for Main Street (that is, wide sidewalks, bike lanes, landscaping, reduced speed limit, and protecting historic buildings) by allowing local traffic to be the primary focus in downtown Heber City. In this screening addendum, UDOT also considered an alternative’s potential attractiveness to truck and regional through traffic, such as travel times and number of signals or stops encountered.

- **Level 2 Screening for Section 4(f) Archaeological Sites.** Section 4(f) of the Department of Transportation Act of 1966 applies to historic properties (including archaeological sites) that are eligible for listing in the National Register of Historic Places. In the *Final Alternatives Development and Screening Report* (January 2023), Section 4(f) considerations were evaluated only for historic properties, wildlife refuges, and recreation sites in Level 2 screening. After screening in 2023, UDOT received new guidance regarding how archaeological sites could qualify for protection under Section 4(f). In this screening addendum, UDOT included impacts to Section 4(f) archaeological sites in Level 2 screening. The addition of archaeological sites ensures that UDOT is considering all applicable Section 4(f) resources.
- **Level 2 Screening for Right-of-way Impacts Including Sewer Field Impacts.** In the *Final Alternatives Development and Screening Report* (January 2023), right-of-way impacts were considered in Level 2 screening specifically for residential and commercial properties. Heber City relies on overland treatment of its effluent and will continue to do so for the foreseeable future. As UDOT continued its coordination with city officials since the original screening, it learned that impacts to the sewer fields north of US-189 are difficult to mitigate. Therefore, in this screening addendum, sewer field right-of-way impacts have been emphasized in the Level 2 screening criteria to inform decision-making.

### 1.3 Change in Alternatives Advanced for Further Evaluation in the Draft EIS

Using the output from the updated travel demand model (version 2.1), all five alternatives were refined to accommodate the additional forecasted traffic and were rescreened. These design refinements resulted in eight alternatives being developed for screening in 2025. The 2025 screening process includes all previous screening criteria with greater detail for safety, additional regional travel times, archaeological sites, and sewer field impacts as discussed in Section 1.2, *Additional Screening Criteria Detail Used in This Screening Addendum*, and Section 2.2, *Alternatives Screening*, of this screening addendum. The outcome of the screening process did change as a result of using the updated model. This screening addendum summarizes the results of this process.

### 1.4 Overall Timeline of the Alternatives Development and Screening Process

The following list shows the overall timeline of the alternatives development and screening process:

- **Fall 2020.** UDOT conducted early scoping and identification of preliminary alternatives. Preliminary alternatives were identified with public and agency input and comment. A comment period was held from August 26 to October 3, 2020.
- **Summer 2021.** UDOT conducted formal scoping, issued a Notice of Intent to prepare an EIS, and published a range of preliminary alternatives. A comment period was held from April 30 to June 14, 2021.
- **Fall 2021.** UDOT offered alternatives development review and solicited input from the public and agencies. UDOT presented 17 initial concepts to resource agencies, city and county councils,

stakeholder working groups, and the public. A comment period was held from October 5 to November 4, 2021.

- **Spring 2022.** UDOT conducted alternatives refinement. Based on agency and public feedback received in 2021, UDOT refined alternatives and began the screening process.
- **Summer 2022.** UDOT published the *Draft Alternatives Development and Screening Report*, which included 23 alternatives. A comment period was held from June 7 to July 22, 2022.
- **Early Winter 2023.** UDOT published the final screening report with refinements based on the feedback received and on further preliminary engineering. The final screening report reviewed 23 alternatives, 5 of which passed screening.
- **Spring and Summer 2023.** UDOT prepared EIS documentation with the intent to publish a Draft EIS and preferred alternative in 2023.
- **Fall 2023.** UDOT reviewed internal drafts of MAG's 2023–2050 rural long-range transportation plan and travel demand model. These drafts showed a 30% increase in traffic on north US-40 and a 10% increase in traffic on Main Street, and UDOT began to investigate version 2 of the model.
- **Early Winter 2024.** UDOT paused work related to publishing the Draft EIS for the following reason:
  - UDOT conducted a sensitivity analysis using a draft version of the updated Summit-Wasatch travel demand model. This sensitivity analysis found that none of the alternatives that passed screening in January 2023 would accommodate the future traffic forecasted by the updated model unless the alternatives were refined (that is, modified to add additional capacity).
- **Spring 2024.** The updated travel demand model (version 2.1) was calibrated and accepted by MAG as the official model version. In-depth traffic analysis using version 2.1 of the model was conducted, and the design refinement process was initiated.
- **Early Spring 2025.** The screening process was finalized based on version 2.1 of the travel demand model, and this screening addendum was published.

## 1.5 Results of 2023 Alternatives Rescreening in 2025

In 2022, UDOT developed 23 alternatives for evaluation in screening based on previous studies, public and agency input during scoping, and local and regional land use and transportation plans. Of the 23 alternatives that UDOT reviewed, 18 did not pass the original screening in 2023. These 18 alternatives were reviewed in 2025 based on new modeling data; UDOT confirmed that all 18 still failed screening. The primary change between the 2023 screening and the 2025 rescreening is the higher traffic forecasts in the updated travel demand model. Essentially, the additional forecasted traffic in the updated model does not improve traffic performance nor reduce the potential for resource impacts from the 2023 alternatives. For more information, see Appendix R, *Alternative Screening Traffic Analysis Memorandum – March 14, 2025*.

In 2023, Alternative WA3 passed Level 1 screening for traffic measures and failed in Level 2 screening for wetland impacts. Alternative WA3 had a combination of grade separation on the bypass and at-grade signals on north US-40 as well as at its connections with north US-40, US-189, and south US-40. It also had faster Level 1 travel measures because of the grade separation and extension through the north fields. However, the remaining five alternatives, which passed screening in 2023, provided satisfactory traffic

measures with fewer wetland impacts. With the additional traffic forecasted with version 2.1 of the travel demand model, Alternative WA3 would also need additional refinements to pass Level 1 traffic measures (these additional refinements would be needed primarily on north US-40 and at the locations of its at-grade connections) and therefore would not meet the purpose of the project. Elements of Alternative WA3 (that is, free-flow connections and an extension through the north fields) have been incorporated into the refined alternative (WB3 FF) considered in this screening addendum. Table 1-1 lists the 18 alternatives that did not pass screening in 2023 or 2025.

Table 1-1. Alternatives That Did Not Pass Screening in 2023 or 2025

Alternative		Preliminary Screening	Level 1 Screening 2023	Level 2 Screening 2023	Passed Screening 2025?	
US-40 Improvements	—	Transit alternative	Fail	NA	NA	No
	40A	Widen US-40	Pass	Fail	NA	No
	40B	Improve US-40 – roundabouts	Pass	Fail	NA	No
	40C	Improve US-40 – intersection improvements	Pass	Fail	NA	No
	40D	Improve US-40 – tunneling or bridging	Fail	NA	NA	No
	40E	Reversible lanes	Pass	Fail	NA	No
	40F	One-way couplet	Pass	Fail	NA	No
	40G	One-way couplet on 100 West and 100 East	Pass	Fail	NA	No
East Bypasses	EA	East bypass – limited access and grade-separated interchanges	Pass	Fail	NA	No
	EB	East bypass – parkway and at-grade intersections	Pass	Fail	NA	No
	EC	East bypass – arterial route and at-grade intersections	Pass	Fail	NA	No
West Bypasses	WA2	West bypass – limited access and grade-separated interchanges and realign US-189	Pass	Fail	NA	No
	WA3	West bypass – limited access and grade-separated interchanges with northern extension	Pass	Pass	Fail <sup>a</sup>	No
	WC1	West bypass – arterial route and at-grade intersections	Pass	Fail	NA	No
	WC2	West bypass – arterial route and at-grade intersections and realign US-189	Pass	Fail	NA	No
	WD1	West bypass – parkway and turbo roundabouts	Pass	Fail	NA	No
	WD2	West bypass – parkway and turbo roundabouts with connection at 1300 South	Pass	Fail	NA	No
	WS	West bypass with southern extension – arterial route and at-grade intersections	Pass	Fail	NA	No

Definitions: NA = not applicable

<sup>a</sup> In 2023, Alternative WA3 passed Level 1 screening for traffic measures and failed in Level 2 for wetland impacts. Alternative WA3 would also require refinements to pass Level 1 screening measures when analyzed with version 2.1 of the travel demand model.

## 2.0 2025 Alternatives Development and Screening Process

This section describes the additional screening that UDOT conducted in 2025 in response to the updated travel demand model (version 2.1) for the alternatives that passed the original screening. For information regarding prior alternatives or screening, refer to the *Final Alternatives Development and Screening Report* (January 2023).

### 2.1 Range of Alternatives Considered in the 2025 Screening Process

UDOT refined the five alternatives that passed screening in 2023 to enhance each alternative’s ability to accommodate the increased traffic forecasted by the updated travel demand model (version 2.1). In UDOT’s initial review of a draft of version 2 of the model, these five alternatives showed failing traffic operations on north US-40 in 2050, and these failing operations led UDOT to pause the EIS process and regroup. The basis of the project purpose developed by UDOT is to provide a lasting, durable transportation facility for the Heber Valley that can accommodate traffic through 2050.

After UDOT thoroughly reviewed version 2.1 of the travel demand model and the performance of the five alternatives that previously passed screening, UDOT determined that all five alternatives would require several modifications to meet the project purpose. UDOT first revised Alternatives WB1, WB2, WB3, and WB4 to accommodate more traffic on north US-40 by adding additional lanes and larger intersections with more turning capacity. These four alternatives are the “at-grade” alternatives referenced in this screening addendum, and they include traffic signals at most intersections (Figure 2-1). The updated model forecasts that traffic will increase by 30% on north US-40 and by 10% on other roads, including Main Street, compared to the forecasts from the previous version of the model. The growth in traffic is largely local traffic attributed to the continued development approvals, particularly along north US-40. For this reason, UDOT took a more in-depth look at adding capacity by creating free-flow (or grade-separated) intersections.

Alternative WA1 was the sole “free-flow” alternative that passed screening in 2023. However, Alternative WA1 had only two interchanges on the bypass and five signalized intersections on north US-40 and did not include an interchange at SR-32. Given that 30% more traffic was forecasted on north US-40 in version 2.1 of the travel demand model, consideration of a complete free-flow alternative was warranted, and UDOT developed a free-flow version of every at-grade alternative for screening. These four alternatives are referred to as “free-flow” versions of Alternatives WB1, WB2, WB3, and WB4 (Figure 2-2).

Alternatives WA1 and WB1 FF follow the same alignment; therefore, Alternative WA1 was determined to be redundant and less effective and was removed from further consideration.

Table 2-1 describes the eight alternatives that are considered in this screening addendum.

#### How does north US-40 compare to other Utah roads?

For reference, the traffic forecasted for north US-40 in 2050 is about 50,000 vehicles per day, which is comparable to the existing traffic on Bangerter Highway in Salt Lake County and University Parkway in Utah County.

Table 2-1. Revised Alternatives Considered in Screening

Alternative <sup>a</sup>		Capacity and Other Refinements Made in 2024
<b>At-grade Alternatives (Figure 2-1)</b>		
WB1 AG	West bypass – parkway and at-grade intersections	<ul style="list-style-type: none"> <li>Two additional travel lanes (three lanes in each direction total) and additional turn lanes at signalized intersections were included on north US-40 to accommodate the anticipated increased demand.</li> <li>A center median was added on north US-40 to improve safety.</li> <li>Bypass alignment and at-grade intersections on the south end are similar to the 2023 WB1 alternative.</li> </ul>
WB2 AG	West bypass – parkway and at-grade intersections and realign US-189	<ul style="list-style-type: none"> <li>Two additional travel lanes (three lanes in each direction total) and additional turn lanes at signalized intersections were included on north US-40 to accommodate the anticipated increased demand.</li> <li>A center median was added on north US-40 to improve safety.</li> <li>Bypass alignment, including the realignment of US-189, and at-grade intersections on the south end are similar to the 2023 WB2 alternative.</li> </ul>
WB3 AG	West bypass – parkway and at-grade intersections with northern extension	<ul style="list-style-type: none"> <li>North US-40 has two travel lanes in each direction (similar to the existing road).</li> <li>A center median was added on north US-40 to improve safety.</li> <li>Additional turn lanes at signalized intersections were included on north US-40 to accommodate the anticipated increased demand.</li> <li>Bypass alignment, including the extension through the north fields, and at-grade intersections on the south end are similar to the 2023 WB3 alternative.</li> </ul>
WB4 AG	West bypass – parkway and at-grade intersections with northern extension and realigned US-189	<ul style="list-style-type: none"> <li>North US-40 has two travel lanes in each direction (similar to the existing road).</li> <li>A center median was added on north US-40 to improve safety.</li> <li>Additional turn lanes at signalized intersections were included on north US-40 to accommodate the anticipated increased demand.</li> <li>Bypass alignment, including the extension through the north fields and the realignment of US-189, and at-grade intersections on the south end are similar to the 2023 WB4 alternative.</li> </ul>
<b>Free-flow Alternatives (Figure 2-2)</b>		
WB1 FF	West bypass – limited access and free-flow intersections	<ul style="list-style-type: none"> <li>This alternative was formerly Alternative WA1; it was revised for version 2.1 of the travel demand model to accommodate additional demand and improve safety.</li> <li>Select intersections are grade-separated with bridges and ramps (free-flow) from SR-32 to south US-40 and US-189.</li> <li>North US-40 has two travel lanes in each direction (similar to the existing road).</li> <li>Partial frontage roads were incorporated on north US-40 between SR-32 and 900 North to consolidate access to grade-separated intersections and to facilitate safe local access to properties.</li> <li>900 North includes free-flow ramps to the bypass.</li> <li>The area south of the hub intersection<sup>b</sup> includes a redesigned free-flow connection to 1300 South.</li> </ul>
WB2 FF	West bypass – limited access and free-flow intersections and realign US-189	<ul style="list-style-type: none"> <li>This bypass alignment is similar to WB2 AG, but select alternative intersections are grade-separated with bridges and ramps (interchanges) from SR-32 to south US-40 and US-189 to increase capacity and improve safety.</li> <li>North US-40 has two travel lanes in each direction (similar to the existing road).</li> <li>Partial frontage roads were incorporated on north US-40 between SR-32 and 900 North to consolidate access to grade-separated intersections and to provide safe access to properties.</li> <li>900 North includes free-flow ramps to the bypass.</li> <li>US-189 is realigned through the sewer fields (no change from 2023).</li> <li>The area south of the hub intersection<sup>b</sup> includes a redesigned free-flow connection to 1300 South.</li> </ul>

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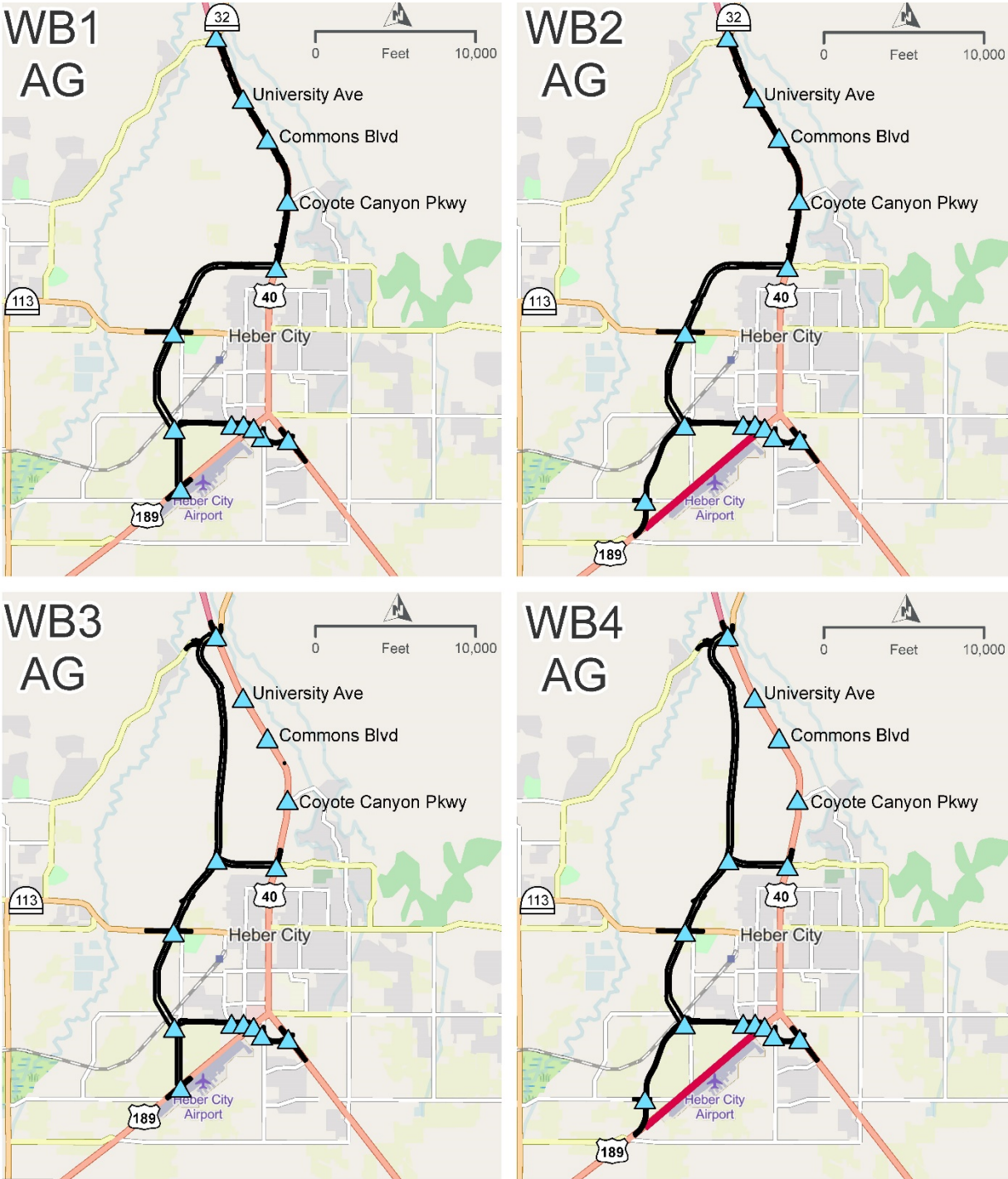
Table 2-1. Revised Alternatives Considered in Screening

Alternative <sup>a</sup>		Capacity and Other Refinements Made in 2024
WB3 FF	West bypass – limited access and free-flow intersections with northern extension	<ul style="list-style-type: none"> <li>• This bypass alignment is similar to Alternative WB3 AG, but select alternative intersections are grade-separated with bridges and ramps from SR-32 to south US-40 and US-189 to increase capacity and improve safety.</li> <li>• North US-40 is two travel lanes in each direction between Potter Lane and 900 North.</li> <li>• Coyote Canyon Parkway and 900 North are at-grade signalized intersections.</li> <li>• Partial frontage roads were incorporated on north US-40 between SR-32 and Potter Lane.</li> <li>• North fields extension starts near Potter Lane to maintain interchange spacing standards between SR-32 and the bypass.</li> <li>• The area south of the hub intersection<sup>b</sup> includes a redesigned free-flow connection to 1300 South.</li> </ul>
WB4 FF	West bypass – limited access and free-flow intersections with northern extension and realigned US-189	<ul style="list-style-type: none"> <li>• This bypass alignment is similar to Alternative WB4 AG, but select intersections are grade-separated from SR-32 to south US-40 and US-189 to increase capacity and improve safety.</li> <li>• North US-40 is two travel lanes in each direction between Potter Lane and 900 North.</li> <li>• Coyote Canyon Parkway and 900 North are at-grade signalized intersections.</li> <li>• Partial frontage roads were incorporated on north US-40 between SR-32 and Potter Lane.</li> <li>• North fields extension starts near Potter Lane to maintain interchange spacing standards between SR-32 and the bypass.</li> <li>• US-189 is realigned through the sewer fields (no change from 2023).</li> <li>• The area south of the hub intersection<sup>b</sup> includes a redesigned free-flow connection to 1300 South.</li> </ul>

<sup>a</sup> AG stands for “at-grade” and FF stands for “free-flow.”

<sup>b</sup> The hub intersection is the intersection of US-40 and US-189 on the south side of Heber City.

Figure 2-1. Design Layouts for At-grade West Bypasses



**WEST BYPASS ALTERNATIVES**  
**AT GRADE**



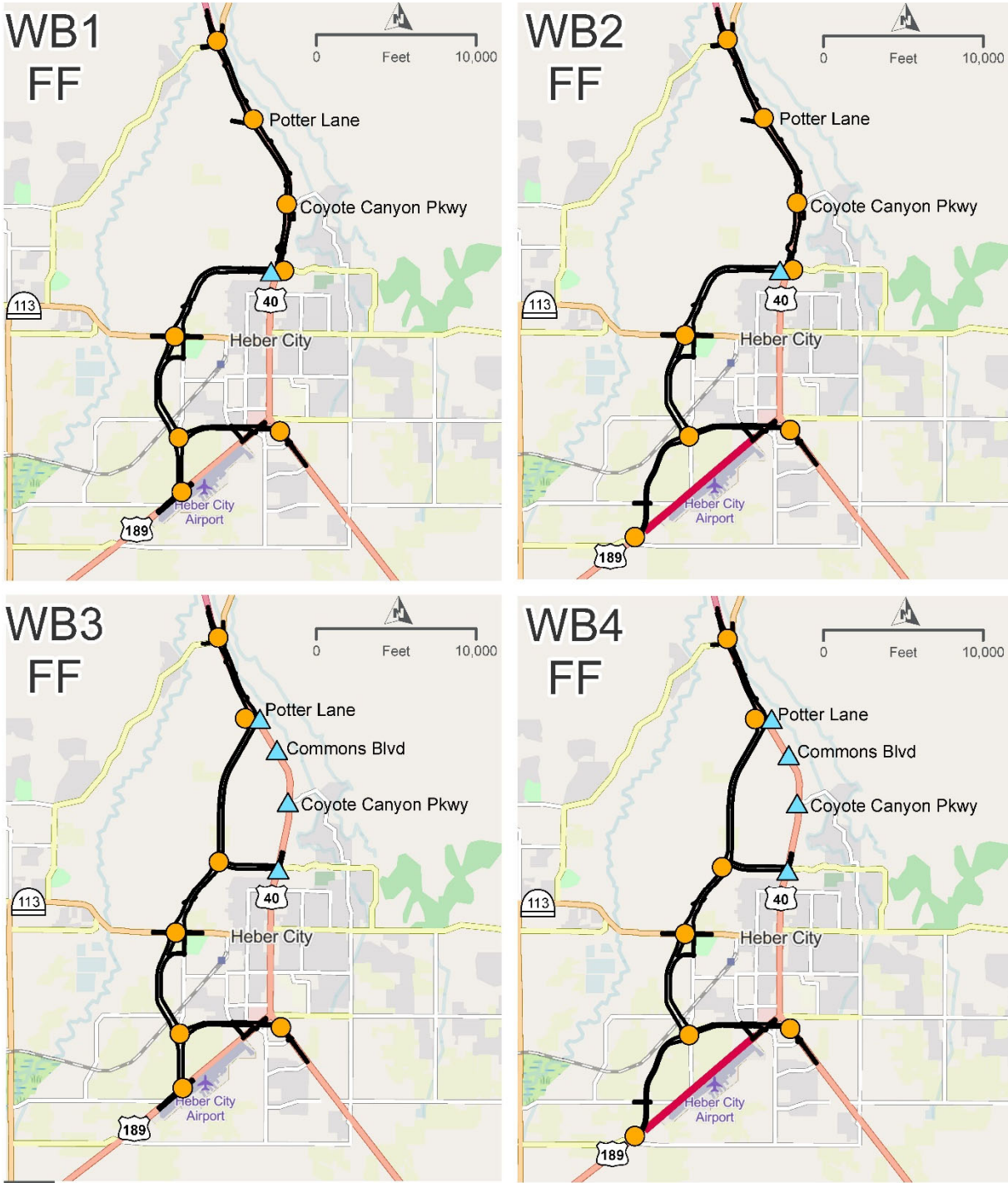
-  Signalized Intersection
-  Alternative Right of Way

Figure 2-2. Design Layouts for Free-flow West Bypasses



**WEST BYPASS ALTERNATIVES**  
**FREE FLOW**

- Free Flow Connection
- ▲ Signaled Intersection

## 2.2 Alternatives Screening

### 2.2.1 Preliminary Evaluation of Alternatives

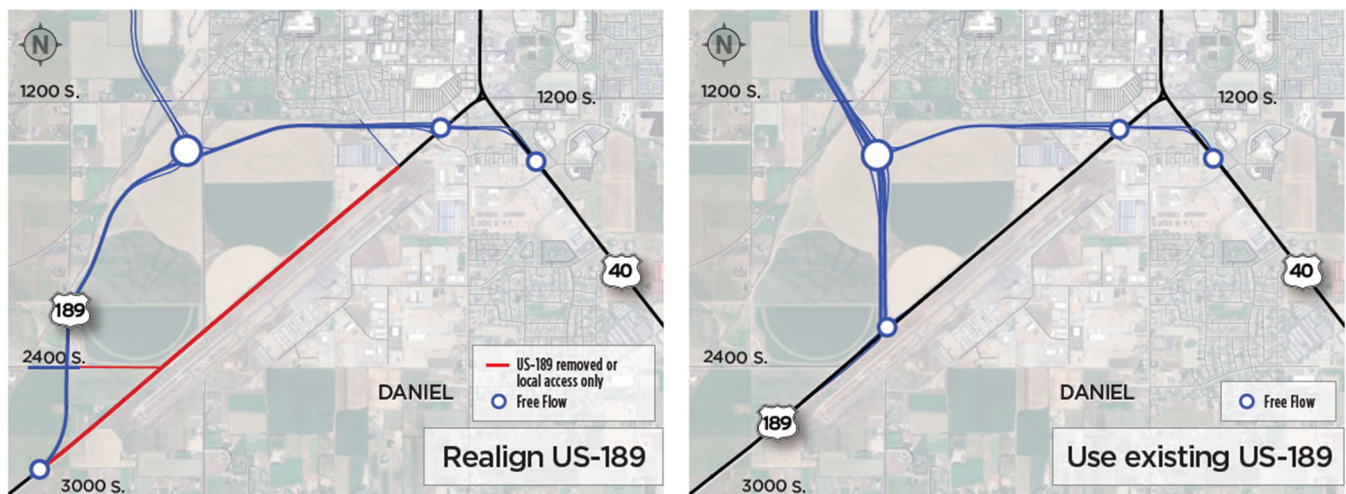
UDOT first evaluated the eight alternatives listed above in Table 2-1, *Revised Alternatives Considered in Screening*, for fatal flaws or redundancy with other alternatives to determine whether they should be further developed and advanced to Level 1 screening.

Four alternatives—all alternatives that realign US-189—were eliminated in the preliminary evaluation and were not further developed by UDOT. This section describes the alternatives that were eliminated from further analysis and the reasons why they were eliminated.

### Consideration for US-189 in Alternatives Development

The realignment of US-189 was considered in the west bypass alternatives development process to encourage traffic to take the bypass route and reduce traffic on Main Street and to reduce impacts to the Heber Valley Special Service District’s sewer fields. The sewer fields are important to the city’s treatment of its effluent and are difficult to mitigate. Alternatives WB2 AG, WB4 AG, WB2 FF, and WB4 FF are similar to Alternatives WB1 AG, WB3 AG, WB1 FF, and WB3 FF except for the realignment of US-189. Figure 2-3 shows the two options for the alignment of US-189 for the free-flow alternatives. The alignments in Figure 2-3 are similar for the at-grade alternatives except for the segment south of the hub intersection between US-189 and US-40. (The hub intersection is the intersection of US-40 and US-189 on the south side of Heber City.)

Figure 2-3. Comparison of the Two Options Considered for the Alignment of US-189



Note: When preparing this screening addendum, UDOT did not determine whether US-189 would be removed, would be closed, or would remain open for local access.

## Preliminary Results

UDOT reviewed the regional traffic operations, conflict points, and sewer field impacts for the eight alternatives because this information corresponds with the anticipated benefits of realigning US-189. Table 2-2 summarizes the information grouped by “like” alternative; that is, Alternatives WB1 AG and WB2 AG are the same except for the realignment of US-189. UDOT found that traffic operations on the bypass alternatives would be similar whether US-189 is realigned or not, and the alternatives that would realign US-189 have an equal or greater potential for sewer field impacts.

Table 2-2. Preliminary Regional Mobility Criteria and Resource Results

Alternative or Condition		Travel Time (Southbound) (minutes:seconds)				Traffic Volume on 1300 South in 2050 <sup>b</sup>	Number of Conflict Points <sup>a</sup>	Sewer Field Impacts <sup>c</sup> (acres)
		SR-32 to US-189		SR-32 to US-40				
		Via Bypass	Via Main Street	Via Bypass	Via Main Street			
Existing conditions (2019)		—	10:55	—	9:15	—	144	—
US-40 no-action (2050)		—	23:40	—	21:50	—	152–157	—
<b>At-grade on-alignment alternatives, with and without US-189 realigned</b>								
WB1 AG	West bypass – parkway and at-grade intersections	10:20	14:45	11:45	13:00	7,000	26–35	39.7
WB2 AG	West bypass – parkway and at grade intersections and realign US-189	10:15	15:10	11:55	12:10	18,600	27–36	38.8
<b>At-grade alternatives with north fields extension, with and without US-189 realigned</b>								
WB3 AG	West bypass – parkway and at-grade intersections with northern extension	8:15	14:05	9:35	12:15	7,700	12	39.7
WB4 AG	West bypass – parkway and at grade intersections with northern extension and realigned US-189	8:10	15:50	9:50	12:45	18,500	12	38.8
<b>Free-flow on-alignment alternatives, with and without US-189 realigned</b>								
WB1 FF	West bypass – limited access and free-flow intersections	7:25	13:55	7:50	12:25	—	1	54.8
WB2 FF	West bypass – limited access and free-flow intersections and realign US-189	7:20	15:05	7:50	12:10	—	1	70.5

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Table 2-2. Preliminary Regional Mobility Criteria and Resource Results

Alternative or Condition		Travel Time (Southbound) (minutes:seconds)				Traffic Volume on 1300 South in 2050 <sup>b</sup>	Number of Conflict Points <sup>a</sup>	Sewer Field Impacts <sup>c</sup> (acres)
		SR-32 to US-189		SR-32 to US-40				
		Via Bypass	Via Main Street	Via Bypass	Via Main Street			
<b>Free-flow alternatives with north fields extension, with and without US-189 realigned</b>								
WB3 FF	West bypass – limited access and free-flow intersections with northern extension	6:15	14:55	6:35	13:30	—	1	54.8
WB4 FF	West bypass – limited access and free-flow intersections with northern extension and realigned US-189	6:05	15:50	6:40	12:45	—	1	70.5

<sup>a</sup> Conflict points include the existing and potential future accesses, such as driveways and intersecting side streets, along the alternative. Reducing conflict points improves safety and regional mobility. All alternatives would reduce the number of conflict points compared to the no-action conditions.

<sup>b</sup> Traffic volumes on 1300 South were modeled only for the at-grade alternatives. The free-flow alternatives are likely to have a similar increase in traffic for the realigned US-189 alternatives (WB2 FF and WB4 FF). The modeling for the at-grade alternatives projects a traffic increase of 140% to 165% on 1300 South with US-189 realigned.

<sup>c</sup> Sewer field impacts include the combined total direct and indirect impacts in acres.

## Rationale for the Elimination of the Realignment of US-189 Alternatives

The four alternatives that would realign US-189 (WB2 AG, WB4 AG, WB2 FF, and WB4 FF) were eliminated for being redundant with the remaining four alternatives that would not realign US-189 (WB1 AG, WB3 AG, WB1 FF, and WB3 FF) without providing any obvious benefit. The four alternatives that would realign US-189 perform similarly with respect to traffic operations to their counterparts that do not realign US-189 (there is no traffic benefit from realigning US-189). In addition, there would be negative effects from realigning US-189. Table 2-3 summarizes the rationale for eliminating the four alternatives that would realign US-189.

Table 2-3. Preliminary Evaluation of Alternatives That Would Realign US-189

Resource or Location	Discussion of Impact or Drawback of Alternatives WB2 AG, WB4 AG, WB2 FF, and WB4 FF
Traffic operations and regional mobility	<ul style="list-style-type: none"> <li>• There would be no benefit to realigning US-189 with respect to regional mobility (see Table 2-2).</li> <li>• Regional travel times north and south through the Heber Valley using the bypass are comparable among the alternatives whether or not US-189 is realigned. Travel times for trips from US-189 to the south portion of US-40 would take longer with the alternatives that would realign (or potentially remove) US-189 because it would be a longer distance (via 1300 South instead of through the Hub Intersection). These alternatives would introduce some out-of-direction travel for those traveling to south US-40. A longer route and out-of-direction travel on realigned US-189 (via 1300 South) could increase the potential for cut-through traffic on 3000 South in Daniel.</li> </ul>
1300 South	<ul style="list-style-type: none"> <li>• The four alternatives that realign US-189 would increase traffic on 1300 South (which abuts a residential neighborhood) and increase the potential for noise impacts for residents. The modeling for the at-grade alternatives projects a traffic increase of 140% to 165% on 1300 South with US-189 realigned (see Table 2-2).</li> </ul>
Right-of-way	<ul style="list-style-type: none"> <li>• The four alternatives that realign US-189 would require additional residential property acquisitions compared to the alternatives that do not realign US-189.</li> </ul>
Sewer fields	<ul style="list-style-type: none"> <li>• All eight alternatives would impact the sewer fields. The four alternatives that realign US-189 would result in similar or greater impacts. Sewer field impacts are included in Table 2-2.</li> </ul>
Main Street traffic operations	<ul style="list-style-type: none"> <li>• Realigning US-189 would not provide an obvious benefit to traffic operations on Main Street.</li> </ul>
Cost	<ul style="list-style-type: none"> <li>• Realigning US-189 would cost more to construct and maintain because it would create a new and longer route into downtown Heber City than the original US-189 route.</li> </ul>

## 2.2.2 Level 1 Screening

Level 1 screening was based on the project purpose. The purpose of the Heber Valley Corridor Project is to substantially improve regional and local mobility on US-40 through 2050, provide opportunities for nonmotorized transportation, and allow Heber City to meet their vision for the historic town center. For a full description of screening criteria, see Section 3.3.2, *Level 1 Screening*, in the *Final Alternatives Development and Screening Report* (January 2023).

### What is the purpose of Level 1 screening?

The purpose of Level 1 screening is to eliminate alternatives that do not meet the purpose of the project.

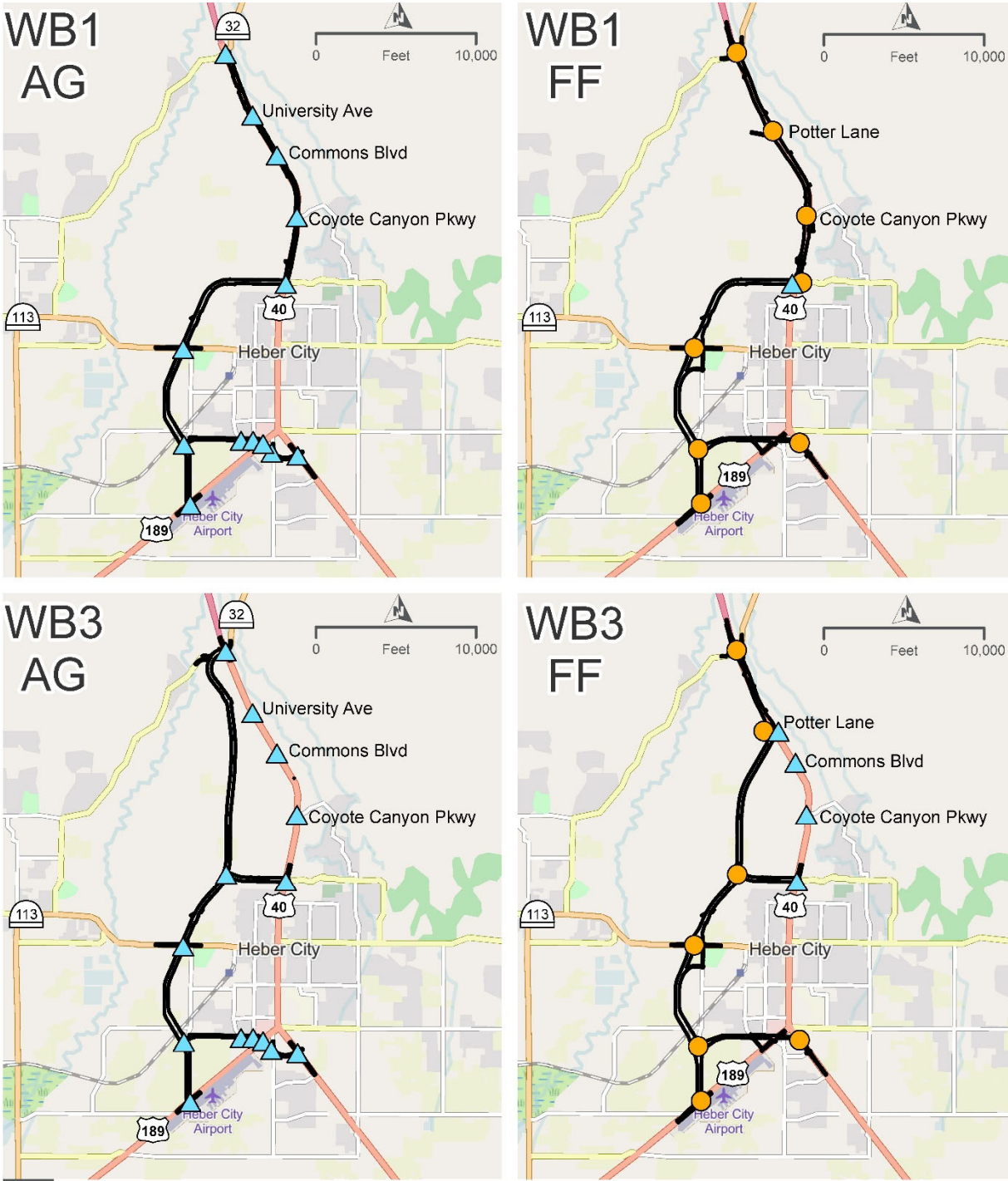
To allow Level 1 screening (Table 2-4), UDOT developed the four alternatives that passed through the preliminary evaluation in enough detail to model and evaluate traffic operations on US-40 and estimate travel times (Figure 2-4).

Table 2-4. Level 1 Screening Criteria and Measures

Criterion	Measures <sup>a</sup>
Improve regional mobility through 2050	<ul style="list-style-type: none"> <li>Substantially decrease through traffic travel time from SR-32 to US-189 and from SR-32 to south US-40.</li> <li>Minimize conflicts (driveway accesses, intersections, etc.) to north-south mobility for through traffic. Minimizing conflicts also improves safety to the traveling public.</li> </ul>
Improve local mobility on Main Street through 2050	<ul style="list-style-type: none"> <li>Improve arterial and intersection level of service (LOS) on US-40.</li> <li>Decrease travel time on Main Street (SR-32 to hub intersection).</li> <li>Substantially decrease vehicle queue lengths on US-40.</li> </ul>
Provide opportunities for nonmotorized transportation	<ul style="list-style-type: none"> <li>Provide opportunities for nonmotorized transportation consistent with local and regional planning documents.</li> </ul>
Allow Heber City to meet their vision for the historic town center	<ul style="list-style-type: none"> <li>Avoid or minimize impacts to valued places and historic buildings in the historic town center (along Main Street, 100 East, and 100 West).</li> <li>Avoid improvements that would preclude Heber City from implementing strategies to achieve their vision for Main Street (wide sidewalks, bike lanes, landscaping, and a reduced speed limit).</li> <li>Potential for alternative to attract truck and regional through traffic through improved travel times and fewer stops.</li> </ul>

<sup>a</sup> For more detail regarding measures, see Section 3.3.2, *Level 1 Screening*, in the *Final Alternatives Development and Screening Report* (January 2023).

Figure 2-4. Level 1 Design Layouts for At-grade and Free-flow West Bypasses



**WEST BYPASS ALTERNATIVES  
 SCREENING LEVEL 1**

- Free Flow Connection
- ▲ Signalized Intersection
- Alternative Right of Way

## Level 1 Regional Mobility and Safety Criteria

Regional mobility and safety are the primary considerations of this additional screening. US-40 is a U.S. highway facility that connects regional destinations and is becoming increasingly burdened with local traffic as a result of the rapid development in the Heber Valley. The latest version of the travel demand model (version 2.1) confirms this rapid growth with considerably greater levels of traffic forecast than previous model versions. As a result, without improvements, North US-40 specifically will experience more congestion in the future as a result of the extensive development that is approved along its north and east sides.

Table 2-5 and Table 2-6 summarize the results of the safety and regional traffic mobility screening. Existing and no-action conditions (that is, the conditions without any improvements) were updated using version 2.1 of the travel demand model. The free-flow alternatives (WB1 FF and WB3 FF) would perform best for regional mobility and safety. The free-flow alternatives would have the fewest conflicts with cross traffic. For this reason, these alternatives would be inherently safer, and they would have the fastest regional travel times (about 30% to 50% faster than their at-grade counterparts). The at-grade alternatives (WB1 AG and WB3 AG) would be the slowest for regional travel times, would be less safe in comparison, and would have more conflict points than the free-flow alternatives (that is, additional intersections, driveways, and other accesses). In addition, Alternative WB1 AG would require local traffic to cross three lanes on north US-40 when making left-hand turns at intersections (a challenging maneuver). At-grade signalized intersections have a greater potential for rear-end and sideswipe crashes than do interchanges.

The at-grade alternatives required several design refinements that conflict with the regional traffic needs of a highway that is intended to function for city-to-city regional travel. Alternative WB1 AG would require three lanes in each direction on north US-40, and all at-grade alternatives would require multiple traffic signals, which would increase conflict points and degrade safety compared to the free-flow alternatives. To create an acceptable safety environment, the at-grade alternatives would need to have slower speed limits to safely provide local access. A lower speed limit, although necessary, is counter to the intended function of a State/US highway. With regard to safety and the longevity of a transportation solution in a valley with a fast-growing population and development, the free-flow alternatives would provide the most durable solution to the transportation need.

UDOT anticipates that the free-flow alternatives would continue to perform the best into the future as the population and development in the valley increase. Essentially, the increased traffic makes the function and safety of the at-grade alternatives even more challenging.

For the reasons stated above, the free-flow alternatives are recommended for Level 2 screening because they best meet the regional mobility and safety criteria and provide a long-lasting solution to the transportation need.

Table 2-5. Level 1 Regional Mobility Travel Time Criteria Screening Results

Alternative or Condition	Travel Time (Southbound) <sup>a</sup> (minutes:seconds)				Travel Time (Northbound) (minutes:seconds)				Recommended for Level 2 Screening?	
	SR-32 to US-189		SR-32 to US-40		US-189 to SR-32		US-40 to SR-32			
	Via Bypass	Via Main Street	Via Bypass	Via Main Street	Via Bypass	Via Main Street	Via Bypass	Via Main Street		
Existing conditions (2019)	—	10:55	—	9:15	—	10:50	—	8:40	NA	
US-40 no-action (2050)	—	23:40	—	21:50	—	22:00	—	18:40	NA	
<b>Refined West Bypasses</b>										
WB1 AG	West bypass – parkway and at-grade intersections	10:20	14:45	11:45	13:00	12:00	13:25	13:10	11:25	No
WB3 AG	West bypass – parkway and at-grade intersections with northern extension	8:15	14:05	9:35	12:15	8:45	13:45	9:35	11:45	No
WB1 FF	West bypass – limited access and free-flow intersections	7:25	13:55	7:50	12:25	7:25	12:15	7:50	10:05	Yes
WB3 FF	West bypass – limited access and free-flow intersections with northern extension	6:15	14:55	6:35	13:30	6:15	13:10	6:35	11:00	Yes

Definitions: NA = not applicable

<sup>a</sup> Travel time in this table has minimal differences compared to Table 2-2, *Level 1 Screening Criteria and Measures*, above. Alternatives continued to be refined after UDOT eliminated Alternatives WB2 AG, WB2 FF, WB4 AG, and WB4 FF in Level 1 screening.

Table 2-6. Level 1 Regional Mobility Safety Criteria Screening Results

Alternative or Condition		Number of Conflict Points <sup>a</sup>	Access Category <sup>b</sup>	Recommended for Level 2 Screening?
Existing conditions (2019)		144	5	NA
US-40 no-action (2050)		152–157	5	NA
<b>Refined West Bypasses</b>				
WB1 AG	West bypass – parkway and at-grade intersections	26–35	5	No
WB3 AG	West bypass – parkway and at-grade intersections with northern extension	12	3	No
WB1 FF	West bypass – limited access and free-flow intersections	1	1	Yes
WB3 FF	West bypass – limited access and free-flow intersections with northern extension	1	1	Yes

Definitions: NA = not applicable

- <sup>a</sup> Conflict points include the existing and potential future accesses, such as driveways and intersecting side streets, along the alternative. Reducing conflict points improves safety and regional mobility. All alternatives would reduce the number of conflict points compared to the no-action conditions.
- <sup>b</sup> Access category is not a measure. This is a disclosure of the proposed access category for the alternative. The access category was used to calculate the number of conflict points that would be allowed according to UDOT’s design standards and access management rules (UDOT 2019).

## Level 1 Local Mobility Criteria

Meeting local mobility and Heber City’s vision criteria are necessary for an alternative to meet the project’s purpose. For an alternative to advance as reasonable, it must satisfy both. The summarized results of Level 1 screening are provided in Table 2-10, *Final Level 1 Screening Results*, on page 24.

### Traffic Screening for Local Mobility on US-40

The Level 1 local mobility screening criteria focused on traffic operations on Main Street between SR-32 and US-189 at the hub intersection because this is the focal point of local trips. A microsimulation traffic model was used to review each alternative for its ability to improve southbound PM peak-hour (5:00 to 6:00 PM) travel time on Main Street, limit vehicle queue lengths at the 500 North intersection, and improve the level of service (LOS) on Main Street and its intersections in downtown Heber City. Existing and no-action conditions were updated based on the updated travel demand model (version 2.1). All alternatives would perform well with regard to local mobility.

Alternatives WB1 FF and WB3 FF are projected to have one failing southbound segment on Main Street; however, this is a function of the close proximity of Center Street and 100 South (SR-113). The signals at 100 South (SR-113) and Center Street are only one block apart (about 400 feet), and vehicles backing up from one intersection can easily influence the other intersection. Even without congestion, vehicles on short segments of road have little opportunity to accelerate to higher speeds and qualify for a higher arterial level of service. All alternatives passed Level 1 local mobility screening. Table 2-7 summarizes the local mobility screening results.

Table 2-7. Level 1 Travel Demand Model Screening Results (Local Mobility)

Alternative or Conditions		Number of Intersections at LOS F	Travel Time (mm:ss)	Southbound Queue Length at 500 North (ft)	Number of Southbound Segments at LOS F	Recommended for Level 2 Screening?
Existing conditions (2019)		0	8:20	375	2	NA
US-40 no-action (2050)		4	20:30	17,100	2	NA
<b>Refined West Bypasses</b>						
WB1 AG	West bypass – parkway and at-grade intersections	0	10:55	1,125	0	Yes
WB3 AG	West bypass – parkway and at-grade intersections with northern extension	0	10:35	1,325	0	Yes
WB1 FF	West bypass – limited access and free-flow intersections	0	10:35	1,150	1	Yes
WB3 FF	West bypass – limited access and free-flow intersections with northern extension	0	11:05	2,275	1	Yes

Definitions: ft = feet; LOS = level of service; mm:ss = minutes:seconds; NA = not applicable

### Screening for Heber City Vision and Valued Places

The four alternatives that were advanced to Level 1 screening were reviewed for their ability to allow Heber City to meet their vision for Main Street (wide sidewalks, bike lanes, landscaping, reduced speed limit, and protecting historic buildings) and the protection of Heber City’s valued places (Tabernacle Square, Main Street Park, and the Public Safety Property) and historic buildings. Reducing truck traffic on Main Street is also important to Heber City’s vision for improving Main Street’s streetscape. Both truck traffic and regional traffic prioritize the shortest travel time. The free-flow alternatives provide a faster route than travel on Main Street in 2050; therefore, the free-flow alternatives would be more likely to reduce truck and regional traffic on Main Street in line with Heber City’s vision. The at-grade alternatives would be less likely to attract truck traffic from Main Street because drivers would encounter multiple traffic signals. For traffic (including oil tankers) traveling from or to south US-40, there would be one additional traffic signal on the bypass with Alternative WB1 AG compared to existing conditions on Main Street (Table 2-8).

Table 2-8. Number of Traffic Signals by Alternative

Alternative or Conditions		Traffic Signals between SR-32 and 1500 South (via Main Street)	Traffic Signals between SR-32 and 1500 South (via Bypass)
US-40 no-action (2050)		11	NA
<b>Refined West Bypasses</b>			
WB1 AG	West bypass – parkway and at-grade intersections	11	12
WB3 AG	West bypass – parkway and at-grade intersections with northern extension	11	7
WB1 FF	West bypass – limited access and free-flow intersections	7	1 (1500 South)
WB3 FF	West bypass – limited access and free-flow intersections with northern extension	7	1 (1500 South)

To pass Level 1 screening, an alternative must be compatible with Heber City’s vision criteria for Main Street and the historic town center. The vision statements in *Heber City Envision 2050* (Heber City’s general plan) for open space and agricultural protection will be evaluated during the preparation of the Draft EIS and will be considered by UDOT in identifying a preferred alternative. All four alternatives evaluated in Level 1 screening are west bypasses, so they would not directly impact valued places or buildings on Main Street. The free-flow alternatives are more likely to attract more truck traffic and regional traffic to the bypass; therefore, they pass the Heber City Vision and Valued Places Level 1 screening criteria. Table 2-9 summarizes the Heber City vision and valued places screening results.

**What is the Heber City historic town center?**

Heber City defines their historic town center as the area between 200 West and 200 East from 300 North to 300 South. Heber City has defined a specific vision for their historic town center in *Heber City Envision 2050*, Heber City’s general plan.

Table 2-9. Level 1 Heber City Vision and Valued Places Screening Results

Alternative or Conditions		Valued Places Impacts on Main Street	Historic Buildings Impacts in the Historic Town Center	Allows Heber City to Achieve Their Vision for Main Street?	Recommended for Level 2 Screening?
US-40 no-action (2050)		NA	NA	No. The forecasted traffic in 2050 prevents Heber City from achieving their vision for Main Street.	NA
<b>Refined West Bypasses</b>					
WB1 AG	West bypass – parkway and at-grade intersections	No impacts to valued places on Main Street.	No impacts to historic buildings in the historic town center.	No. The at-grade alternatives would attract less truck traffic, thereby limiting Heber City’s ability to implement traffic calming and other elements of their vision for Main Street.	No
WB3 AG	West bypass – parkway and at-grade intersections with northern extension			No	
WB1 FF	West bypass – limited access and free-flow intersections			Yes. The free-flow alternatives would allow Heber City to implement traffic calming and other elements of their vision for Main Street.	Yes
WB3 FF	West bypass – limited access and free-flow intersections with northern extension			Yes	

Definitions: NA = not applicable

### Nonmotorized Transportation Screening

All alternatives that pass Level 1 and Level 2 screening will be refined with additional engineering to include bicycle and pedestrian accommodations that are compatible with local planning documents. No alternatives were eliminated in Level 1 screening for not having nonmotorized accommodations (all alternatives would have a nonmotorized pathway).

## Summary of Level 1 Screening Results

Table 2-10 shows the final Level 1 screening results. As a result of Level 1 screening, the two free-flow alternatives (WB1 FF and WB3 FF) were progressed forward to Level 2 screening because they best meet the project purpose and would provide a longer-lasting transportation solution (the at-grade alternatives are worse for regional mobility, safety, and meeting Heber City’s vision for the historic town center). The at-grade alternatives are also not as forward-compatible with the expected growth and development in the Heber Valley. The section following Table 2-10 describes the alternatives that are not recommended for further analysis (WB1 AG and WB3 AG) and the reasons why they are not recommended.

### What is a forward-compatible investment?

A forward-compatible investment is one that can be easily scaled to match future traffic needs.

Table 2-10. Final Level 1 Screening Results

Alternative		Improves Regional Mobility and Safety in the Heber Valley in 2050?	Allows Heber City to Meet Their Vision for the Historic Town Center?	Improves Local Mobility on US-40 through 2050?	Recommended for Level 2 Screening?
<b>West Bypasses</b>					
WB1 AG	West bypass – parkway and at-grade intersections	No	No	Yes	No
WB3 AG	West bypass – parkway and at-grade intersections with northern extension	No	No	Yes	No
WB1 FF	West bypass – limited access and free-flow intersections	Yes	Yes	Yes	Yes
WB3 FF	West bypass – limited access and free-flow intersections with northern extension	Yes	Yes	Yes	Yes

## Alternatives Eliminated in Level 1 Screening

Both at-grade alternatives (WB1 AG and WB3 AG) were eliminated for similar reasons. The at-grade alternatives would be the slowest for regional travel times (30% to 50% slower than the free-flow alternatives) and would have additional conflict points (that is, additional intersections, driveways, and other accesses), making them less safe than the free-flow alternatives. In addition, Alternative WB1 AG would require local traffic to cross three lanes when making left-hand turns at intersections on north US-40 (a challenging maneuver). These additional travel lanes and conflict points would impede traffic (as vehicles turn onto an intersecting road) and would increase the potential for unsafe vehicle interactions as traffic increases in the Heber Valley. With more traffic, there is a greater potential for collisions when a road has more driveway access and intersections (conflict points). The free-flow alternatives would enhance safety and protect regional mobility while still accommodating local traffic, thereby satisfying the purpose of the project because of the increase in forecasted traffic and better support of the valley over the long term as development and population increase.

The rapid pace of development in the Heber Valley is evident in the increasing population and traffic assumptions between version 1 and version 2.1 of the travel demand model. Additionally, more development proposals have been submitted to local agencies that are not included in version 2.1 of the model. The at-grade alternatives are not forward-compatible with the continued population and development growth in the valley, nor does UDOT expect them to support regional mobility beyond 2050. Table 2-11 summarizes the reasons by the at-grade alternatives were eliminated.

The most prudent investment, and the best-performing alternatives that meet the purpose of and need for the project, for the Heber Valley are the free-flow alternatives (WB1 FF and WB3 FF).

**Table 2-11. Reasons Why the At-grade Alternatives Were Eliminated**

Resource or Topic	Discussion of Impact or Drawbacks of Alternatives WB1 AG and WB3 AG
Regional Mobility / Travel Time	<ul style="list-style-type: none"> <li>● US-40 is the regional transportation facility in the Heber Valley and is expected to serve regional traffic. The at-grade alternatives would perform worse with respect to regional mobility (the free-flow alternatives would be the best for regional mobility).</li> <li>● Regional travel times with the free-flow alternatives would be 30% to 50% faster than with their at-grade counterparts.</li> </ul>
Regional Mobility / Safety	<ul style="list-style-type: none"> <li>● At-grade alternatives would not be as safe as the free-flow alternatives because they would have more conflict points and signalized intersections. These conflict points would increase the potential for rear-end and sideswipe crashes as vehicles access US-40 from intersections.</li> <li>● The majority of US-40 in the project area was identified by MAG as being on the “high injury network.” High injury network roads account for the majority of serious injury and fatal crashes in an area. By reducing conflict points, the safety of US-40 would be enhanced.</li> </ul>
Heber City’s Vision	<ul style="list-style-type: none"> <li>● Drivers on the at-grade alternatives would encounter six traffic signals when bypassing Main Street; the existing configuration of Main Street has five traffic signals. Truck traffic would be more likely to take Main Street because the route would be more direct and would have one fewer traffic signal.</li> <li>● The free-flow alternatives would not require stops.</li> </ul>
Forward Compatibility	<ul style="list-style-type: none"> <li>● The at-grade alternatives would not be forward-compatible with the growth and development in Heber City.</li> <li>● The at-grade alternatives cannot be “retrofitted” to their free-flow counterpart without fully reconstructing most of the alternative. The intersection and interchange locations for the at-grade and free-flow alternatives are different due to design standards for intersection and interchange spacing and design speeds. The number of lanes on north US-40 is greater for the at-grade alternatives (three lanes in each direction) to increase vehicle throughput that would be impeded by traffic signals. The free-flow alternatives can accommodate the same traffic with two travel lanes in each direction.</li> <li>● The local road network would be built around the preferred alternative<sup>a</sup>, further complicating the ability to retrofit intersections to interchanges in the future.</li> <li>● Building an at-grade alternative first and then building a free-flow alternative in the future would double the cost of the investment and double the impacts of construction on residents and businesses.</li> </ul>
Public Input	<ul style="list-style-type: none"> <li>● The project team has received comments that UDOT should “build it once and build it right the first time.” The project area is developing rapidly, and many development decisions hinge on the preferred alternative for US-40.</li> </ul>

<sup>a</sup> The preferred alternative will be identified in the Draft EIS.

### 2.2.3 Level 2 Screening

The purpose of Level 2 screening is to eliminate alternatives that perform similarly in meeting the purpose of the project compared to other alternatives but would result in greater impacts to key resources. The alternatives that passed Level 1 screening were refined with additional engineering and were then evaluated in Level 2 screening in terms of their expected impacts to key resources. During Level 2 screening, UDOT evaluated the two alternatives that passed Level 1 screening (WB1 FF and WB3 FF) against criteria that focus on each alternative’s impacts to key resources and project costs. Table 2-12 lists the Level 2 screening criteria. Figure 2-5 through Figure 2-8 show the design layouts.

**What is the purpose of Level 2 screening?**

The purpose of Level 2 screening is to eliminate alternatives that perform similarly in meeting the purpose of the project compared to other alternatives but would result in greater impacts to key resources.

Table 2-12. Level 2 Screening Criteria and Measures

Criterion	Measure <sup>a</sup>
Waters of the United States	<ul style="list-style-type: none"> <li>• Acres and types of wetlands and other waters of the United States affected</li> <li>• Linear feet of ditches and creeks affected</li> </ul>
Section 4(f) resources	<ul style="list-style-type: none"> <li>• Number of Section 4(f) historic properties affected (all properties in addition to the historic town center)</li> <li>• Number of Section 4(f) recreation resources affected</li> <li>• Number of Section 4(f) wildlife and waterfowl refuges affected</li> <li>• Number of Section 4(f) archaeological sites affected (historic rail lines, canals, and ditches)</li> </ul>
Right-of-way	<ul style="list-style-type: none"> <li>• Number of full property acquisitions and relocations (commercial and residential)</li> <li>• Number of partial property acquisitions</li> <li>• Acres of sewer fields affected</li> </ul>
Cost	<ul style="list-style-type: none"> <li>• Alternative’s cost compared to other alternatives (alternatives would not be eliminated based on cost unless the cost is an order of magnitude greater)</li> </ul>

<sup>a</sup> For more detail regarding measures, see Section 3.3.3, *Level 2 Screening*, in the *Final Alternatives Development and Screening Report* (January 2023).

The criteria listed above in Table 2-12 were selected based on applicable federal regulations—such as Section 4(f) of the U.S. Department of Transportation Act of 1966 and Section 404 of the Clean Water Act—and comments received during agency and public outreach. Waters of the United States and Section 4(f) properties were given special consideration during screening because federal laws require UDOT to consider and analyze alternatives that avoid or minimize impacts to these resources.

The overall process for Level 2 screening was as follows:

- Conduct additional engineering refinement to develop a footprint for each alternative and to consider alignment shifts to avoid or minimize impacts.
- Estimate the impacts on key resources of each alternative that passed Level 1 screening.
- Evaluate the alternatives’ costs.
- Determine whether any of the alternatives would have substantially greater impacts or costs without having substantially greater benefits in meeting the purpose of the project.

Using the information obtained from Level 2 screening, UDOT determined which alternatives are reasonable and will be studied in greater detail in the EIS. These alternatives are listed in Table 2-16, *Final Level 2 Screening Results*.

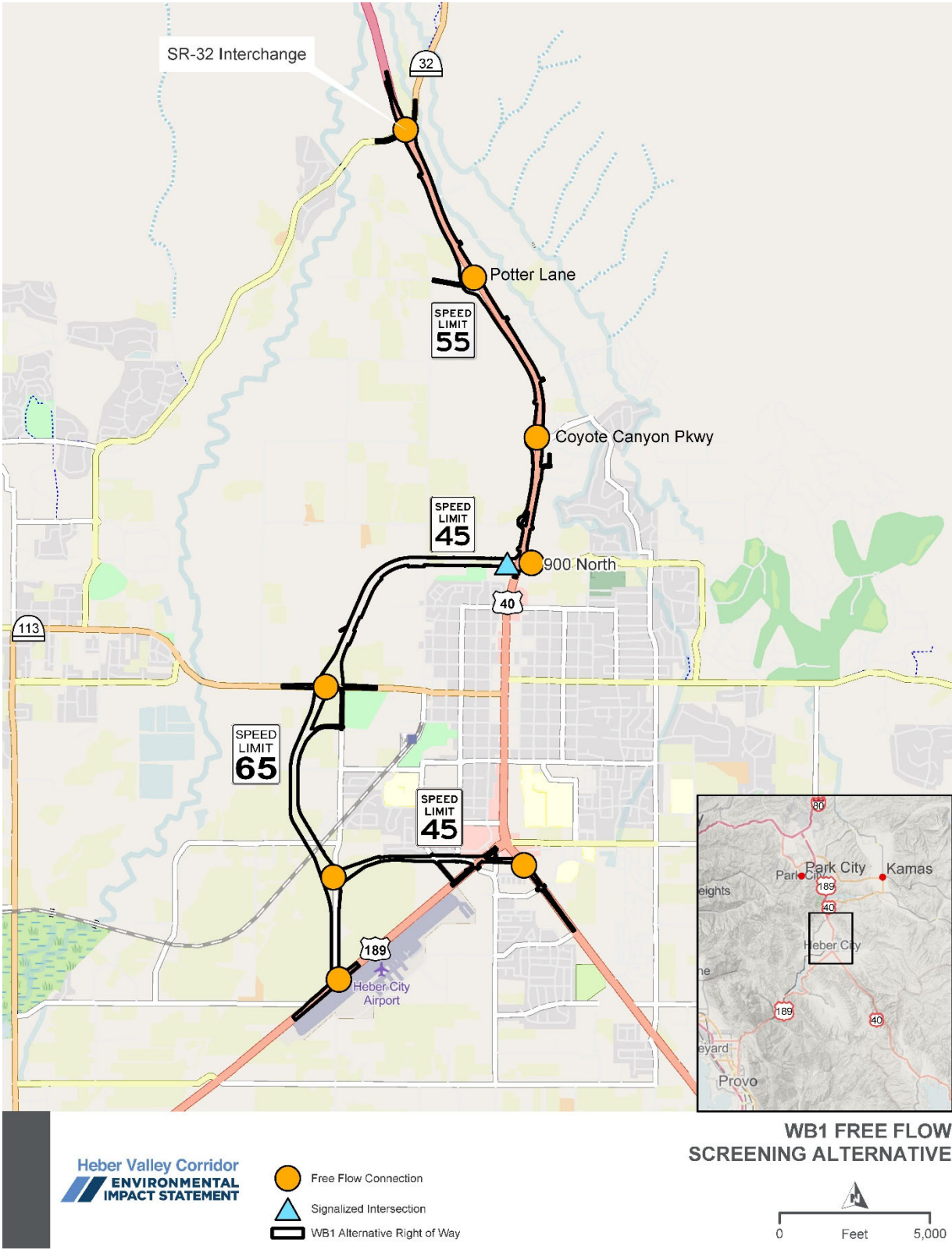
**Conduct Engineering Refinement.** UDOT conducted additional engineering on the two alternatives that passed Level 1 screening. Engineers developed alignments to meet applicable UDOT design criteria. Alternatives were refined to establish an adequate number of lanes, median spacing, lane width, and safe curve geometry for the proposed travel speeds and estimated travel demand. The alignments were configured to determine how they would connect to US-40 and US-189 at each end, whether bridges and ramps were needed, and how other major roads would connect. UDOT also considered the space necessary to build an alternative, including construction impacts and equipment access. Based on this engineering, right-of-way lines were estimated. The right-of-way area was used to calculate impact values for Level 2 screening. The engineering analysis was also used to try to avoid or minimize impacts to key resources.

Local road connectivity across the alternative alignments will be further refined in the Draft EIS. The alternatives include bridges over Daniels Road, US-189, 300 West, and other local roads throughout their length. The free-flow alternatives allow right-in and right-out access to and from Industrial Parkway.

**Estimate Impacts to Key Resources and Private Property.** Using geographic information systems (GIS) software and field survey data, UDOT estimated how each alternative that passed Level 1 screening might affect key resources such as wetlands, other potential waters of the United States, Section 4(f) resources, and the Heber Valley Special Service District's sewer fields. Wetland and Section 4(f) resources were field-verified and digitized in GIS software. The expected impacts were determined by overlaying the estimated right-of-way for each alternative that passed Level 1 screening over the GIS datasets for these resources. UDOT used the same approach to identify the potential property acquisitions and relocations. For the two alternatives that are carried forward for analysis in the EIS, UDOT will conduct additional engineering refinement and resource impact analysis.

**Compare Impacts and Costs to Benefits.** UDOT used the screening results to determine whether any of the two alternatives that passed Level 1 screening would have substantially greater impacts to key resources or costs without having substantially greater benefits in meeting the purpose of the project. The alternatives were also refined to try to avoid or minimize impacts to key resources. Alternatives that would have the same or similar benefits as another alternative but would have substantially greater impacts or costs were eliminated and considered unreasonable for National Environmental Policy Act (NEPA) purposes.

Figure 2-5. Level 2 Design Layout for West Bypass Limited Access (WB1 FF)



**WB1 FREE FLOW**  
**SCREENING ALTERNATIVE**

Figure 2-6. Level 2 Design Layout for West Bypass Limited Access with Northern Extension (WB3 FF)

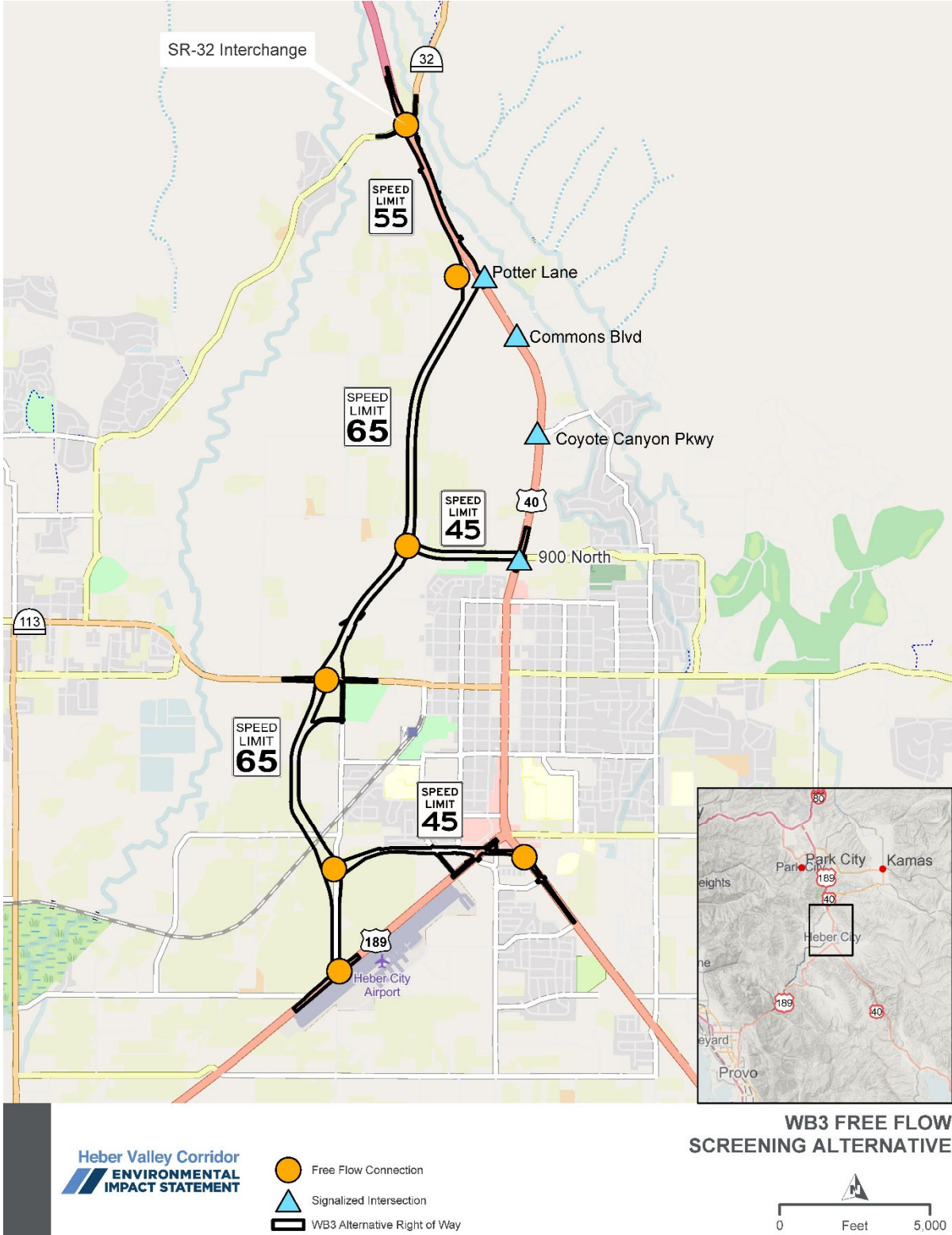
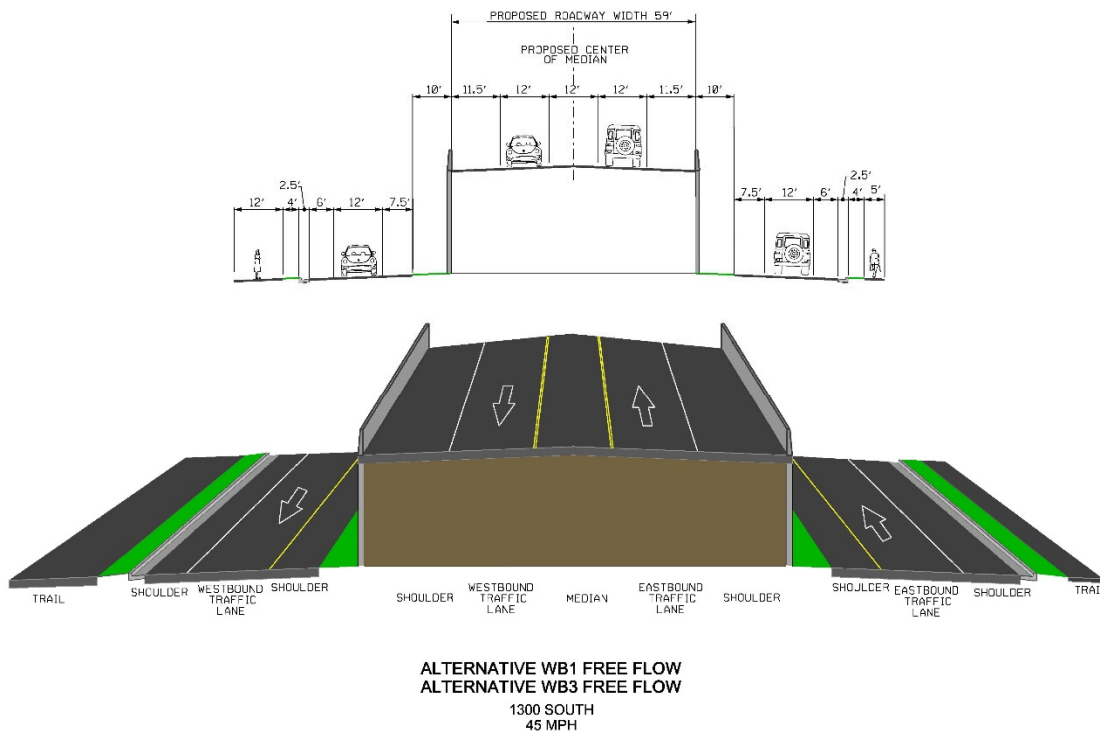
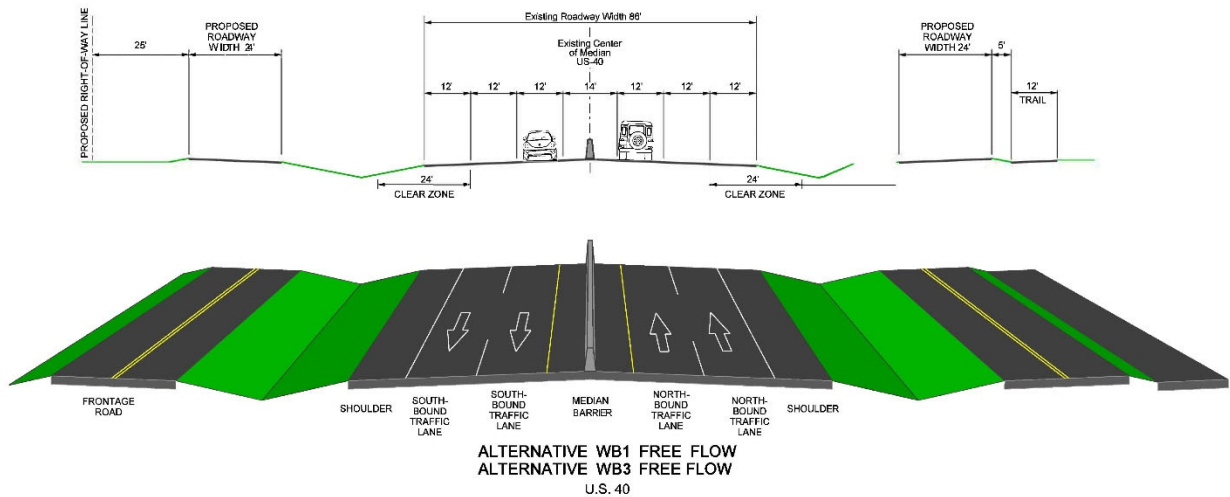
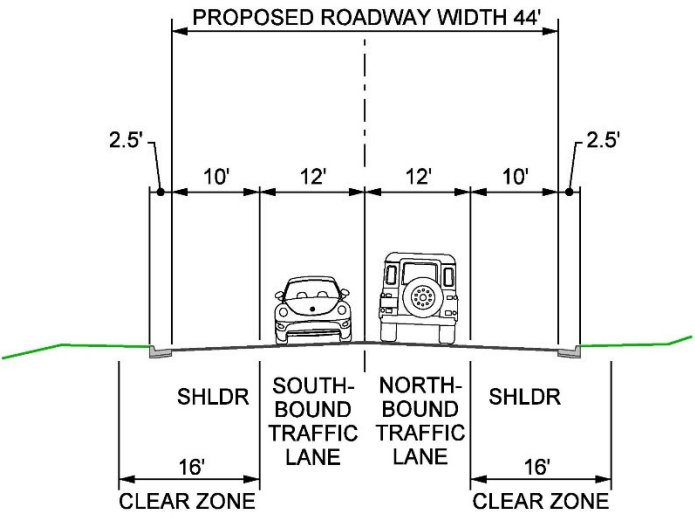
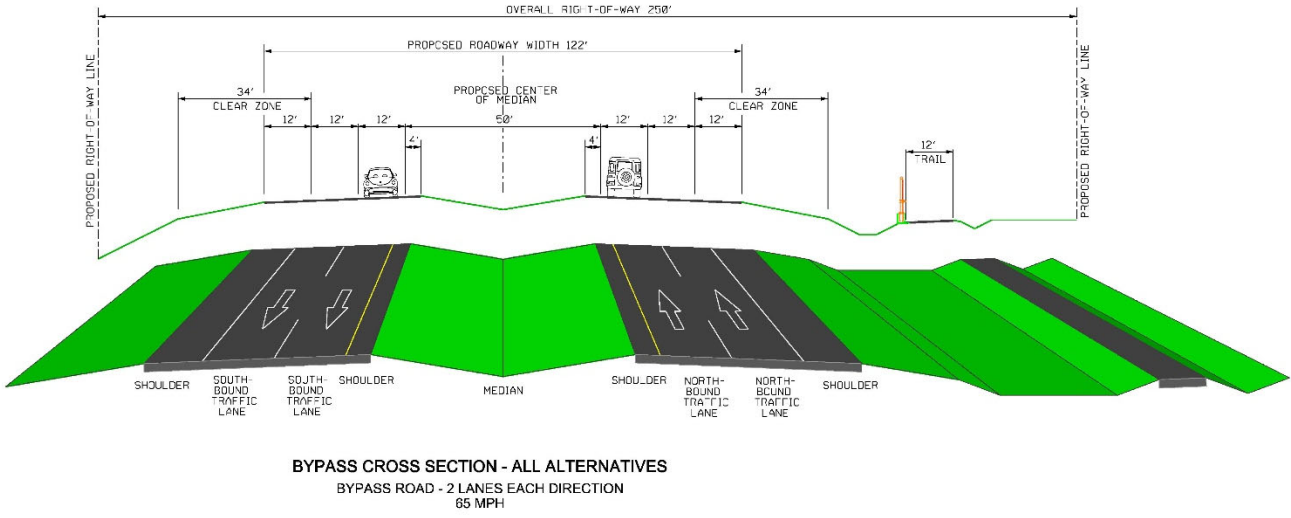


Figure 2-7. Level 2 Design Cross Sections for North US-40 and 1300 South



TYPICAL CROSS SECTIONS

Figure 2-8. Level 2 Design Cross Sections for Bypass Segment and SR-113



**BYPASS AND SR-113  
 TYPICAL CROSS SECTIONS**

## Level 2 Screening for Waters of the United States

Waters of the United States (WOTUS) are protected by Section 404 of the Clean Water Act. A Section 404 permit from the U.S. Army Corps of Engineers (USACE) is required for projects that would impact WOTUS. Water quality impacts to WOTUS are considered by USACE in its permitting process. USACE cannot issue a permit if a practicable alternative exists that would have less adverse impacts. Table 2-13 summarizes the potential WOTUS that would be intersected by each alternative that passed Level 1 screening.

Additional wetland delineation is necessary to fully understand the WOTUS impacts of Alternative WB3 FF. The area surrounding the proposed ramps near Potter Lane/College Way has not yet been delineated by UDOT. Wetland delineation will occur during the upcoming 2025 field season. For the analysis in Table 2-13, a combination of delineated data and National Wetlands Inventory data was used.

These potential WOTUS impacts will be refined and minimized during the analysis conducted for the Draft EIS.

Table 2-13. Level 2 Waters of the United States Screening Results

Alternative		Canals <sup>a</sup>	Ditches <sup>a</sup>	Perennial Streams <sup>a</sup>	Wetlands <sup>b</sup>	Total WOTUS Impacts
WB1 FF	West bypass – limited access and free-flow intersections	4,015 lf 1.06 ac	9,005 lf 0.60 ac	1,677 lf 0.82 ac	19.8 ac	22.3 ac
WB3 FF	West bypass – limited access and free-flow intersections with northern extension	4,015 lf 1.06 ac	6,826 lf 0.43 ac	4,819 lf 1.87 ac	47.8 ac	51.2 ac

Definitions: ac = acres; lf = linear feet; WOTUS = waters of the United States

<sup>a</sup> Linear feet and acreage of potential impacts are calculated from the alternative’s cut-and-fill lines with a 15-foot buffer.

<sup>b</sup> Wetland impact acreage does not include canals, ditches, or perennial stream acreages.

The potential WOTUS impacts shown above in Table 2-13 are predictably higher for the off-alignment alternative that extends through the north fields (WB3 FF) than for the on-alignment alternative (WB1 FF). UDOT will conduct additional design refinements to minimize harm and will evaluate WOTUS impacts in greater detail in the Draft EIS and after additional wetland data are collected. UDOT will also coordinate with USACE regarding the jurisdictional status of the wetlands based on the recent *Sackett v. Environmental Protection Agency* ruling. Several wetlands in the north fields have the potential to not be jurisdictional as a result of the *Sackett* ruling and changes in jurisdictional status could change the overall WOTUS impacts.

## Level 2 Screening for Section 4(f) Resources

Section 4(f) properties are protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. UDOT can approve an alternative that uses Section 4(f) properties if (1) there is no prudent and feasible alternative that would avoid such impacts and (2) the action includes all possible planning to minimize harm to the property, or if (3) use of the property would have only a *de minimis* impact. For example, an alternative can be selected if the alternative’s impact to a Section (4f) property would be *de minimis*. Or, if all alternatives would affect Section 4(f) properties, then the selected alternative must have the least overall harm. Table 2-14 summarizes the Section 4(f) properties that would be impacted by the two alternatives that passed Level 1 screening. Section 4(f) properties include:

- Parks and recreation areas of national, state, or local significance that are both publicly owned and open to the public
- Historic sites of national, state, or local significance in public or private ownership regardless of whether they are open to the public
  - Provo River Restoration Project (PRRP): This Section 4(f) recreation resource is located along the Provo River.
- Publicly owned wildlife and waterfowl refuges of national, state, or local significance that are open to the public to the extent that public access does not interfere with the primary purpose of the refuge

Table 2-14. Level 2 Section 4(f) Screening Results

Alternative		Historic Buildings		Archaeological Sites	Provo River Restoration Project Impacts	Wasatch County Railroad Trail
		Potential Full Acquisitions	Full Acquisitions			
WB1 FF	West bypass – limited access and free-flow intersections	2	3	3.36 ac	—	368 lf
WB3 FF	West bypass – limited access and free-flow intersections with northern extension	0	1	4.62 ac	—	368 lf

Definitions: ac = acres; lf = linear feet

<sup>a</sup> Section 4(f) trails are intersected and can be mitigated. Wasatch County Railroad Trail intersected.

UDOT will strive to minimize the Section 4(f) impacts shown above in Table 2-14 through preliminary engineering design refinements and will evaluate the Section 4(f) uses in greater detail in the Draft EIS.

## Level 2 Screening for Right-of-way and Cost

UDOT analyzed each alternative for its potential impacts to residential and commercial property and construction costs. For screening purposes, *potential full acquisitions* were identified as properties with buildings that would be within 15 feet of an alternative (whether a full acquisition is necessary would need additional analysis). *Full acquisitions* were identified as properties with larger potential impacts where the alternative would intersect with structures on the parcel and change the primary use, access, or function of the parcel, or there would be no useable remainder.

If an action alternative that requires acquisitions is ultimately selected in the project’s Record of Decision, UDOT would work with property owners to acquire the right-of-way. Properties would be acquired in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970<sup>1</sup>; Title VI of the Civil Rights Act of 1964, as amended; and the State of Utah Relocation Program (under the Utah Relocation Assistance Act, Utah Code, Section 57-12).

The potential property acquisitions of an alternative and its construction costs are included in its cost estimate. The construction cost was estimated at a high level for each alternative using standard per-lane mile and per acreage of right-of-way assumptions. Construction costs will be refined after design refinements are made as part of the EIS process. Table 2-15 summarizes the right-of-way and cost information by alternative.

Table 2-15. Level 2 Right-of-way and Cost Screening Results

Alternative		Potential Full Acquisitions	Full Acquisitions	Right-of-way Acreage	Cost Estimate
WB1 FF	West bypass – limited access and free-flow intersections	2 residences 1 business under construction	11 residences 4 businesses 4 businesses under construction	218.3 acres	\$590.4 million
WB3 FF	West bypass – limited access and free-flow intersections with northern extension	1 residence	5 residences 4 businesses	237.2 acres	\$583.9 million

The right-of-way and property impacts shown above in Table 2-15 are predictably greater and more expensive for the on-alignment alternative (WB1 FF) than for the off-alignment alternative (WB3 FF). There is extensive development along north US-40.

<sup>1</sup> This is a federal law that establishes minimum standards for federally funded programs and projects that require the acquisition of property or that displace persons from their homes, businesses, or farms.

## Level 2 Screening Results

Table 2-16 shows the Level 2 screening results. Neither free-flow alternative was eliminated as a result of Level 2 screening, and both will be further refined in the Draft EIS. There are tradeoffs between the two free-flow alternatives (shown in Table 2-16) that warrant additional review that will be conducted in the Draft EIS. This review will also provide more information for the public to consider during the Draft EIS public comment period.

Table 2-16. Final Level 2 Screening Results

Alternative		Impacts			Cost	Recommended for Draft EIS?
		WOTUS	Section 4(f) Resources	Property Acquisitions		
WB1 FF	West bypass – limited access and free-flow intersections	22.3 ac	5 structures 3.36 ac of archaeological sites	22	\$590.4 million	Yes
WB3 FF	West bypass – limited access and free-flow intersections with northern extension	51.2 ac	1 structure 4.62 ac of archaeological sites	10	\$583.9 million	Yes

Definitions: ac = acres; WOTUS = waters of the United States

### 3.0 Draft EIS and Preliminary Engineering Phase

The alternatives that passed the screening process (WB1 FF and WB3 FF) will be further developed through preliminary engineering to support detailed analysis in the Draft EIS. The preliminary engineering phase will include additional design work to provide details such as vertical alignments, right-of-way needs, intersection design, pedestrian and bicycle accommodations, access design, and drainage designs including stormwater management. Refinements will also take into account maintaining access to properties.

**How will the alternatives be designed?**

The alternatives that passed screening and are evaluated in the Draft EIS might be revised or incorporate minor alignment variations as the alternatives are refined to improve operations or avoid impacts.

UDOT is working closely with Heber City and Wasatch County to stay current on approved development plans, new conservation easements, the City’s proposed airport improvements, and local access needs. Both alternatives will be refined based on the latest information where feasible and will be designed to a similar level of detail following UDOT design standards.

Once the preliminary engineering phase is complete, the expected effects of the alternatives will be characterized and compared to the No-action Alternative in the Draft EIS, as required by NEPA.

The Heber Valley Corridor EIS will analyze the reasonably foreseeable activities and operations that would occur from implementing the action alternatives. Resources that would be affected will be analyzed in the EIS to provide decision-makers with enough information to plan and make informed decisions. For this analysis, the following 16 resource categories will be considered: land use, farmlands, social/community, economics, property, traffic and transportation, joint development, considerations related to pedestrians and bicyclists, air quality, noise, water resources, ecosystem resources, floodplains, cultural resources, hazardous materials and waste sites, and visual resources.

### 3.1 New Alternative Names for the EIS

The alternative names used in the scoping and screening processes were created to identify the location of each alternative (east of Heber City, west of Heber City, or on US-40) and to describe the features that made the alternative unique compared to other alternatives in the same location. Moving forward, in the EIS these alternative names will be simplified. Because only two western alternatives will be advanced to the EIS, the names no longer need to describe the location. The new names are listed in Table 3-1.

Table 3-1. New Alternative Names for Western Bypasses That Advance to the EIS

Alternative ID	Scoping and Screening Report Name	EIS Name
WB1 FF	West bypass – limited access and free-flow intersections	Alternative A (on US-40 alignment)
WB3 FF	West bypass – limited access and free-flow intersections with northern extension	Alternative B (off US-40 alignment)

Definitions: ID = identifier

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**APPENDIX R**

Alternative Screening Traffic Analysis Memorandum –  
March 14, 2025

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# Memo

Date: Friday, March 14, 2025

Project: Heber Valley Corridor EIS

To: HDR

From: Parametrix

Subject: Alternative Screening Traffic Analysis

## Purpose

This memorandum documents the traffic analysis conducted to support the revised Level 1 alternative screening for the Heber Valley Corridor EIS. These efforts build on the Level 1 screening conducted previously in the study and documented in the May 2022 Draft Alternative Screening Traffic Analysis memo.

The revised Level 1 screening is in response to updated traffic forecasts for the region. The forecasts are a result of an updated regional travel demand model (Summit-Wasatch Travel Demand Model v2.1 2024-03-28). Regional travel demand models typically undergo comprehensive updates every four years coinciding with the four-year long range plan update cycle. This model update accompanied the development and adoption of the 2023 UDOT Long-range Transportation Plan. Model updates included revisions to growth assumptions for Summit and Wasatch Counties. The growth assumption revisions were an outcome of coordination between regional planning partners: UDOT, Wasatch County, Heber City, Mountainland Association of Governments, and others. The growth assumptions were revised according to statewide projections, local long-range land use plans, and locally approved developments.

## Revisions to Alternatives

In previous project efforts, five build alternatives passed Level 1 screening. These alternatives all introduce a bypass on the west side of Heber City and are summarized in Table 1.

Typically, updates to the regional travel demand models that occur mid-study produce changes to traffic forecasts that are small enough to support relying on decisions made with the previous model. In this case, the new growth assumptions from the updated travel demand model resulted in traffic patterns that cause the five build alternatives that previously advanced from Level 1 screening to fail. For example, growth assumed in areas along US-40 north of Heber City results in a 30 percent increase in traffic volume on north US-40 compared to previous forecasts. Meanwhile, traffic volumes on Heber Main Street increased by 10 percent. The failure caused by the growth led the study team to develop revisions to the build alternatives.

**Table 1. List of alternatives that previously passed Level 1 screening**

	Alternative Name	Description
WA1	West bypass – limited access and grade-separated interchanges	Concept proposes a highway-type facility with six interchanges at major connections: US-40 (2), US-189 (2), SR-113, and 1300 South. Speed limit would be 65 miles-per-hour (mph).
WB1	West bypass – parkway and at-grade intersections	Concept proposes a parkway-type facility with eight intersections: US-40 (2), US-189 (2), SR-113, 1300 South, Industrial Parkway, and 300 West. Speed limit would be 55 mph.
WB2	West bypass – parkway and at-grade intersections and realign US-189	Concept proposes a parkway-type facility with eight intersections: US-40 (2), US-189 (2), SR-113, 1300 South, Industrial Parkway, and 300 West. Speed limit would be 55 mph. Concept includes the realignment of US-189.
WB3	West bypass – parkway and at-grade intersections with 2 northern connections to US-40	Concept proposes a parkway-type facility with eight intersections: US-40 (2), US-189 (2), SR-113, 1300 South, Industrial Parkway, and 300 West. Speed limit would be 55 mph. Concept includes 2 northern connections to US-40 at SR-32, and near 1200 North.
WB4	West bypass – parkway and at-grade intersections with 2 northern connections to US-40 and realign US-189	Concept proposes a parkway-type facility with eight intersections: US-40 (2), US-189 (2), SR-113, 1300 South, Industrial Parkway, and 300 West. Speed limit would be 55 mph. Concept includes 2 northern connections to US-40 at SR-32, and near 1200 North as well as the realignment of US-189.

First, free-flow variations were created for alternatives WB1, WB2, WB3, and WB4. The free-flow variations remove at-grade signals on the bypasses, convert intersections to interchanges, and add directional ramps to connect the bypass to existing facilities (US-40 and US-189).

Second, the WA1 alternative was not advanced to the revised Level 1 screening. The WA1 alternative already featured many similar elements as WB1 free-flow and was considered redundant.

Lastly, the original WB alternatives (now referred to as WB at-grade alternatives in this memo) were revised to add capacity to US-40 north of Heber City. This was accomplished either by widening US-40 to three lanes in each direction, adding turn lanes at signalized intersections, or both, depending on the alternative.

Alternatives that did not pass original Level 1 screening primarily consisted of bypasses on the east side of Heber City, alternatives that focused solely on improvements to Heber Main Street, and other variations of west bypass concepts. These alternatives previously failed Level 1 screening largely because they did not produce acceptable operations on Heber Main Street. With the updated traffic model showing a 10 percent traffic volume increase on Heber Main Street compared to previous forecasts, it was determined these alternatives would continue to fail and would not need to be included in this revised Level 1 screening.

Figure 1 and Figure 2 illustrate the remaining eight alternatives for screening and Table 2 provides a brief description of each.

Figure 1. At-Grade Alternatives

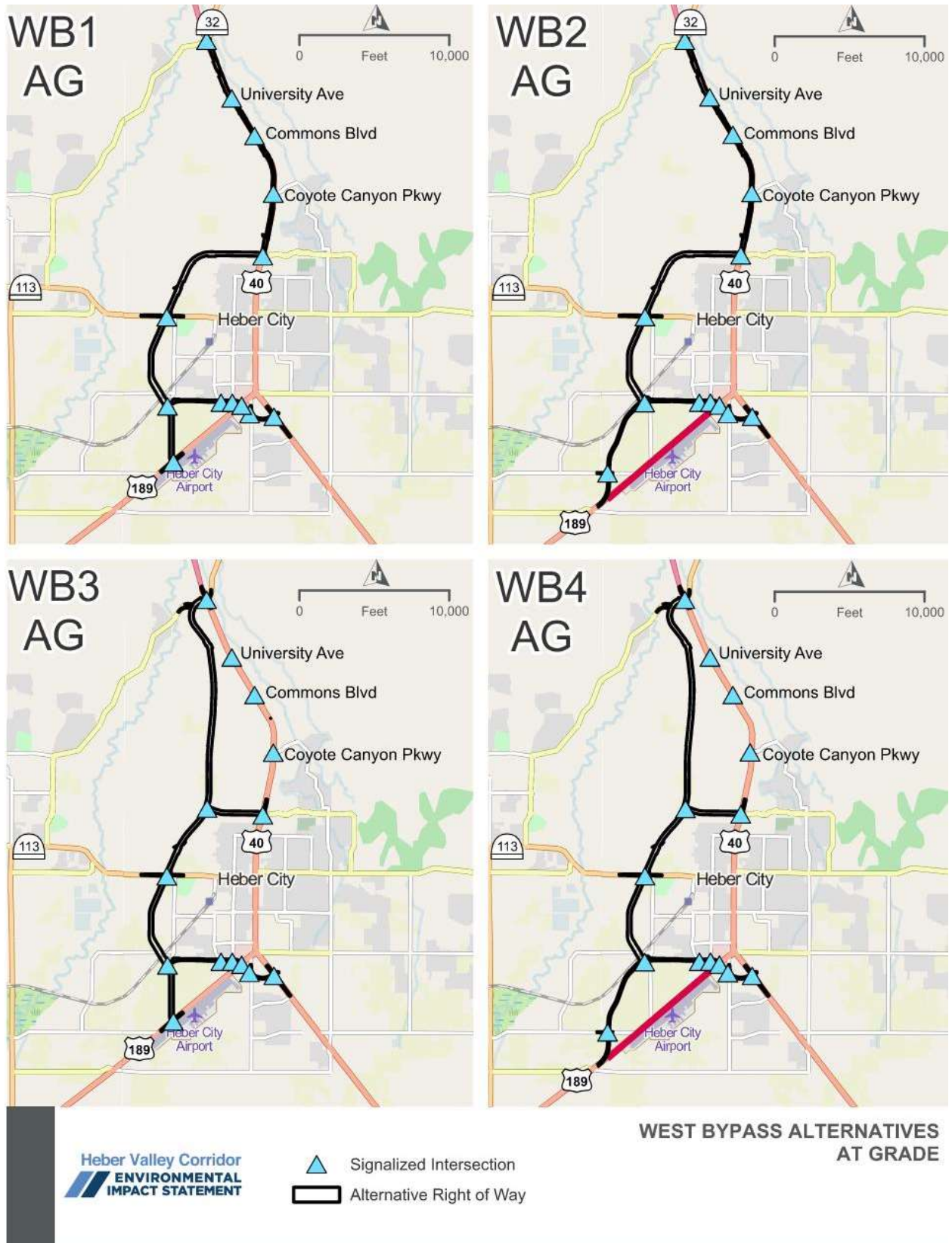
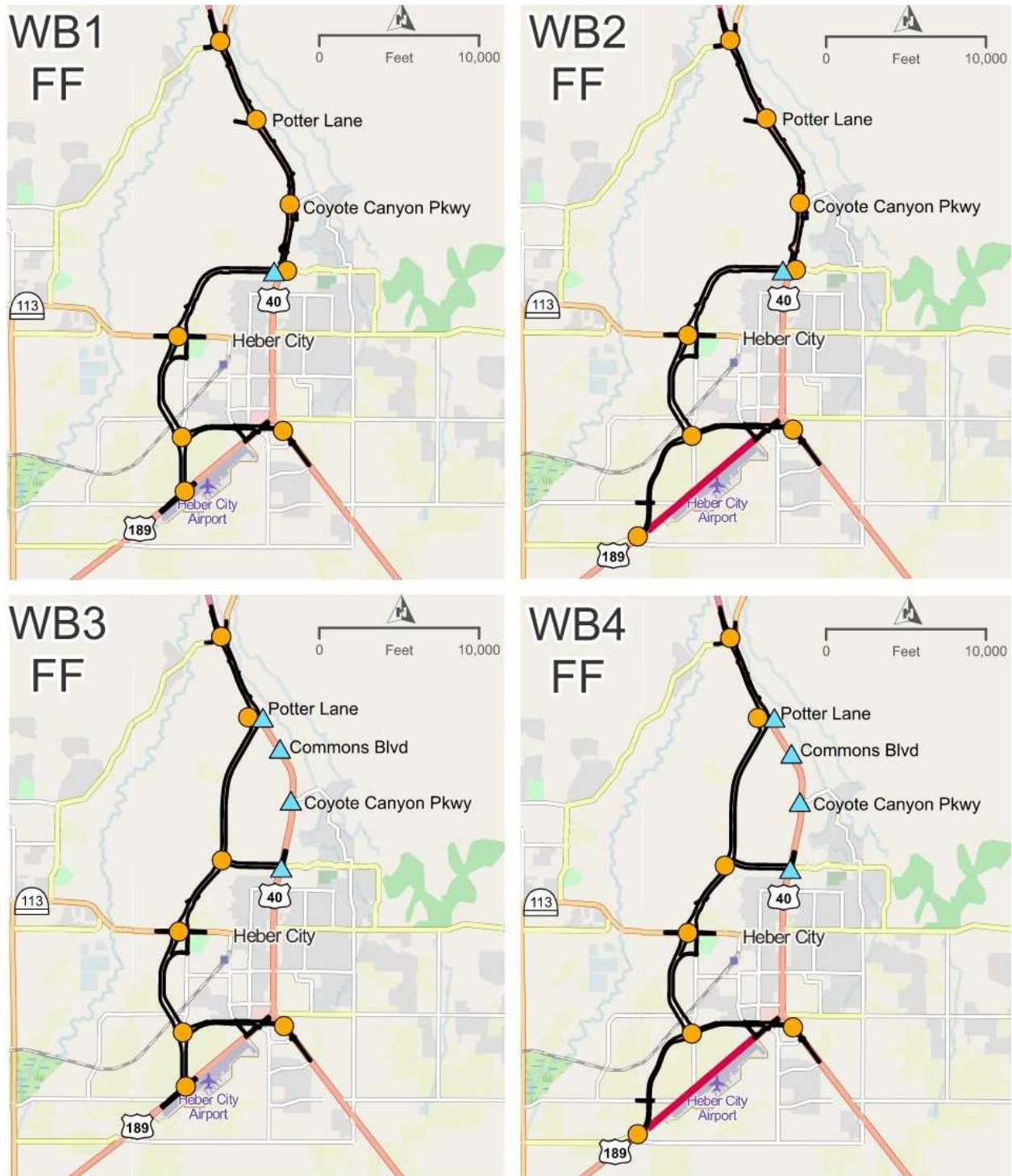


Figure 2. Free-flow Alternatives



**WEST BYPASS ALTERNATIVES  
FREE FLOW**

- Free Flow Connection
- ▲ Signalized Intersection

**Table 2. List of revised alternatives**

	Alternative Name	Description
WB1 At-Grade	West bypass – parkway and at-grade intersections	Parkway-type facility with widening US-40 from 900 North to SR-32 and adding lanes to intersections at University Avenue, Commons Boulevard, and Coyote Canyon Parkway.
WB2 At-Grade	West bypass – parkway and at-grade intersections and realign US-189	Similar to WB1 At-Grade with the realignment of US-189.
WB3 At-Grade	West bypass – parkway and at-grade intersections with 2 northern connections to US-40	Parkway-type facility with 2 northern connections to US-40 at SR-32 and 900 North. Concept includes adding lanes to intersections at University Avenue, Commons Boulevard, and Coyote Canyon Parkway.
WB4 At-Grade	West bypass – parkway and at-grade intersections with 2 northern connections to US-40 and realign US-189	Similar to WB3 At-Grade with the realignment of US-189.
WB1 Free-Flow	West bypass – limited access and grade-separated interchanges	Highway-type facility with direct connection ramps or interchanges at major connections.
WB2 Free-Flow	West bypass – limited access, grade-separated interchanges and realign US-189	Similar to WB1 At-Grade with the realignment of US-189.
WB3 Free-Flow	West bypass – limited access and grade-separated interchanges with 2 northern connections to US-40	Highway-type facility with direct connection ramps or interchanges at major connections. Concept includes 2 northern connections to US-40 near 3000 North/University Avenue and near 900 North. Concept includes adding lanes to intersections at College Way, Commons Boulevard, and Coyote Canyon Parkway.
WB4 Free-Flow	West bypass – limited access and grade-separated interchanges with 2 northern connections to US-40 and realign US-189	Similar to WB3 At-Grade with the realignment of US-189.

## Preliminary Screening

After developing the free-flow alternatives and refining the at-grade alternatives, a preliminary regional travel time analysis was conducted. The regional travel time analysis compared travel times southbound from SR-32 to US-189 at approximately 3000 South (south of where bypass alternatives would tie into US-189). The analysis also evaluated the travel time from SR-32 to US-40 south of the US-189 intersection (south US-40) at approximately 1500 S. All travel times were evaluated for the 2050 PM peak and compared travel times via the bypass routes versus staying on US-40 through downtown Heber City.

Table 3 presents the results of the analysis. Results show there are distinct differences between at-grade and free-flow alternatives and distinct differences between alternatives that remained on north US-40 and those with an alignment through the North Fields. However, the differences between alternatives that leave US-189 in place versus those that realign US-189 to 1300 South

were less compelling. In particular, alternatives that realign US-189 (WB2 At-Grade, WB4 At-Grade, WB2 Free-Flow, WB4 Free-Flow) showed no significant travel time savings versus their counterparts that leave US-189 in place (WB1 At-Grade, WB3 At-Grade, WB1 Free-Flow, WB3 Free-Flow). Additionally, the alternatives that realign US-189 result in a volume increase on 1300 South by 140% to 165% (see Table 4). Thus, analysis indicated there was no clear traffic benefit to realigning US-189. The WB2 and WB4 alternatives were considered redundant to their WB1 and WB3 counterparts and were not advanced to further analysis.

**Table 3. Preliminary Regional Travel Time Analysis**

2050 PM Peak Southbound Travel Times	SR-32 to US-189		SR-32 to south US-40	
	Via Bypass	Via Main Street	Via Bypass	Via Main Street
<b>At-Grade Concepts</b>				
WB1 At-Grade	10:20	14:45	11:45	13:00
WB2 At-Grade	10:15	15:10	11:55	12:10
WB3 At-Grade	8:15	14:05	9:35	12:15
WB4 At-Grade	8:10	15:50	9:50	12:45
<b>Free-Flow Concepts</b>				
WB1 Free-Flow	7:25	13:55	7:50	12:25
WB2 Free-Flow	7:20	15:05	7:50	12:10
WB3 Free-Flow	6:15	14:55	6:35	13:30
WB4 Free-Flow	6:05	15:50	6:40	12:45

**Table 4. List of revised alternatives**

	2050 Daily Volume	% Increase From Non-Realign US-189 Counterpart Alternatives
WB1 At-Grade	7,000	
WB2 At-Grade (realigns US-189)	18,600	165%
WB3 At-Grade	7,700	
WB4 At-Grade (realigns US-189)	18,500	140%

## Analysis Methodology

The traffic analysis for the remaining four alternatives (WB1 At-Grade, WB3 At-Grade, WB1 Free-Flow, WB3 Free-Flow) centered around three steps:

1. Develop traffic forecasts
2. Traffic operations analysis on US-40 Main Street
3. Traffic operations analysis for areas outside US-40 Main Street

### Traffic Forecasts

Horizon year traffic forecasts were developed for alternatives using the Summit-Wasatch v2.1 travel demand model. This version of the Summit Wasatch model was also used to develop updated 2050 No Build forecasts as documented in the updated *Existing and 2050 No Build Traffic and Safety Analysis Report* (Mar 2025). Next, 2050 weekday PM peak hour traffic volumes at key intersections were developed for each build alternative. The traffic volumes were developed using 2019 weekday PM peak hour traffic volumes and the volume changes between the baseline (2019) and 2050 travel demand model results for each respective alternative. This methodology is consistent with how 2050 No Build PM peak hour traffic volumes were developed.

### Traffic Operations Analysis on Main Street

US-40 through downtown Heber City is also designated as Heber City Main Street. This 1.5-mile section from US-189 to 500 North features five traffic signals. The interaction between these signals has a significant influence on Main Street traffic operations. The signals at 100 South (SR-113) and Center Street are only one block apart (approximately 400 feet) and queueing activity from one intersection can easily influence the other. Additionally, pedestrian crossings are more frequent. Due to the complexity of operations, traffic analysis for Main Street was conducted with the microsimulation analysis software VISSIM. This is consistent with analysis for the 2050 No Build and results and steps to calibrate the 2050 No Build VISSIM model are contained in the *Existing and 2050 No Build Traffic and Safety Analysis Report* (Mar 2025) and the *Heber Valley Parkway Existing Conditions Calibration Report* (Aug 2020).

### Traffic Operations Analysis outside Main Street

Outside of the immediate Heber City Main Street area, traffic operations are less complex. Existing signals and locations for future signals have greater spacing. Likewise, there is less pedestrian activity. Traffic analysis for areas beyond Heber City Main Street were primarily conducted with the traffic analysis software Synchro.

## Alternatives

Level 1 traffic analysis was conducted for the at-grade and free-flow versions of WB1 and WB3. Analysis was not conducted for the WB2 and WB4 at-grade or free-flow alternatives. The only difference between WB1 and WB2 alternatives and between WB3 and WB4 alternatives is the realignment of US-189. Comparing these two sets of volumes from initial results in the v2.1 travel demand model indicates there is little difference in overall traffic volumes on Heber Main Street when realigning US-189. Thus, the WB2 and WB4 alternatives are redundant to their WB1 and WB3 counterparts and were not advanced to further analysis.

## Travel Demand Modeling

### Alternative Model Results

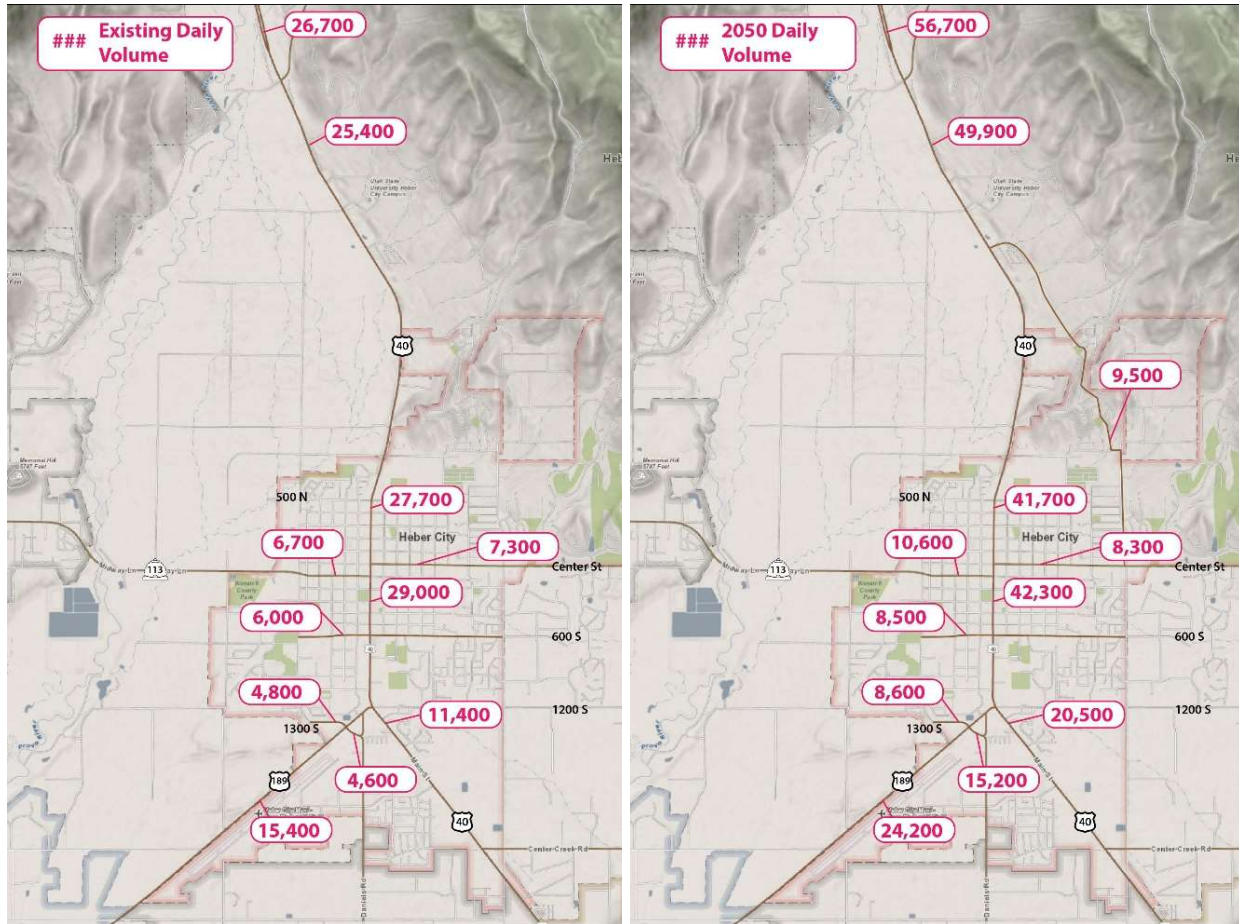
Bypass alternatives were coded in the Summit-Wasatch v2.1 travel model to develop 2050 daily volume forecasts. Functional type and speeds for model links were coded to match the respective bypass roadway. Additionally, the model network was adjusted to represent the degree of access offered by each bypass type. Next, PM peak hour traffic volume forecasts were developed using 2019 weekday PM peak hour traffic volumes and the volume changes between the baseline (2019) and 2050 travel demand model results for each respective alternative. Graphics summarizing PM peak hour turning movement volumes are contained in the Appendix.

Figure 3 through Figure 5 summarize the 2050 build volumes for key segments. Overall, every bypass alternative reduces traffic volumes on portions of Heber City Main Street from 2050 No Build conditions. The reduction in traffic ranges between about 9,000 and 10,000 vehicles per day.

Free-flow bypass alternatives (WB1 Free-Flow, WB3 Free-Flow) have an effect of reducing volumes on US-40 north of Heber City more than their at-grade counterparts (WB1 At-Grade, WB3 At-Grade). The reductions are between 20 and 25 percent.

The quality of local access provided for the bypass east-west connection (1300 South) to US-189 and south US-40 was an important factor in the amount of traffic a bypass alternatives carries. The at-grade alternatives offer more direct access to the commercial sector in south Heber City. Trips between the west side of the Heber Valley and south Heber City are more likely to use the bypass as an alternative to Main Street when there is more direct local access provided on the bypass east-west connection to US-189 and south US-40. Consequently, bypass segments between SR-113 and south US-40 carry more traffic with the at-grade alternatives than the free-flow alternatives. Additionally, traffic volumes on SR-113 west of US-40 are also lower for at-grade alternatives than free-flow alternatives. This supports the concept that bypass alternatives are important to serving both through traffic and local traffic in the Heber Valley.

Figure 3. Existing and 2050 No Build Daily Volumes



**Figure 4. WB1 At-Grade and WB1 Free-Flow 2050 Volumes**

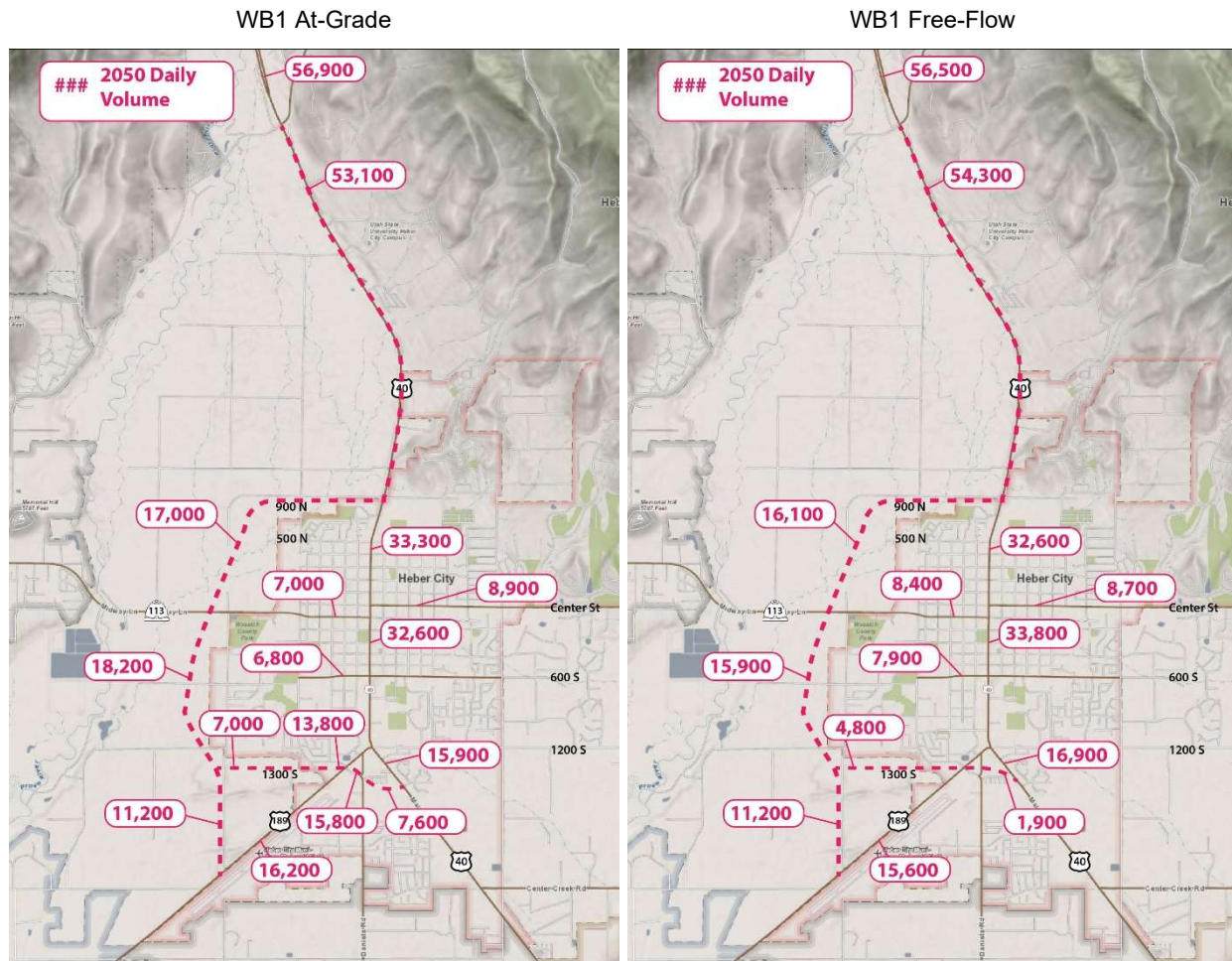
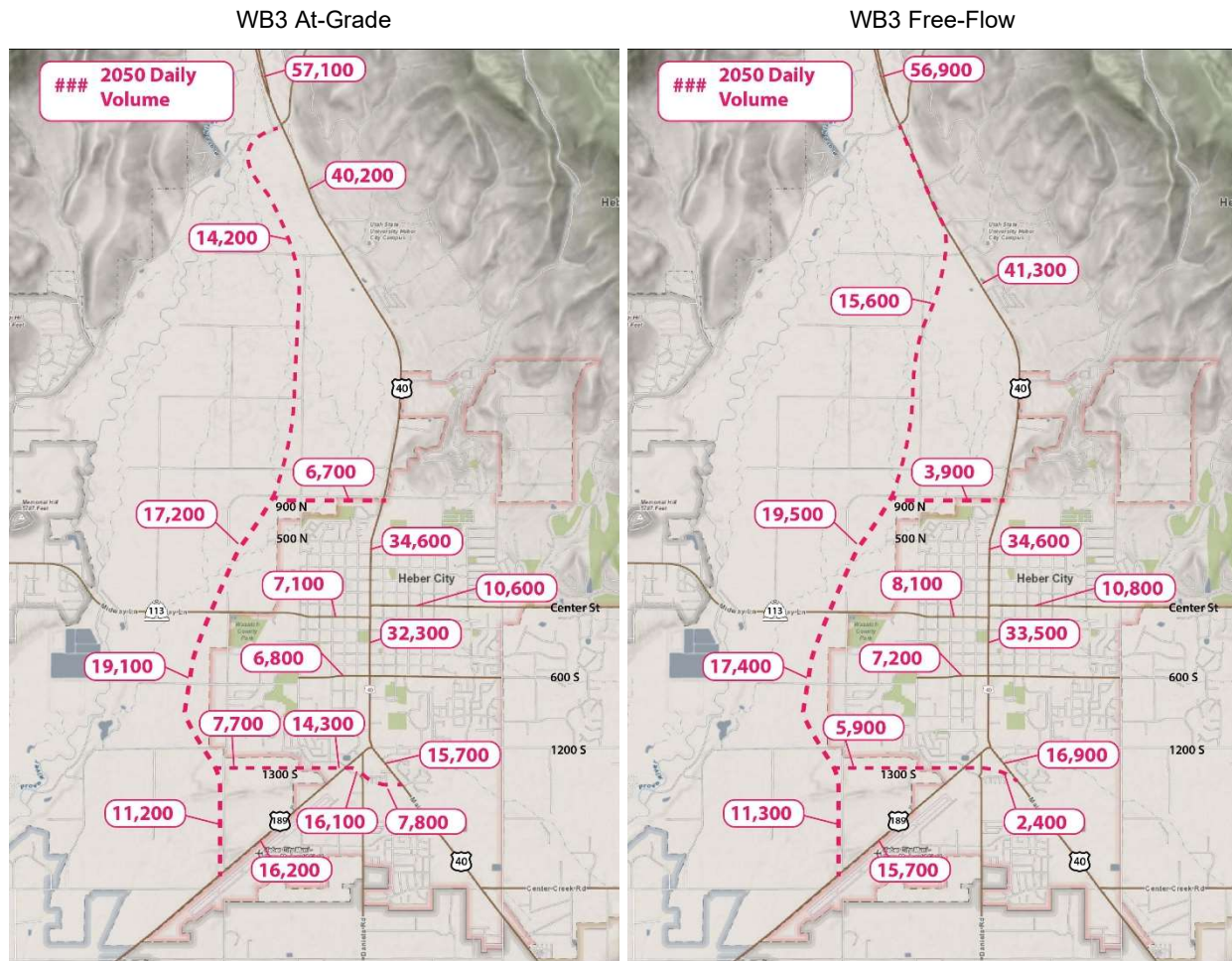


Figure 5. WB3 At-Grade and WB3 Free-Flow 2050 Volumes



## Traffic Operations Analysis

### Performance Measures

Traffic operations performance measures were crafted to support Level 1 Screening criteria. The performance measures consisted of four local mobility measures and one regional mobility measure for the PM peak hour. The four local mobility measures are:

1. Intersection Level of Service (LOS)
2. Regional Mobility Travel Time
3. Local Mobility Travel Time
4. Vehicle Queue Length
5. Arterial LOS

### INTERSECTION LOS

Intersection LOS is the measure of the overall operating conditions of an intersection. As defined by the Highway Capacity Manual (HCM), intersection LOS is described on an A through

F scale with LOS A indicating free-flow conditions with minimal delay and LOS F indicating intersection failure. Intersection LOS was measured using the node evaluation results for average vehicle delay from the VISSIM simulation model.

#### **REGIONAL MOBILITY TRAVEL TIME**

Regional mobility included the same travel time analysis for the four routes conducted for the preliminary screening:

1. SR-32 to US-189 at approximately 3000 South (via bypass)
2. SR-32 to US-189 at approximately 3000 South (via Main Street)
3. SR-32 to US-40 south of US-189 at approximately 1500 S (via bypass)
4. SR-32 to US-40 south of US-189 at approximately 1500 S (via Main Street)

Travel times were evaluated for 2050 PM peak and northbound travel times were included in addition to the southbound travel times evaluated in preliminary screening. Travel times on Heber Main Street were measured from VISSIM model outputs. As mentioned previously, traffic operations analysis outside of downtown Main Street is less complex than Main Street operations and, thus, analyzed with Synchro rather than VISSIM.

#### **LOCAL MOBILITY TRAVEL TIME**

The local travel time measure reflects southbound travel times along US-40 through downtown Heber City. To capture the effect of large queues extending north of Heber City for No Build conditions and some alternatives, travel times measurements began at SR-32 and ended at the US-189 intersection. As with the regional mobility travel time, travel times were measured from VISSIM model outputs for downtown Main Street and measured from Synchro for other areas.

The location of the signals evaluated between SR-32 and Heber City varied for each alternative. For at-grade alternatives, the signals were assumed to be located at the cross streets specified in 2008 UDOT/Wasatch County US-40 corridor agreement and its three subsequent amendments in 2018 and 2023 (University Avenue, Commons Boulevard, Coyote Canyon Parkway).

For WB1 Free-Flow, it was assumed that US-40 north of Heber City would feature grade-separated interchanges instead of signals. In order to achieve interchange spacing close to or greater than one mile, it was assumed there would only be three interchanges located at SR-32, College Way/Potter Lane and Coyote Canyon Parkway.

For WB3 Free-Flow, signals were assumed at College Way/Potter Lane, Commons Boulevard, and Coyote Canyon Parkway. The College Way/Potter Lane location was assumed instead of University Avenue because of the conflict with the bypass tie-in ramps.

#### **VEHICLE QUEUE LENGTH**

Vehicle queue lengths were obtained from the VISSIM microsimulation model for key movements in downtown Heber City. As observed for the No Build analysis, long southbound queues propagate from congestion in central Heber City and extend northward outside of town. Long southbound queues extending past 500 North are an indicator of downtown congestion. Likewise, long queues on eastbound SR-113 at Main Street are an indicator of congestion since

SR-113 is a major contributor to Main Street traffic. Queue lengths are reported as the 95<sup>th</sup> percentile queue. The 95<sup>th</sup> percentile queue lengths represent the queue length that only has a five percent probability of being exceeded during the PM peak hour.

#### **ARTERIAL LOS**

Similar to intersection LOS, arterial LOS is based on an A through F scale with thresholds according to the average speed of vehicles compared to the segment's free-flow speed or the posted speed limit. Using segment speeds from VISSIM, arterial LOS was calculated using HCM criteria. Arterial LOS was evaluated for the following segments:

1. US-40: From 500 North to 100 North
2. US-40: From 100 North to Center Street
3. US-40: From Center Street to 100 South
4. US-40: From 100 South to 600 South
5. US-40: From 600 South to US-189
6. US-40: South of US-189
7. US-189: Southwest of US-40

## **Results**

#### **RESULTS OVERVIEW**

Traffic operations analysis results reveal several patterns. First, as seen in the 2050 No Build analysis, the closely-spaced signals on Main Street at SR-113 and Center Street are one of the primary traffic flow bottlenecks. This congestion can spill out of downtown on US-40 to the north as evidenced by traffic performance metrics, such as the southbound queue lengths at 500 North and southbound travel times through downtown.

Second, there is a correlation between traffic volume reduction on Main Street and improved operations. There is also a correlation between traffic volume reductions on the primary east-west connections to Main Street and improved operations. Center Street and SR-113 are some of the primary contributors to traffic turning on and off Main Street. Volume reductions on these roadways are also associated with improved operations.

Third, bypass volumes are influenced by the quality of local access provided in south Heber City. Alternatives with more direct local access in south Heber City (WB1 At-Grade and WB3 At-Grade) experience more traffic on the bypass than their free-flow counterparts (WB1 Free-Flow and WB3 Free-Flow).

Fourth, all build alternatives provide faster regional travel times than the No Build conditions. The various bypass alignments allow vehicles to avoid delays from Main Street traffic signals. Free-flow alternatives provide the fastest regional travel times as vehicles traverse intersecting streets at interchanges rather than stopping at traffic signals.

The following is a detailed discussion of each build alternative followed by several summary tables of the performance measures.

**ALTERNATIVE WB1 AT-GRADE**

Alternative WB1 At-Grade operates with better performance than No Build conditions with no LOS E or LOS F intersections. The regional travel times are much shorter than No Build but are among the longest of the alternatives. Local travel time decreases to about 11 minutes and the southbound 95<sup>th</sup> percentile queue is reduced to about 1,100 feet. There are no LOS F arterial segments.

**ALTERNATIVE WB1 FREE-FLOW**

Alternative WB1 Free-Flow operates with no LOS F intersections and one LOS E intersection (US-189). The regional travel times are among of the shortest of the alternatives since vehicles do not need to stop at any traffic signals. Local travel time decreases to below 11 minutes and the southbound 95<sup>th</sup> percentile queue is reduced to about 1,150 feet. One arterial segment operates as LOS F (100 North to Center Street in the southbound direction). The segment is one block long and – with all alternatives – the average speed is near the threshold between LOS E and LOS F. As mentioned previously, LOS F on short segments of Main Street and areas with closely-spaced signals are not necessarily a cause for concern or a fatal flaw for an alternative. Even without congestion, vehicles on short segments have little opportunity to accelerate to higher speeds and qualify for a higher arterial LOS.

**ALTERNATIVE WB3 AT-GRADE**

Alternative WB3 At-Grade operates with no LOS F intersections and one LOS E intersection (Center Street). The regional travel times are all much shorter than No Build conditions. Local travel time decreases to below 11 minutes and southbound 95<sup>th</sup> percentile queues are about 1,300 feet. There are no LOS F arterial segments.

**ALTERNATIVE WB3 FREE-FLOW**

Alternative WB3 Free-Flow has no LOS F intersections and three LOS E intersections (500 N, Center St, US-189). The alternative features the fastest bypass regional travel times due to the more direct travel path and no need to stop at traffic signals. Local travel times decrease to about 11 minutes and the southbound 95<sup>th</sup> percentile queues are about 2,300 feet. Similar to WB1 Free-Flow, the short arterial segment between 100 North and Center Street operates at LOS F in the southbound direction and is not a fatal flaw for an alternative.

Table 5 presents the intersection LOS results on Main Street for No Build and the four build alternatives. Failing conditions (LOS F and V/C > 1.0) are colored in red text. Orange text indicates near failing conditions (LOS E and V/C > 0.9).

**Table 5. Intersection LOS**

LOS / Avg Delay (sec/veh)	Existing	No Build	WB1 At-Grade	WB1 Free-Flow	WB3 At-Grade	WB3 Free-Flow
500 N	B / 17	F / >100	D / 36	D / 37	D / 45	E / 77
Center St	C / 24	D / 39	D / 53	D / 54	E / 57	E / 65
100 S	C / 30	F / >100	C / 32	C / 32	D / 52	D / 41
600 S	B / 18	F / >100	D / 37	D / 53	D / 36	D / 42
US-189	C / 29	F / 100	D / 54	E / 58	D / 43	E / 59

Table 6 presents the regional mobility travel times for Existing, the No Build alternative and build alternatives. All build alternatives provide faster regional travel times than the No Build whether via the respective bypass or via Main Street. The bypass alignments allow vehicles to avoid delays from Main Street traffic signals.

Free-flow alternatives provide the fastest regional travel times. Free-flow alternatives have faster bypass travel times than at-grade counterparts in either the northbound or southbound direction. WB1 At-Grade has the slowest travel times because vehicles travel through more signalized intersections on US-40 north of Heber City than other alternatives.

**Table 6. Regional Travel Time**

Travel Time (M:SS)			Existing	No Build	WB1 At-Grade	WB1 Free-Flow	WB3 At-Grade	WB3 Free-Flow
SR-32 to US-189	SB	via Bypass	n/a	n/a	10:20	7:25	8:15	6:15
		via Main St	10:55	23:40	14:45	13:55	14:05	14:55
	NB	via Bypass	n/a	n/a	12:00	7:25	8:45	6:15
		via Main St	10:50	22:00	13:25	12:15	13:45	13:10
SR-32 to US-40	SB	via bypass	n/a	n/a	11:45	7:50	9:35	6:35
		via Main St	9:15	21:50	13:00	12:25	12:15	13:30
	NB	via Bypass	n/a	n/a	13:10	7:50	9:35	6:35
		via Main St	8:40	18:40	11:25	10:05	11:45	11:00

Table 7 summarizes the local travel time results along Main Street and for No Build and the four build alternatives. Red text indicates travel times that exceeded 12 minutes. Local mobility travel times greater than 12 minutes generally correlated with problematic conditions for other local mobility measures for respective alternatives, such as failing intersection LOS and unacceptable queue lengths on Main Street.

**Table 7. Local Travel Time**

	Existing	No Build	WB1 At-Grade	WB1 Free-Flow	WB3 At-Grade	WB3 Free-Flow
Travel Time (M:SS)	8:20	20:30	10:55	10:35	10:35	11:05

Table 8 presents the vehicle queue length results. As mentioned previously, long southbound queues extending past 500 North along North US-40 are an indicator of downtown congestion. All build alternatives improve queues compared to the No Build.

**Table 8. 95<sup>th</sup> Percentile Queue Lengths**

Queue Length (ft)	Existing	No Build	WB1 At-Grade	WB1 Free-Flow	WB3 At-Grade	WB3 Free-Flow
Southbound US-40 at 500 N	375	17,100	1,125	1,150	1,325	2,275
Southbound US-40 at Center St	750	>2,400	2,225	1,900	2,600	2,450
Southbound US-40 at 100 S	375	>400	400	>400	400	>400
Eastbound 100 S at US-40	125	>2,500	175	250	150	225

Table 9 presents the arterial LOS results on Main Street for No Build and the four build alternatives. Failing conditions (LOS F) are colored in red text and near-failing conditions (LOS E) are colored in orange. It should be noted that LOS F on short segments of Main Street and areas with closely-space signals is not necessarily a cause for concern. Even without congestion, vehicles on short segments have little opportunity to accelerate to higher speeds and qualify for a higher arterial LOS.

**Table 9. Arterial LOS on Main Street**

LOS / Avg Speed (mi/hr)	Existing	No Build	WB1 At-Grade	WB1 Free-Flow	WB3 At-Grade	WB3 Free-Flow
<b>Southbound</b>						
US-40: 500 N to 100 N	B / 26	F / 10	C / 21	C / 21	C / 21	C / 19
US-40: 100 N to Center St	11 / F	F / 9	E / 12	F / 11	E / 12	F / 10
US-40: Center St to 100 S	11 / F	E / 14	D / 16	E / 14	D / 16	E / 13
US-40: 100 S to 600 S	24 / B	D / 15	C / 20	D / 17	C / 20	C / 19
US-40: 600 S to US-189	25 / B	C / 22	C / 21	C / 23	B / 25	B / 23
US-40: S. of US-189	36 / A	A / 36	A / 36	A / 36	A / 37	A / 36
US-189: SW of US-40	32 / B	C / 26	C / 28	C / 29	C / 28	C / 28
<b>Northbound</b>						
US-189: SW of US-40	22 / C	E / 14	E / 15	E / 16	E / 15	D / 16
US-40: S. of US-189	23 / C	E / 14	D / 19	D / 20	D / 20	D / 19
US-40: US-189 to 600 S	30 / A	B / 24	B / 25	B / 25	B / 27	B / 26
US-40: 600 S to 100 S	22 / C	E / 13	C / 18	C / 18	D / 16	D / 18
US-40: 100 S to Center St	10 / F	E / 12	D / 14	D / 15	E / 11	E / 14
US-40: Center St. to 100 N	27 / B	B / 25	B / 26	B / 26	B / 26	B / 26
US-40: 100 N to 500 N	23 / B	B / 26	B / 26	B / 27	B / 26	B / 26

## Safety Considerations

High-speed run-off-road crashes and head-on crashes are a concern on North US-40 as identified in the Mountainland Association of Governments Safety Action Plan (2024). UDOT is planning on a median barrier on North US-40 in response to this crash pattern. The free-flow alternatives will provide grade separation at major intersections which will help reduce high-speed collisions and will provide greater safety benefit than the at-grade alternatives.

## APPENDIX A – Alternative PM Peak Hour Turning Movement Volumes

Figure 6. Alternative WB1 At-Grade PM Peak Hour Intersection Volume – 1

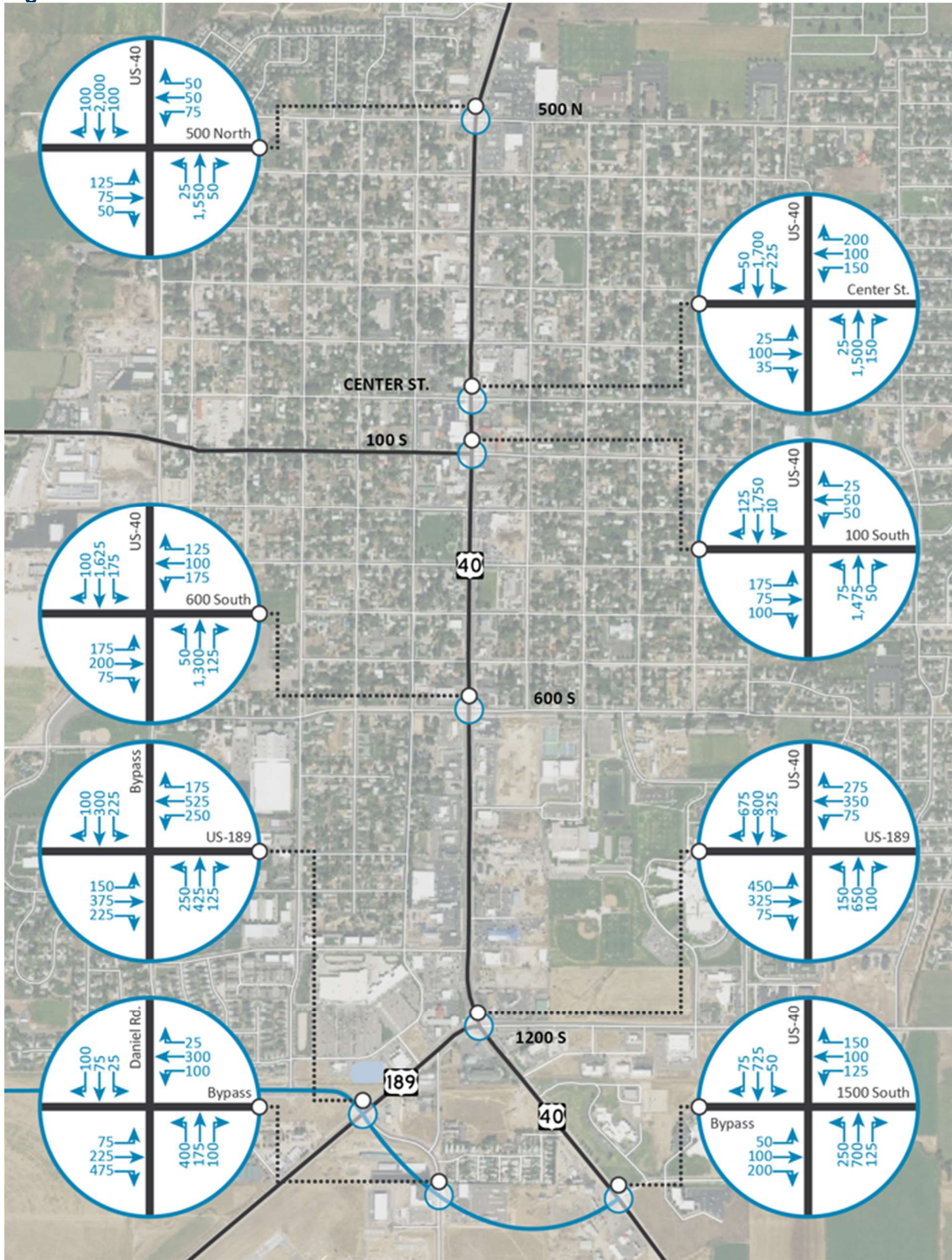
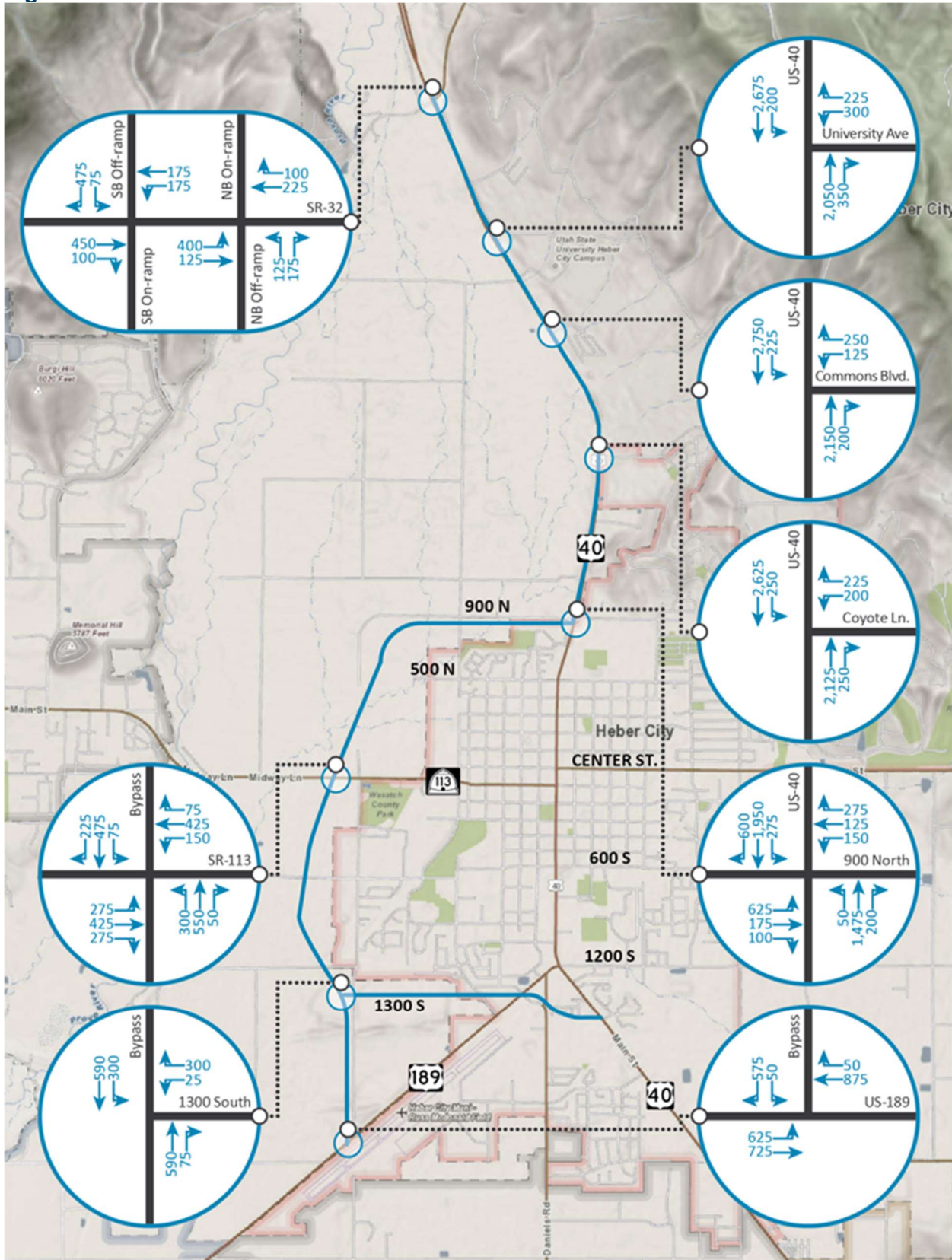


Figure 7. Alternative WB1 At-Grade PM Peak Hour Intersection Volume – 2



**Figure 8. Alternative WB1 Free-Flow PM Peak Hour Intersection Volume – 1**

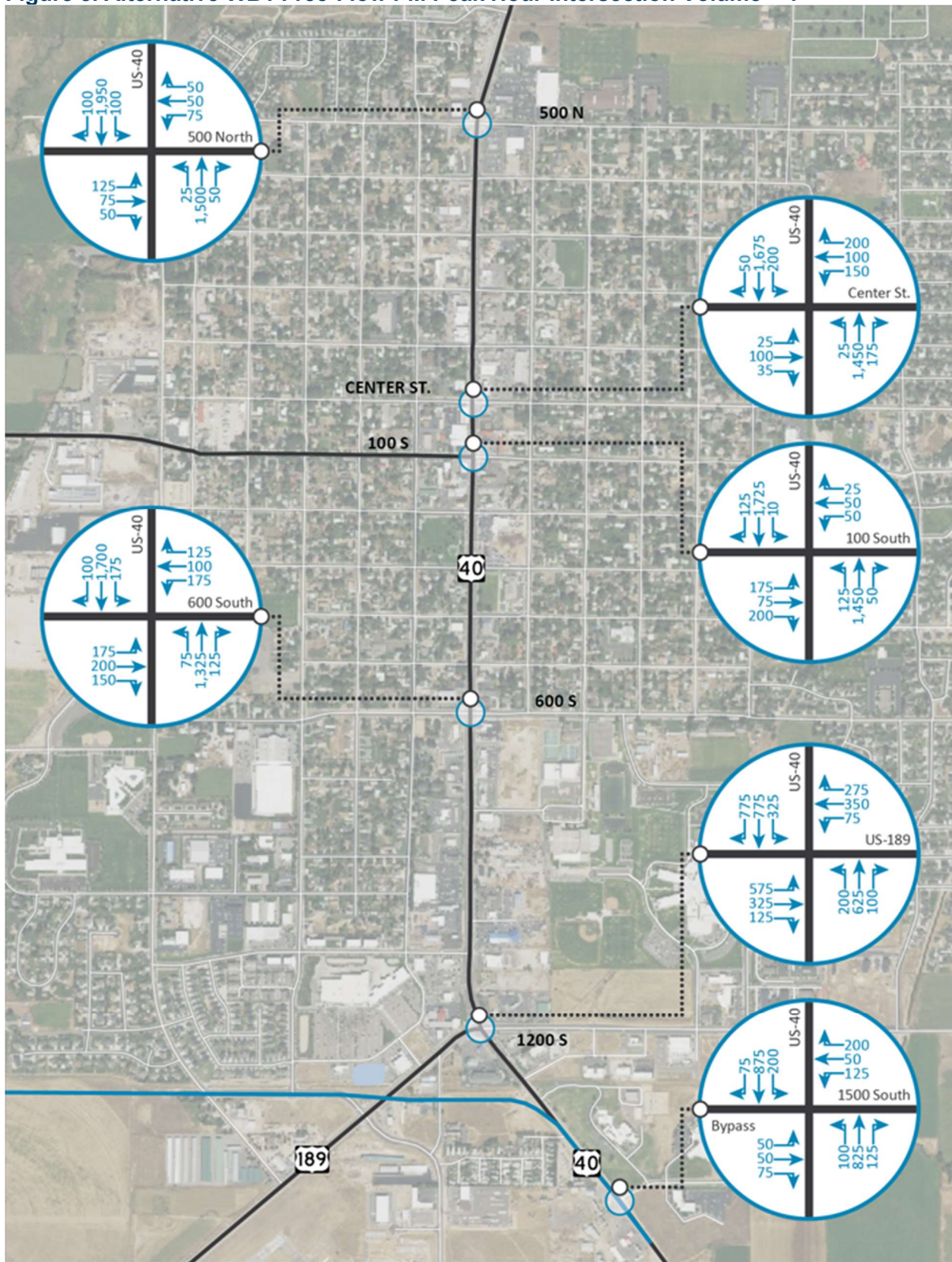


Figure 9. Alternative WB1 Free-Flow PM Peak Hour Intersection Volume – 2

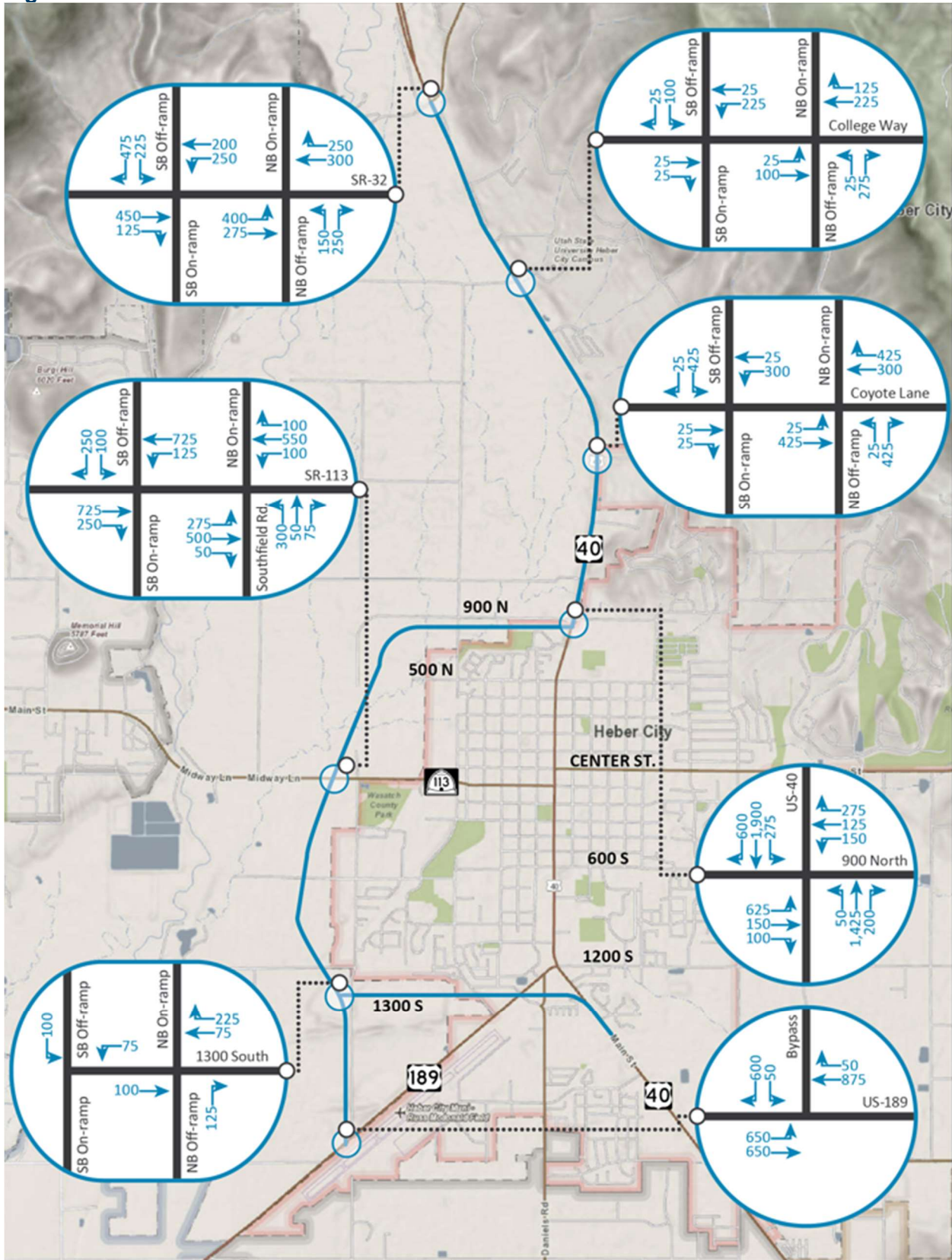


Figure 10. Alternative WB3 At-Grade PM Peak Hour Intersection Volume – 1

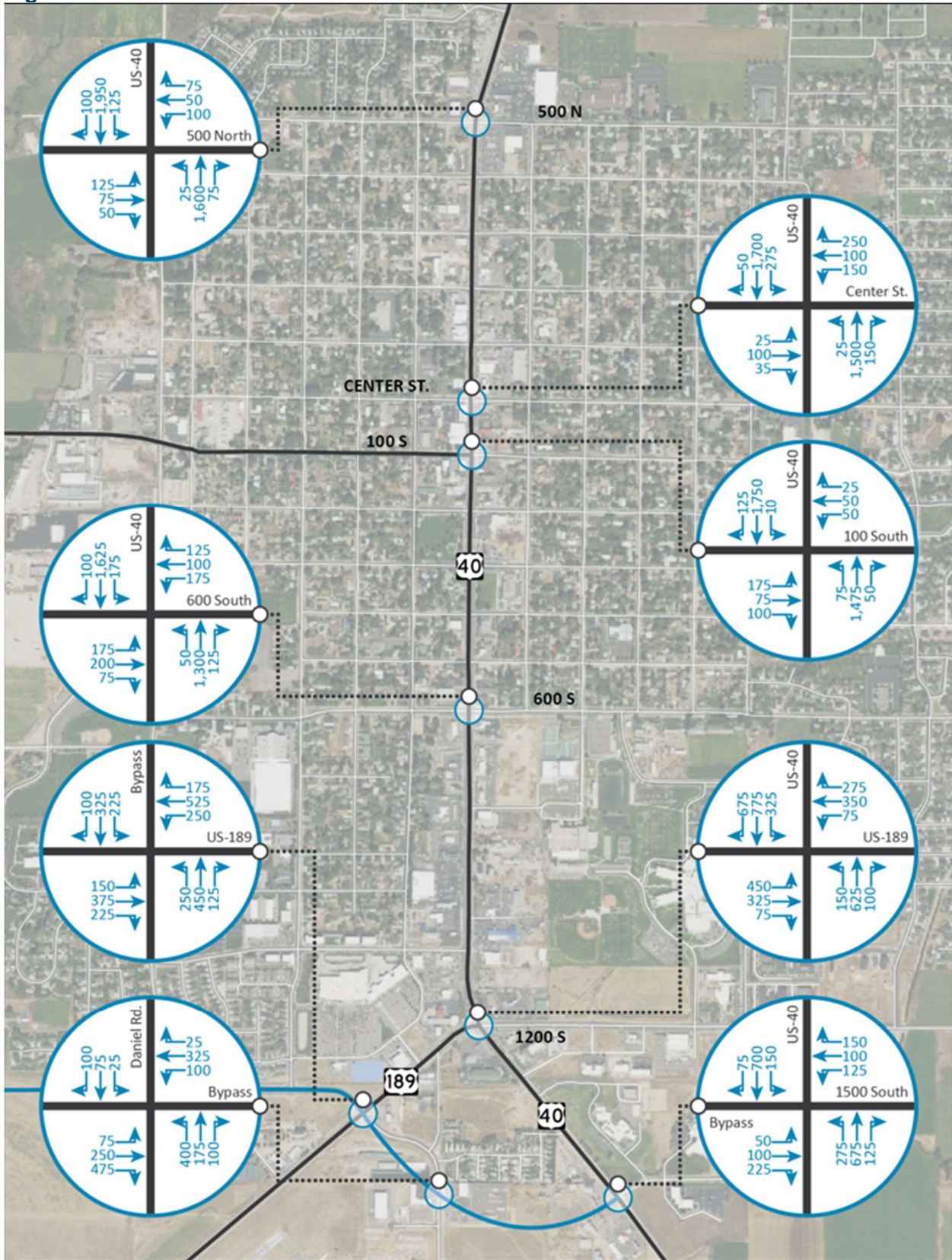


Figure 11. Alternative WB3 At-Grade PM Peak Hour Intersection Volume – 2

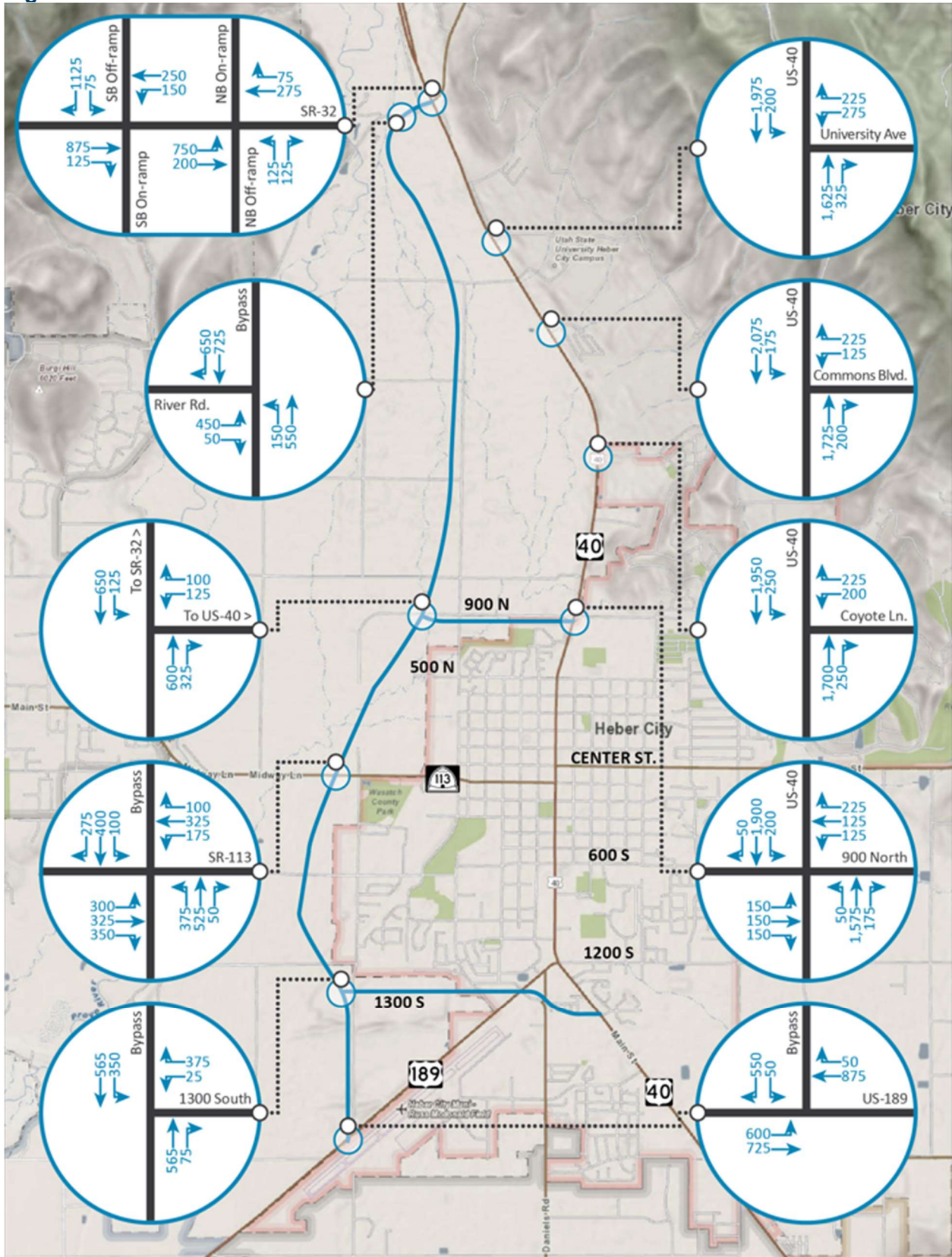


Figure 12. Alternative WB3 Free-Flow PM Peak Hour Intersection Volume – 1

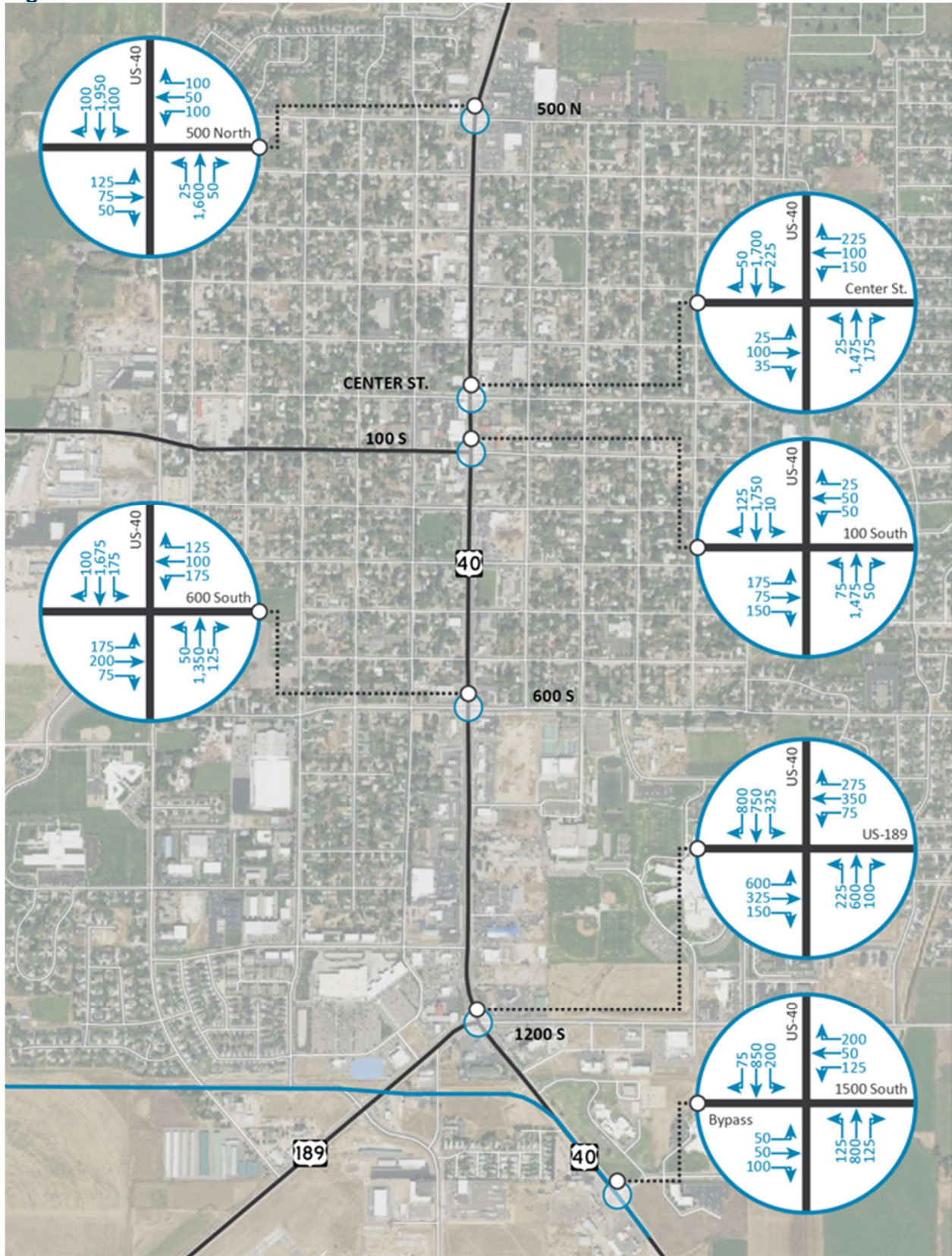
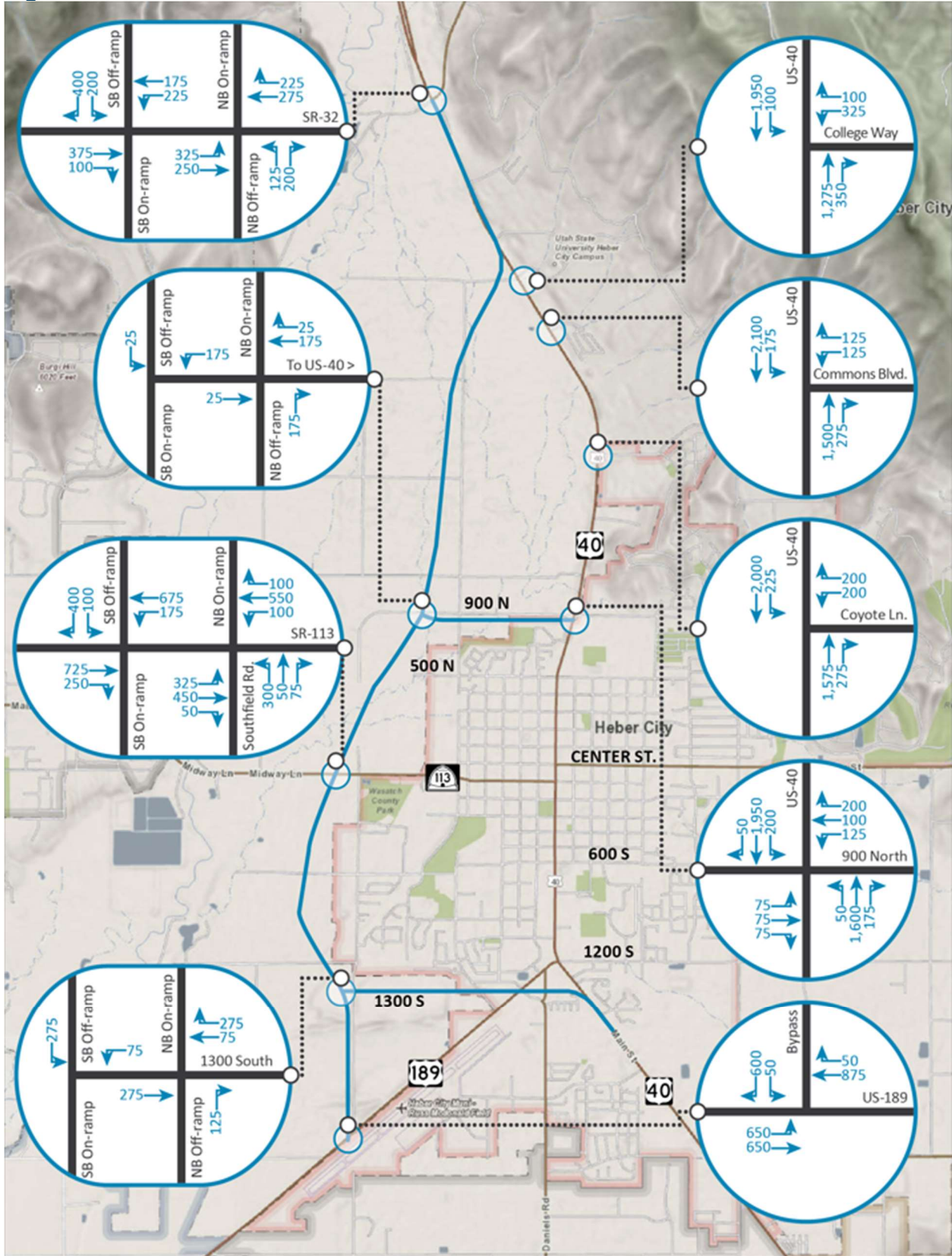
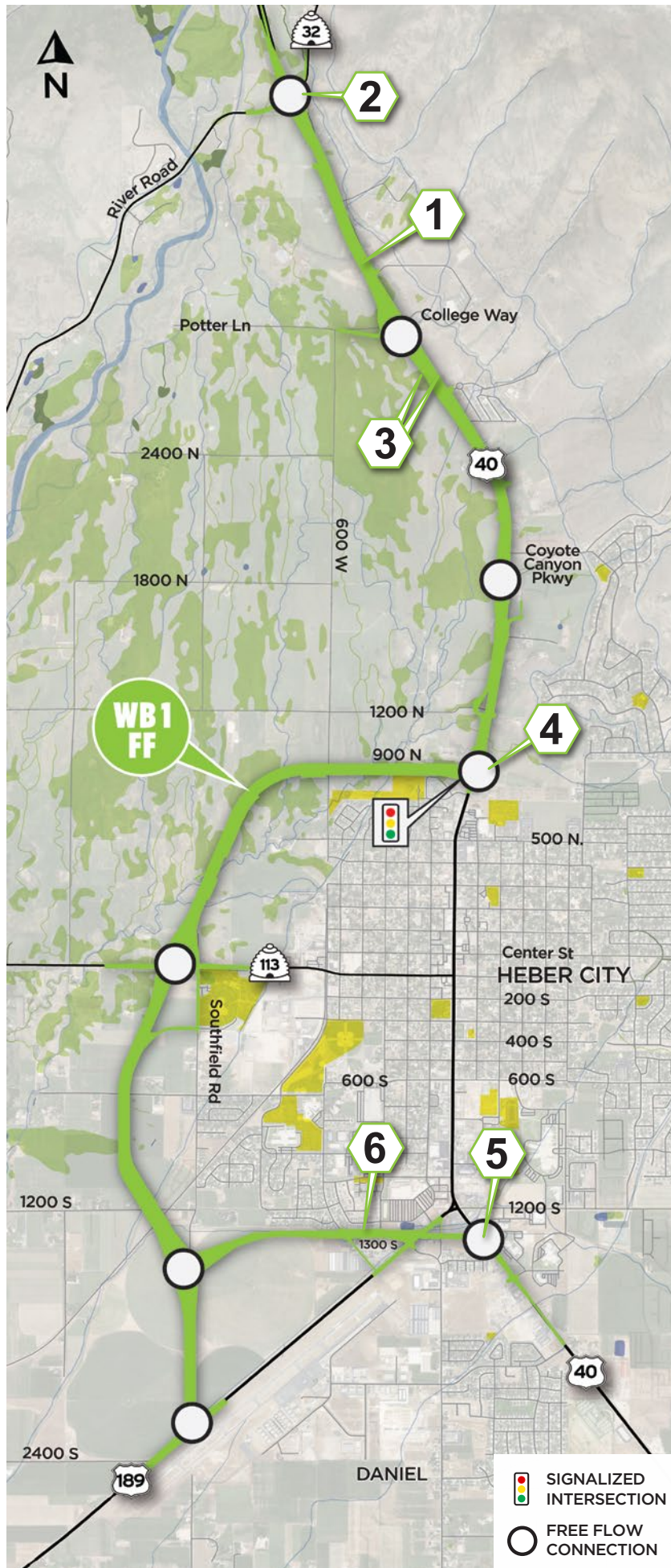


Figure 13. Alternative WB3 Free-Flow PM Peak Hour Intersection Volume – 2



# ALTERNATIVE A (ON US-40)

## Limited access and free-flow Intersections

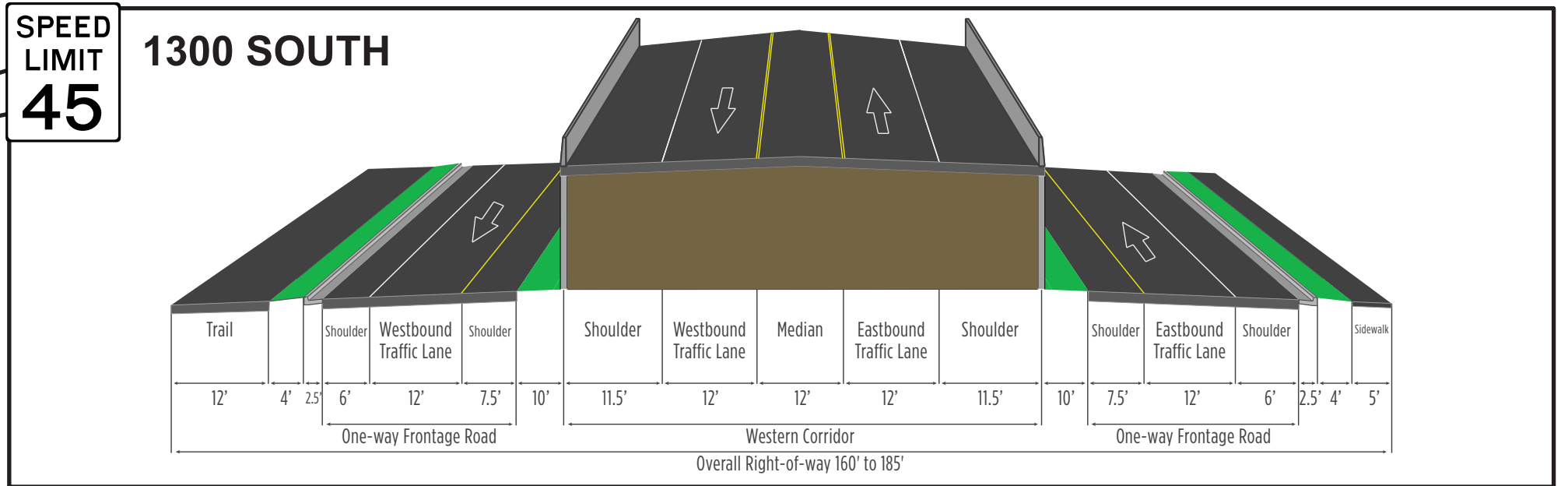
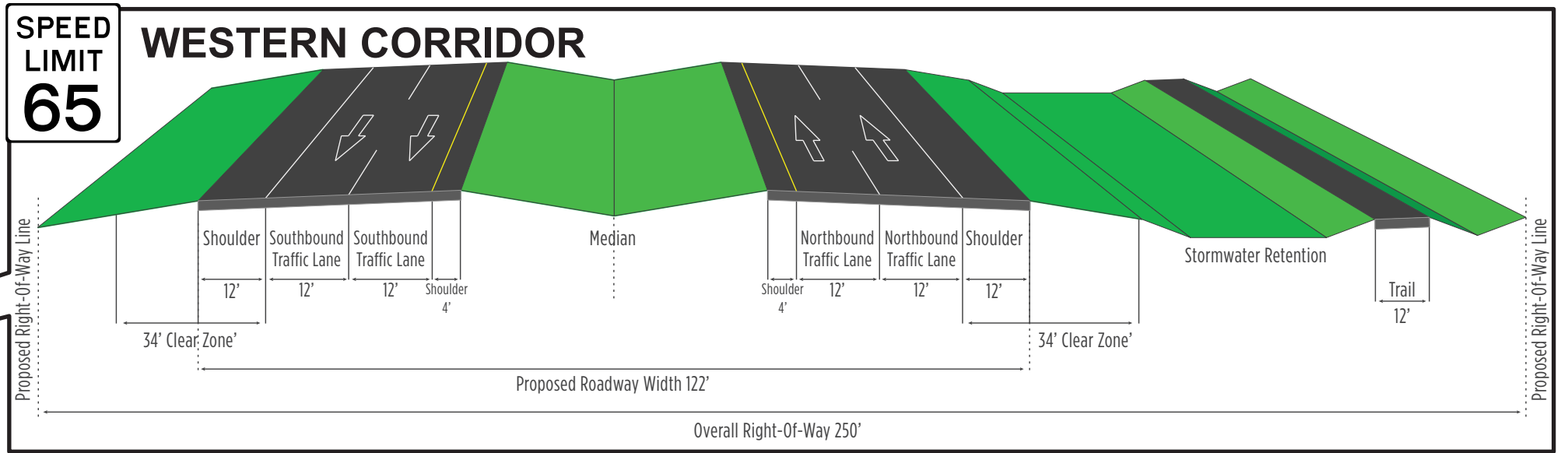
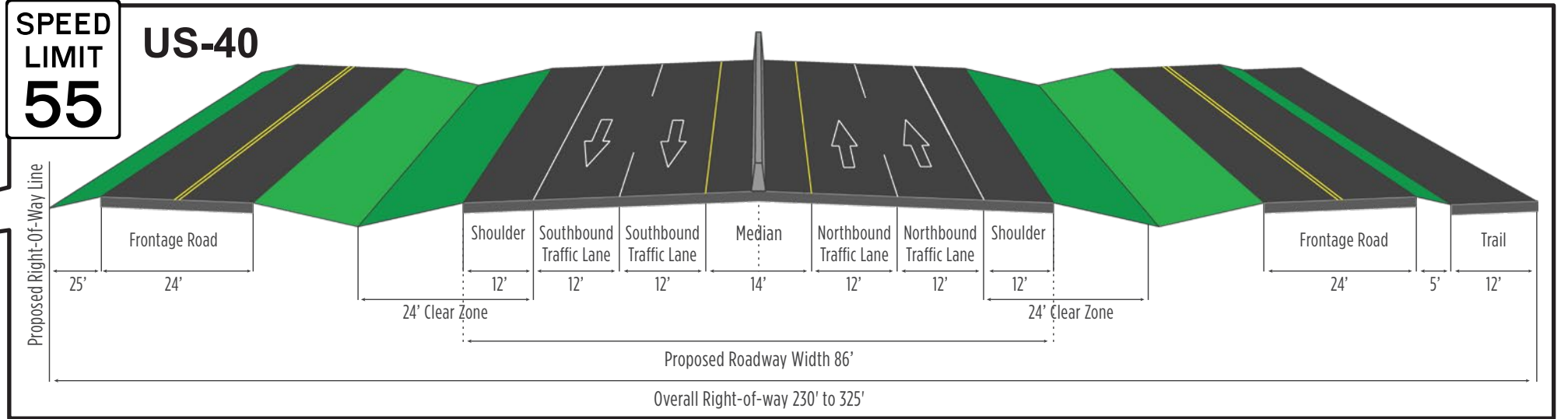
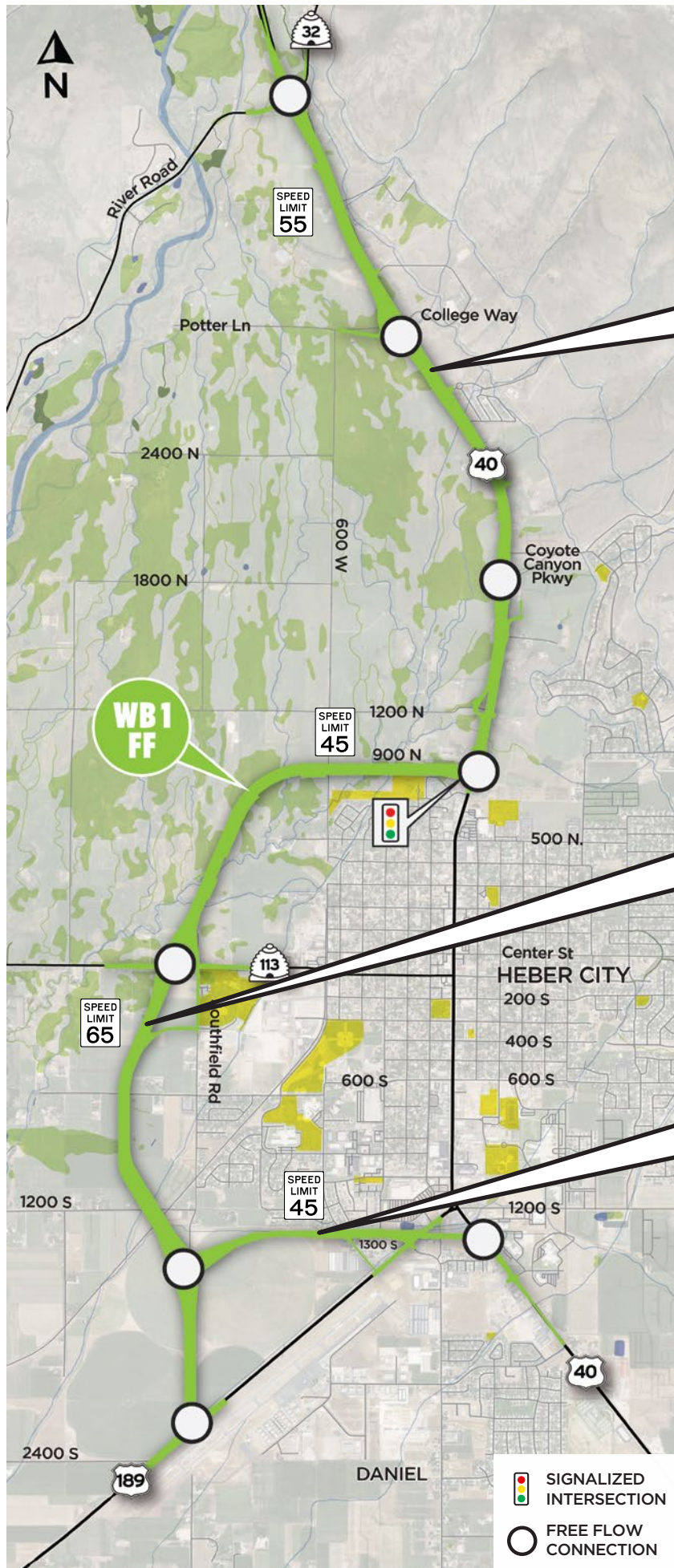


### Capacity and Other Refinements Made in 2025

Formerly Alternative WA1, revised for increased travel demand and safety

- 1** North US-40: 2 travel lanes in each direction
- 2** Connections symbolized with circles are “free-flow” and vehicles would not be required to stop
- 3** Partial frontage roads on north US-40 (between SR-32 and 900 North) to consolidate access to US-40 to interchanges
- 4** 900 North includes free-flow ramps to the bypass
- 5** Redesigned free-flow connection to 1300 South south of the hub intersection
- 6** 1300 South: through lanes cross over local roads; one way frontage roads at-grade to provide local access

ALTERNATIVE OR CONDITION	Level 1 Screening: Purpose & Need					Level 2 Screening: Key Resources					Cost (millions)		
	Local Mobility <i>PM peak hour operations (5-6pm) on Heber City Main Street SR-32 to US-189</i>					Regional Mobility <i>SR-32 to US-189</i>			Impacts				
	Number of Intersections at LOS F	Local Travel Time on US-40 (m:s)	Southbound Queue Length at 500 North (feet)	Southbound Segments with LOS F	Meets Heber City Vision <i>Impacts to downtown valued places/historic buildings</i>	Regional Travel Time on western corridor (m:s)	Regional Travel Time on Main St	Conflict Points <i>Intersections, cross streets, driveways</i>	Waters of the US (acres) <i>Canals, ditches, perennial streams, wetlands</i>	Section 4(f) Resources <i>-Historic structures -Archaeological sites</i>		Potential Property Acquisitions	
US-40 Existing Conditions (2019)	0	8:20	375	2	No	-	10:55	144	-	-	-	-	
US-40 No-Action (2050)	4	20:30	17,100	2	No	-	23:40	152-157	-	-	-	-	
<b>WB1 FF</b>	<b>West bypass – limited access and free-flow intersections</b>	0	10:35	1,150	1	Yes	7:25	13:55	1	22.3	5 3.36 acres	22	\$590.4M



# ALTERNATIVE B (OFF US-40)

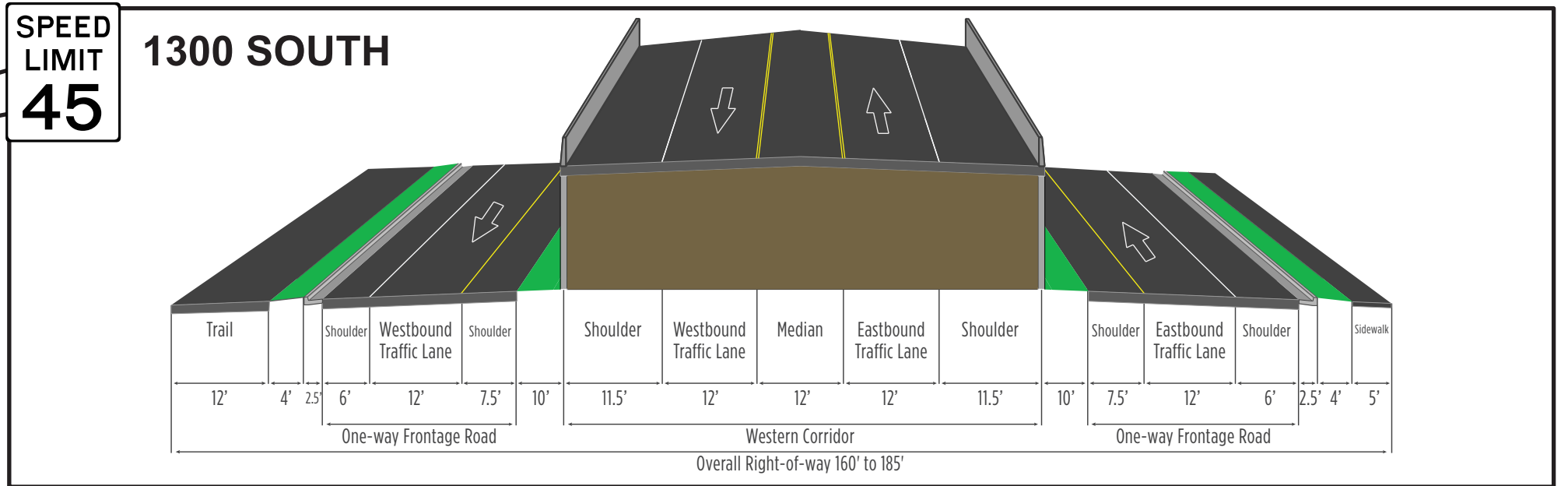
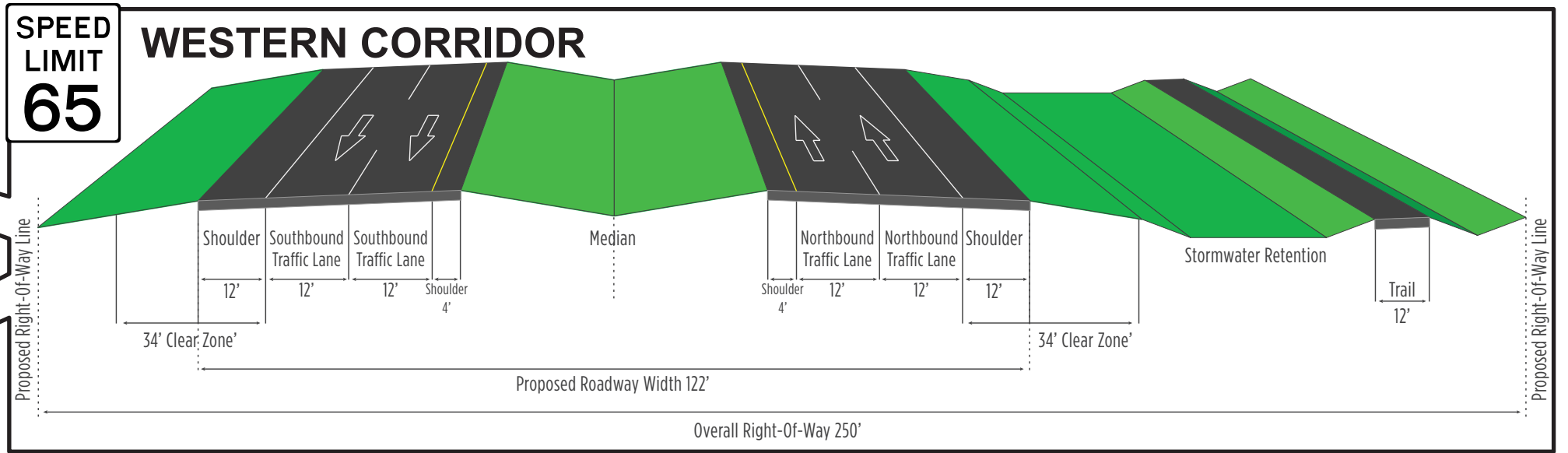
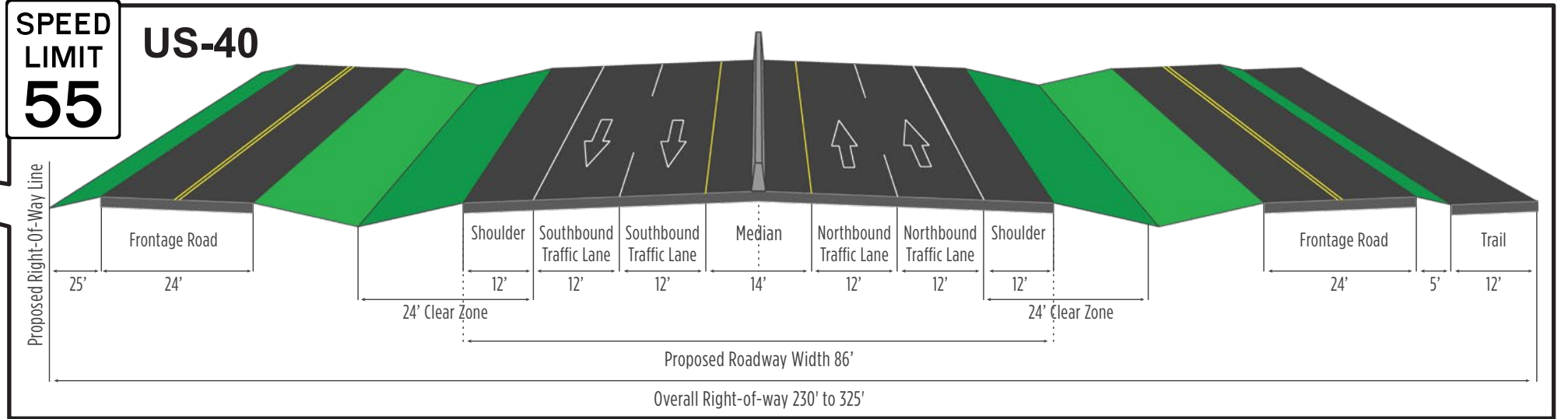
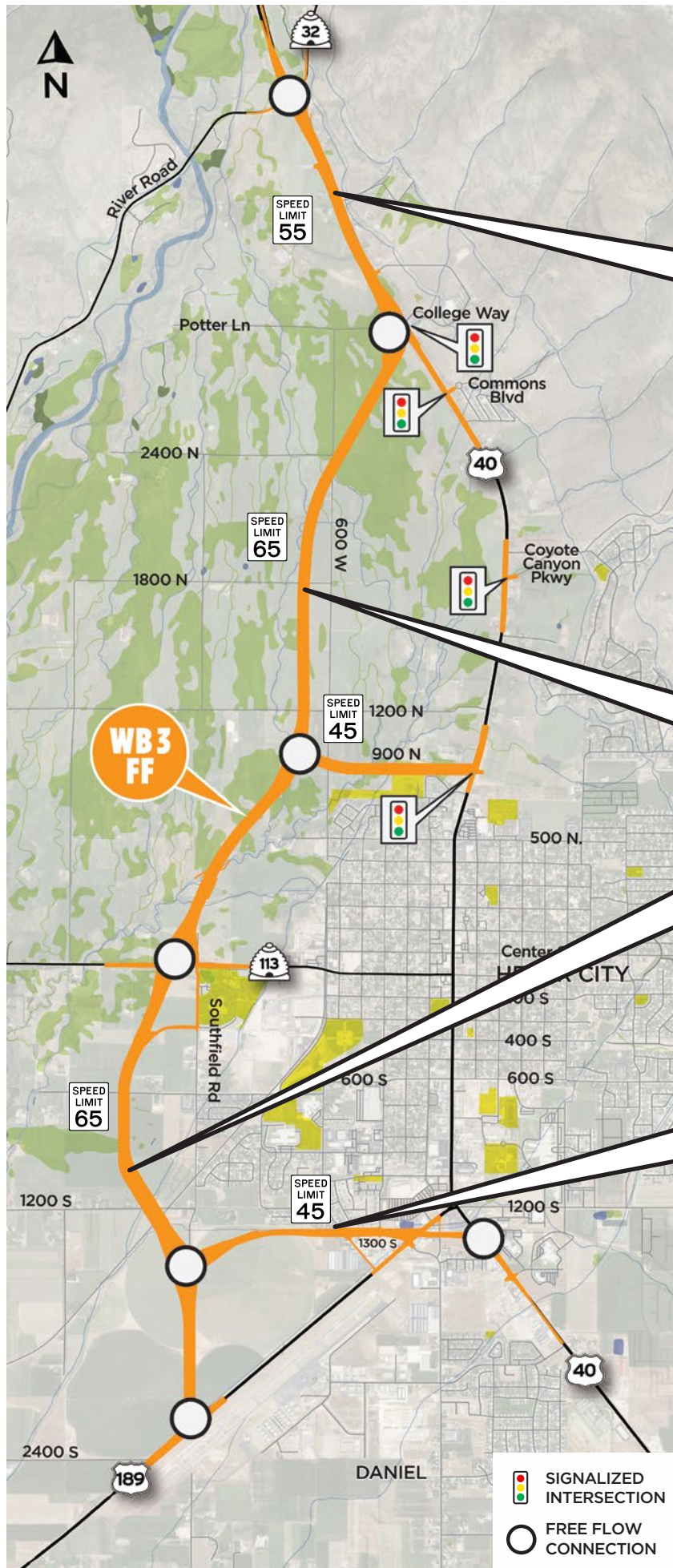
Limited access and free-flow intersections with northern extension



## Capacity and Other Refinements Made in 2025

- 1 North US-40: 2 travel lanes in each direction
- 2 Between Potter Lane and 900 North: At-grade signalized intersections
- 3 North fields extension starts near Potter Lane
- 4 Connections symbolized with circles are “free-flow” and vehicles would not be required to stop
- 5 Partial frontage roads on north US-40 (between SR-32 and Potter Lane) to consolidate access to US-40
- 6 Redesigned free-flow connection to 1300 South, south of the hub intersection
- 7 1300 South: through lanes cross over local roads; one way frontage roads at-grade to provide local access

ALTERNATIVE OR CONDITION	Level 1 Screening: Purpose & Need					Level 2 Screening: Key Resources					Cost (millions)			
	Local Mobility <i>PM peak hour operations (5-6pm) on Heber City Main Street SR-32 to US-189</i>					Regional Mobility <i>SR-32 to US-189</i>			Impacts					
	Number of Intersections at LOS F	Local Travel Time on US-40 (m:s)	Southbound Queue Length at 500 North (feet)	Southbound Segments with LOS F	Meets Heber City Vision <i>Impacts to downtown valued places/historic buildings</i>	Regional Travel Time on Bypass (m:s)	Regional Travel Time on Main St	Conflict Points <i>Intersections, cross streets, driveways</i>	Waters of the US (acres) <i>Canals, ditches, perennial streams, wetlands</i>	Section 4(f) Resources <i>-Historic structures -Archaeological sites</i>		Potential Property Acquisitions		
US-40 Existing Conditions (2019)	0	8:20	375	2	No	-	10:55	144	-	-	-	-		
US-40 No-Action (2050)	4	20:30	17,100	2	No	-	23:40	152-157	-	-	-	-		
<b>WB3 FF</b>	<b>West bypass – limited access and free-flow intersections with northern extension</b>		0	11:05	2,275	1	Yes	6:15	14:55	1	51.2	1 4.62 acres	10	\$583.9M





# Heber City Council Staff Report

**MEETING DATE:** 4/15/2025  
**SUBJECT:** Central Heber Water and Sewer Line Replacement Project  
**RESPONSIBLE:** Russ Funk  
**DEPARTMENT:** Engineering  
**STRATEGIC RELEVANCE:**

---

## SUMMARY

## RECOMMENDATION

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## BACKGROUND

## DISCUSSION

## FISCAL IMPACT

## CONCLUSION

## ALTERNATIVES

1. Approve as proposed
2. Approve as amended

- 3. Continue
  - 4. Deny
- 

## POTENTIAL MOTIONS

### Alternative 1 - Approval - Staff Recommended Option

I move to **approve** the **item** as presented, with the findings and conditions as presented in the conclusion above.

### Alternative 2 - Approve as Amended

I move to **approve** the **item** as amended, as follows.

### Alternative 3 - Continue

I move to **continue** the **item** to another meeting on [DATE], with direction to the applicant and/or Staff on information and / or changes needed to render a decision, as follows:

### Alternative 4 - Denial

I move to **deny** the **item** with the following findings.

---

## ACCOUNTABILITY

**Department:** Engineering  
**Staff member:** Russ Funk, City Engineer

---

## EXHIBITS

None

RESOLUTION #2025-05

RESOLUTION FINDING HAZARDOUS ENVIRONMENTAL CONDITIONS AND RESTRICTION OF FIREWORKS WITHIN ALL/DESIGNATED PORTIONS OF Heber City.

WHEREAS, Utah Code §53-7-225, prohibits the discharge of Class C common state approved explosives (fireworks) except around certain holidays including beginning on July 2 and ending on July 5, and beginning on July 22 and ending on July 25;

WHEREAS, Utah Code § 15A-5-202.5(1)(b) allows municipalities to “close a defined area to the discharge of fireworks due to a historical hazardous environmental condition” if the “historical hazardous environmental condition has existed in the defined area before July 1 of at least two of the preceding five years;”

WHEREAS, the Heber City finds that existing hazardous environmental conditions have existed within the designated Wildland Urban Interface Area before July 1 of at least two of the preceding five years;

WHEREAS, the Heber City finds that the designated Wildland Urban Interface Area, contains innumerable mountainous, brush-covered, forest covered, and dry grass-covered areas which historically and, for at least two of the preceding five years before July 1st, are in an extremely flammable condition;

WHEREAS, if existing or historical hazardous environmental conditions exist within the boundaries of the designated Wildland Urban Interface Area , Utah Code §15A-5-202.5 allows the Council to prohibit the ignition and use of fireworks while these conditions exist in the following areas: (1) mountainous, brush- covered, forest covered, or dry grass-covered areas; (2) within 200 feet of waterways, trails, canyons, washes, ravines, or similar areas; (3) wildland urban interface area, which means the line, area, or zone where structures or other human development meet or intermingle with undeveloped wildland or land being used for an agricultural purpose; or (4) a limited area outside the hazardous areas;

WHEREAS, the Council finds that the Wildland Urban Interface consists of the above listed hazardous areas and a map is attached hereto as Exhibit A;

NOW, THEREFORE, BE IT ORDAINED BY THE Heber City Council OF, UTAH, THAT:

SECTION I: Pursuant to the provisions of Utah Code Ann. 15A-5-202.5, and based on the findings as noted above, the use of fireworks/pyrotechnics are hereby restricted in all areas of Heber City as shown in the attached map in Exhibit A.

Section II: Effective Date. This resolution shall be effective upon receipt of the attached map (Exhibit A) by Wasatch County and publication of the Resolution by the Heber City Recorder.

PASSED AND APPROVED by the Heber City Council, Utah, this 15<sup>th</sup> day of April in the year 2025.

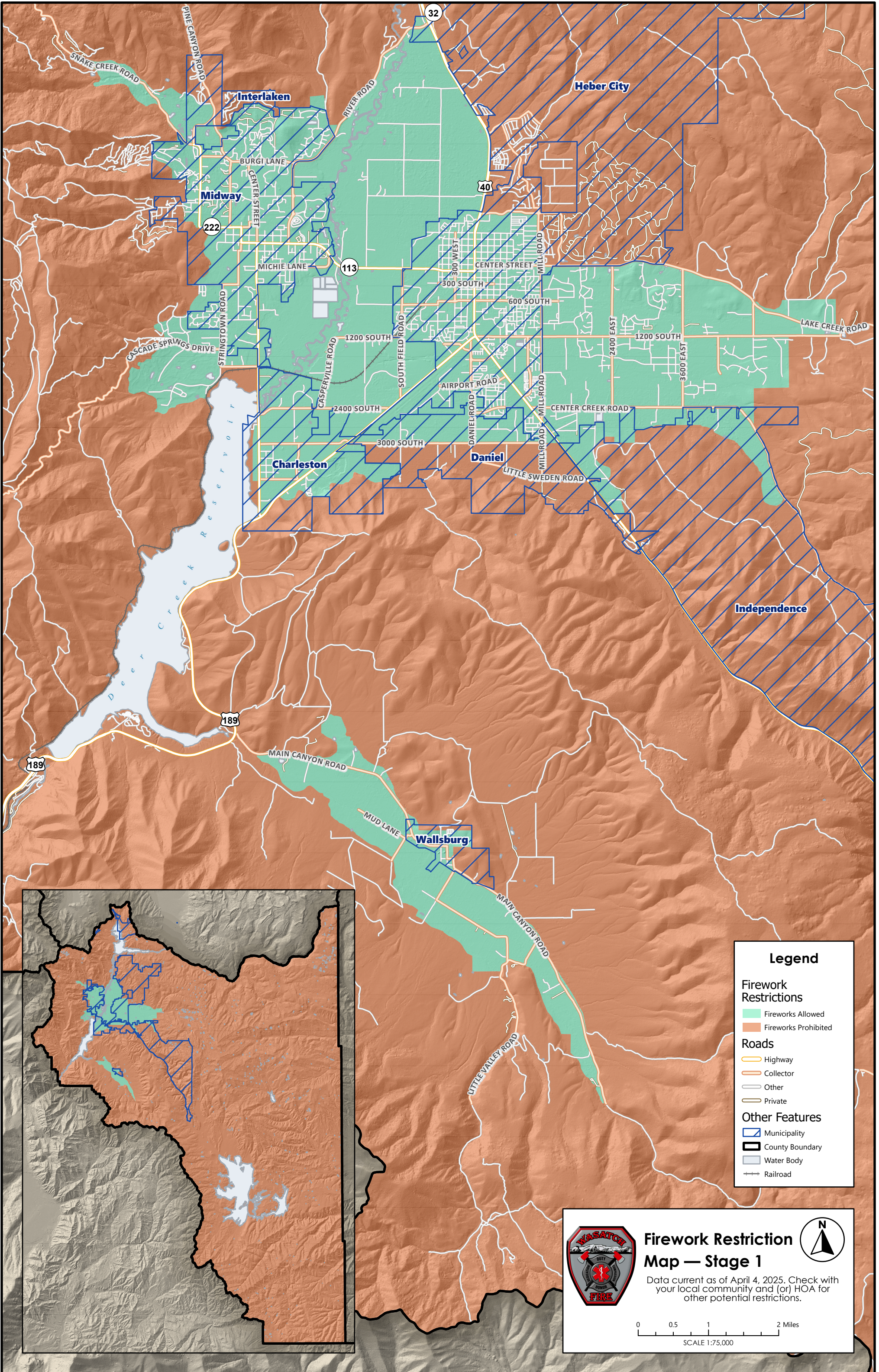
	AYE	NAY	ABSENT	ABSTAIN
Yvonne M. Barney	_____	_____	_____	_____
Aaron Cheatwood	_____	_____	_____	_____
Mike Johnston	_____	_____	_____	_____
Sid Ostergaard	_____	_____	_____	_____
D. Scott Phillips	_____	_____	_____	_____

\_\_\_\_\_  
Heidi Franco, Mayor

ATTEST:

\_\_\_\_\_  
Recorder

Exhibit A: Map of Restricted Areas Stage 1



**Legend**

**Firework Restrictions**

- Fireworks Allowed
- Fireworks Prohibited

**Roads**

- Highway
- Collector
- Other
- Private

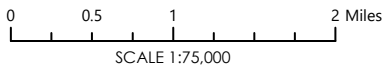
**Other Features**

- Municipality
- County Boundary
- Water Body
- Railroad



**Firework Restriction Map — Stage 1**

Data current as of April 4, 2025. Check with your local community and (or) HOA for other potential restrictions.





# Heber City Council Staff Report

**MEETING DATE:** 4/15/2025  
**SUBJECT:** Heber City Sponsorship - Wasatch Back Economic Summit  
**RESPONSIBLE:** Dallin Koecher  
**DEPARTMENT:** Administrative  
**STRATEGIC RELEVANCE:**

---

## SUMMARY

I'd like to invite Heber City to continue their ongoing partnership with the Wasatch Back Economic Summit on May 13 as a Presenting Sponsor. This year the Summit is being moved to its permanent home at Grand Hyatt Deer Valley. A variety of topics and speakers will present information on macro demographics trends, local, state, and national economic trends, transportation, housing, workforce development, and more. The day will end with a regional mixer. This has become a hallmark event for the Wasatch Back and has helped unite our communities as we hone in on issues that face Summit and Wasatch Counties. I'm requesting Heber City consider a Presenting Sponsorship in the amount of \$5,000.

## RECOMMENDATION

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## BACKGROUND

## DISCUSSION

## FISCAL IMPACT

## CONCLUSION

### ALTERNATIVES

1. Approve as proposed
  2. Approve as amended
  3. Continue
  4. Deny
- 

### POTENTIAL MOTIONS

#### Alternative 1 - Approval - Staff Recommended Option

I move to **approve** the **item** as presented, with the findings and conditions as presented in the conclusion above.

#### Alternative 2 - Approve as Amended

I move to **approve** the **item** as amended, as follows.

#### Alternative 3 - Continue

I move to **continue** the **item** to another meeting on [DATE], with direction to the applicant and/or Staff on information and / or changes needed to render a decision, as follows:

#### Alternative 4 - Denial

I move to **deny** the **item** with the following findings.

---

### ACCOUNTABILITY

**Department:** Administrative

**Staff member:**

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### EXHIBITS

None



# Heber City Council Staff Report

<b>MEETING DATE:</b>	4/15/2025
<b>SUBJECT:</b>	Resolution 2025-04 to Implement Ranked Choice Voting (RCV) for the 2025 Municipal Election in Heber City and Preliminary Survey Results
<b>RESPONSIBLE:</b>	Ryan Bunnell, PIO, Trina Cooke
<b>DEPARTMENT:</b>	Recorder
<b>STRATEGIC RELEVANCE:</b>	Necessary Administrative Item

## SUMMARY

Heber City has utilized Rank Choice Voting (RCV) for the past two election cycles ('21 and '23). The state requires local governments to determine whether they wish to utilize RCV for the forthcoming election cycle prior to May 1, 2025, and notify the Lt. Governor's office. Under RCV, voters rank candidates from first to last place on a ballot. The first-place votes are tabulated and if a candidate gets a majority (over 50% of the vote), they are the winner. If not, the candidate in last place is eliminated and those ballots are redistributed to the second place choice. That process continues until a candidate receives a majority vote.

## RECOMMENDATION

Staff recommends that the City Council vote on whether to continue using the Ranked Choice Voting method for the 2025 Municipal Election.

## BACKGROUND

Heber City successfully participated in the state's Ranked Choice Voting (RCV) pilot program in the 2021 and 2023 Municipal Elections. The implementation of RCV was intended to improve voter engagement, eliminate the need for primary elections, and ensure majority support for elected candidates.

## DISCUSSION

With the 2025 Municipal Election approaching, the Heber City Council must decide whether to continue using the RCV method. Key considerations include:

- **Voter Experience:** Past elections demonstrated that residents adapted well to RCV, with minimal confusion and support for the system.
- **Administrative Efficiency:** The City Recorder's office and election officials have successfully managed RCV elections with no major complications.
- **Cost Savings:** The elimination of primary elections has resulted in financial savings for the city.
- **State Program Participation:** The state's pilot program currently remains available, providing continued support and resources for RCV implementation.

## FISCAL IMPACT

The cost to Heber City for the 2023 Municipal Election was \$16,287.00. By removing the primary election, the cost was reduced by approximately 50%.

## CONCLUSION

If the Council chooses to proceed with RCV, necessary administrative preparations and public education efforts should begin promptly to ensure another smooth election process.

## ALTERNATIVES

1. Approve as proposed
2. Approve as amended
3. Continue
4. Deny

---

## POTENTIAL MOTIONS

### Alternative 1 - Approval - Staff Recommended Option

I move to **approve** Resolution 2025-03 Adopting Ranked Choice Voting for the 2025 Heber City Municipal Election as presented, with the findings and conditions as presented in the conclusion above.

### Alternative 2 - Approve as Amended

I move to **approve** **the item** as amended, as follows.

### Alternative 3 - Continue

I move to **continue** the **item** to another meeting on [DATE], with direction to the applicant and/or Staff on information and / or changes needed to render a decision, as follows:

### Alternative 4 - Denial

I move to **deny** **the item** with the following findings.

## ACCOUNTABILITY

**Department:** Recorder  
**Staff member:** Ryan Bunnell  
PIO  
Trina Cooke, City Recorder

---

## EXHIBITS

1. Resolution 2025-04 RCV
2. RCV
3. 2023 Sample Ballot
4. RCV 2025 Senate Committee Response

**RESOLUTION NO. 2025-04**

**A RESOLUTION TO IMPLEMENT RANKED CHOICE VOTING  
FOR THE 2025 MUNICIPAL ELECTION**

WHEREAS, Heber City successfully implemented Ranked Choice Voting in the 2021 and the 2023 municipal elections, demonstrating its effectiveness and benefits for voters and candidates alike; and

WHEREAS, the Ranked Choice Voting ensures that winning candidates receive majority support by requiring that winners obtain more than 50% of the vote; and

WHEREAS, RCV prevents vote-splitting and allows voters to rank their preferences without fear of “wasting” their votes; and

WHEREAS, implementation of RCV has resulted in cost savings for municipal elections, streamlined campaign processes, and a more efficient election system;

NOW, THEREFORE, BE IT RESOLVED by the City Council of Heber City, Utah, that the Heber City Council reaffirms its commitment to Ranked Choice Voting.

This Resolution shall take effect immediately upon adoption and passage by the City Council.

**ADOPTED AND PASSED** by the City Council of Heber City, Utah, this \_\_\_\_ day of \_\_\_\_\_, 2025.

	AYE	NAY	ABSENT	ABSTAIN
Yvonne M. Barney	_____	_____	_____	_____
Aaron Cheatwood	_____	_____	_____	_____
Mike Johnston	_____	_____	_____	_____
Sid Ostergaard	_____	_____	_____	_____
D. Scott Phillips	_____	_____	_____	_____

**HEBER CITY**

\_\_\_\_\_  
Heidi Franco, Mayor

**ATTEST:**

\_\_\_\_\_  
Trina Cooke, City Recorder



Ranked Choice Voting is an election method where voters rank candidates in order of preference (first, second, third, etc.). If a candidate secures more than 50% of the first-choice votes, they win outright. If not, the candidate with the fewest votes is eliminated, and those votes are redistributed to each voter's next choice. This elimination and redistribution process continues until one candidate achieves a majority. Look at an example [here](#).

RCV has a long history in Utah. Nearly 20 years ago, it was adopted by both the Republican and Democratic parties for use at caucuses and conventions. This early adoption not only shortened convention days, since delegates and community members only needed to vote once, but also ensured that winning candidates had clear majorities. More recently, on March 13, 2018, Governor Gary Herbert signed legislation that allowed cities in Utah to use RCV in their elections. The overwhelming support for this bill reflects a strong bipartisan belief in its benefits.

RCV directly affects how our community elects leaders and can lead to a more democratic and efficient electoral process. It's a change that empowers voters and encourages candidates to appeal to a broader segment of the electorate.

#### **Utah Ranked Choice Voting**

<https://utahrcv.nationbuilder.com/>



11

100 Heber City NW

**OFFICIAL BALLOT  
FOR WASATCH COUNTY, UTAH  
NOVEMBER 21, 2023**

21

**CERTIFIED BY THE CLERK OF WASATCH COUNTY**

**INSTRUCTIONS TO VOTERS:** To vote for the candidate of your choice, fill in the oval ● next to the candidate's name. Use a black or blue ballpoint pen. If you tear, deface, or wrongly mark this ballot, contact the County Clerk's office. Completely fill in the oval. ●

40

**County Ballot Questions**

41

**Proposition #9 - EMS Sales Tax**

42

Shall Wasatch County, Utah be authorized to impose a 0.5% sales and use tax for the purpose of funding emergency medical services in Wasatch County?

43

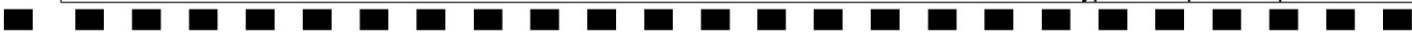
- FOR
- AGAINST

51

**TURN OVER TO CONTINUE VOTING**

100 Heber City NW

Typ:01 Seq:0001 Spl:01



100 Heber City NW

# OFFICIAL BALLOT FOR HEBER CITY, UTAH NOVEMBER 21, 2023

*Jrina W Cooke*

City Recorder

**INSTRUCTIONS TO VOTERS:** Completely fill in the ovals ● and rank as many or as few candidates as you would like. Do not vote for more than one candidate in each column. Use a black or blue ballpoint pen. If you tear, deface, or wrongly mark this ballot, contact the County Clerk's office.

**Heber City Council  
Four Year Term  
Rank in Order of Preference 1-11  
3 Council Seats Will be Filled**

	1st Preference	2nd Preference	3rd Preference	4th Preference	5th Preference	6th Preference	7th Preference	8th Preference	9th Preference	10th Preference	11th Preference
CASEY POWERS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
CHRISTEN THOMPSON	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
SID OSTERGAARD	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
JAMI HEWLETT	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
VAUGHN ERIC HOKANSON	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
DANNY HILL	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
NICK LOPEZ	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
PAUL ROYALL III	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
AARON CHEATWOOD	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
TORI E BROUGHTON	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
MIKE JOHNSTON	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**TURN OVER TO CONTINUE VOTING**

100 Heber City NW

Typ:01 Seq:0001 Spl:01

The State Senate Committee debate showed strong, statewide objections to compulsory voting in all RCV rounds, high levels of voter disenfranchisement by either not wanting to be forced to vote or being confused on the RCV ballots as shown in high amounts of under and overvotes, as well as ballot fatigue with lengthy ballots in only one election, and voters' being suspicious of RCV outcomes where the initial highest winners in the first rounds were actually *not* elected after all rounds were tabulated.

The debate also showed a lack of transparency where the 'ballot exhaustion' statistic is not shown in the City's final vote canvas. Ballot exhaustion is where voter's later round choices were eliminated in earlier rounds so those later round choices are not counted either. I'm not sure why the RCV tabulation software provided to the County does not also break out the 'ballot exhaustion' statistics for voters, but this missing statistic does not provide a clear understanding to voters on how the RCV ballots are counted. It seems the 'ballot exhaustion' statistics are combined into the 'under' and 'overvoting' statistics. This is concerning to voters and hasn't been addressed by the RCV proponents.

#### **On voter understanding and support:**

- Everywhere RCV is used, [surveys](#) show that voters like it and want to keep it – Utah voters included. According to the [Herbert Institute](#) at Utah Valley University's analysis of recent survey data:
  - In 2023, 94% of voters in Utah RCV cities were satisfied with the election method they used, up from 89% in 2021.
  - In 2023, 82% of voters said RCV was easy to use.
  - In 2023, 60% of Utah voters wanted to keep or expand RCV.

#### **On voter error:**

- All ballot types result in some voter error. Overall, research indicates that ballot error in RCV elections is very low and follows the same patterns as errors in non-RCV elections.
- RCV elections have comparable ballot error rates to those in non-RCV elections, according to studies from [2016](#), [2020](#), and [2021](#).
- The median rate of valid ballots in RCV elections is 99.8%. A median of [0.2%](#) are not valid.
- According to [professors](#) at Utah Valley University, “relatively few ballots in RCV elections contain an error, and even fewer ballots are rejected,” but “if RCV and single-choice

voting differ in terms of ballot error, that difference should be weighed against the fact that RCV makes more ballots count meaningfully.”

#### **On ballot exhaustion / compulsory rankings:**

- Exhausted ballots are any ballots that do not contribute to the outcome between the final two candidates. They constitute a small percentage of all ballots in RCV elections (6.5% in a dataset of 300+ RCV elections), most of which (4.8%) are due to voluntary abstention, meaning the voter chose not to rank a top candidate.
- **RCV puts the voter in control over how their ballot is counted. It respects a voter’s desire to rank candidates, or if they wish, to *abstain* from ranking at any point.** Both are legitimate expressions of their assessment of the candidates.
- Most importantly, RCV allows *more* ballots to count in the final outcome, not fewer. In a single-choice system, ballots cast for minor candidates are effectively “thrown out” because they do not contribute to the decision between the frontrunners. Similarly, two-round elections experience near universal [turnout disparities](#), meaning many voters do not have a say in who advances to and/or wins the second round. RCV, on the other hand, allows voters to designate their backup choices, increasing the chance that their vote will count in the tally between finalists. In fact, RCV causes an average of [17% more votes](#) to directly affect the outcome between candidates who actually have a chance at winning – equivalent to millions more voters casting a meaningful vote.
- So long as a system retains choice and requires a majority winner, that majority must be defined as a majority of voters who choose to participate.
- RCV results clearly indicate the number of exhausted (sometimes called “inactive”) ballots. See these examples from [Utah](#), [Salt Lake](#), and [Wasatch](#) counties. It appears the claim that RCV software does not break out the number of exhausted ballots could be about the [canvass report](#) for the 2023 Heber City municipal election. However, the canvass report provides a link to an [RCVIs](#) that clearly shows the number of exhausted ballots. In other words, RCV tabulation software does in fact provide ballot exhaustion statistics; it is up to local election administrators/clerks to choose a format for publishing the results, and therefore how accessible ballot exhaustion numbers should be. FairVote and the RCV Resource Center have [publicly released](#) the best practices for releasing RCV election results.

#### **On come-from-behind winners:**

- The candidate that leads in the first round usually wins under RCV. Occasionally, RCV features a “come-from-behind winner.” A “come-from-behind” winner is a candidate who did not have the most votes in the first round, but secured enough second, third, or other choice preferences to win in a later round. A “come-from-behind” winner is a natural feature of RCV that means it is working how it is supposed to, that is, rewarding candidates with broad support over those who can only win by small pluralities.
- (Note from Rachel): Not sure if it is worth getting into this level of detail, but I take it the complaint is about sequential RCV elections, where the person with the second most first choice votes sometimes doesn’t win the second seat. This is how/why sequential RCV is designed... because legislators at the time wanted the majority faction to decide

each seat, to my understanding. We could say there are other options for multi-winner RCV that the legislature might consider allowing that would make this less likely to happen (bottoms-up in particular, obviously).

**On ballot length/style/fatigue:**

- Best practices for RCV ballot design (easily accessible through the [Center for Civic Design](#), [FairVote](#), and the [RCV Resource Center](#)) are consistent with Election Assistance Commission guidelines. Depending on the ranking limit, multiple RCV contests can fit on the same page and be scanned at the same speed as non-RCV ballots.
- Utah uses RCV only for certain municipal elections, which occur in odd-numbered-years. As a result, when voters participate in an RCV election, it is often the only election on the ballot (except in years when both mayoral and city council elections are held, and voters might vote in two RCV elections).

# PI Exhibit

6" PI Line loop between 550 E and Heritage Farms Parkway. The line would follow directly behind the berm on the north side of Heritage Farms Parkway.

## Legend

PI Line

Optional Future Tie-in to existing irrigation main w/6" gate valve

Place double irrigation meter boxes at approx. extension of property lines adjacent to mainline.

6" C900 Irrigation Mainline just behind toe of berm 1300 LF

Optional Future Extension to loop irrigation line

Tie-in to existing irrigation stub w/6" gate valve



**HEBER CITY CORPORATION**

75 North Main Street  
 Heber City, UT 84032



PI Line For Heber City Lease Properties  
 Heritage Farms Parkway (Approx. 550 E - 820 E)

Date: 3/4/2025  
 By: KRT

No.	Description	Quantity	Units	Unit Price	Item Cost
1	Mobilization (5% construction total)	1	LS	\$ 3,400.00	\$ 3,400
2	Irrigation Main - 6" C900 Purple w/Bedding&Fittings	925	LF	\$ 50.00	\$ 46,250
3	Connect to Existing Main w/fittings	1	EA	\$ 1,440.00	\$ 1,440
4	Gate Valve - 6"	0	EA	\$ 2,160.00	\$ -
5	Service w/Box - Double	5	EA	\$ 4,200.00	\$ 21,000
6	Asphalt Road Cut and Replacement - 3" HMA, 8" UBC	0	SF	\$ 7.50	\$ -
7	Curb & Gutter 24" Repair	0	LF	\$ 50.00	\$ -
8	Sidewalk Repair - 4' x 6" over 6" base	0	LF	\$ 50.00	\$ -
	<b>Sub-Total</b>				\$ 72,090
	<b>Contingency</b>	10%			\$ 7,230
	<b>Total Construction</b>				\$ 79,320
	<b>INCIDENTALS</b>				
9	Funding & Administrative Services	0.0%	L.S.		\$ -
10	Civil Engineering Design	8.3%	L.S.		\$ 6,600
11	Engineering Construction Services	8.3%	Hourly		\$ 6,600
	<b>Total Project Cost</b>				\$ 92,520



# Heber City Council Staff Report

<b>MEETING DATE:</b>	4/15/2025
<b>SUBJECT:</b>	Ordinance 2025-04 Regulating Electric Assisted Bicycles and Mobility Devices on Hard-Surface Multi-Surface Multiuse Paths and Back Country Natural Surface Trails
<b>RESPONSIBLE:</b>	Parker Sever, Matt Brower
<b>DEPARTMENT:</b>	Administrative
<b>STRATEGIC RELEVANCE:</b>	Community Vibrancy

## SUMMARY

Heber's trail system, composed of backcountry and urban trails, is rapidly growing in miles, key trail connections, popularity and public use. The increasing popularity and use of trails has resulted in growing conflicts between hikers, e-bikes, and off-road vehicles, such as motorcycles and ATVs. Additionally, the growing use of e-bikes and off-road vehicles on backcountry soft-surface trails is causing significant damage to the trails and increased maintenance costs.

Ordinance 2025-04 is intended to establish trail use standards and serve as an enforcement tool for local law enforcement.

## RECOMMENDATION

Staff recommends adoption of Ordinance 2025-04.

## BACKGROUND

### City Trails

Heber City generally has two types of trails: backcountry soft-surface trails and hard-surface multi-use trails. Currently, it is estimated the City has over 70 miles of backcountry soft-surface trails, primarily within the Jordanelle Ridge trail system. All the single-track trails in Jordanelle Ridge have been built since 2012 with permission from the private property owner. The first trails were hand-built by volunteers and maintained by the Wasatch Trails Foundation (WTF). The WTF helped establish the trail heads and flag the Coyote Loop trails while Momentum (Jordanelle Ridge developer) paid a local contractor, Twin Creeks, to build the trails. More recently, Momentum hired Ken McCarthy to elevate the Jordanelle Ridge trail system to the renowned status it has now. Momentum intends to build a world-class trail system with the support of WTF and Heber City.

Heber's hard-surface multi-use trail system is also growing rapidly, with the most recent addition being the 1.5-mile Heritage Farms Parkway trail that runs along the south side of the new road.

### **Trail Users**

The primary users of the back-country trails are hikers and mountain bikers who utilize traditional mountain bikes. The backcountry trails are intended to be non-motorized due to the damage electric and gasoline powered vehicles can cause to the trails. The City's hard-surface multimodal trails are typically used by walkers and bicycles--both human powered and electric powered.

### **E-bikes** (description of e-bikes below provided by Burchda Bikes)

Class 1 e-bikes, also known as pedal-assist e-bikes, provide assistance only when the rider is pedaling. The motor is designed to provide a boost that helps the rider maintain a consistent speed, making it easier to ride up hills or over long distances. Class 1 e-bikes are limited to a top speed of 20 mph, making them legal to ride on bike paths and other areas where traditional bicycles are permitted.

Class 2 e-bikes are similar to Class 1 e-bikes, but they also have a throttle that allows the rider to control the motor without pedaling. This means that the rider can simply twist the throttle to accelerate, without having to pedal. Class 2 e-bikes are also limited to a top speed of 20 mph.

Class 3 e-bikes are designed for higher speeds of up to 28 mph. They are equipped with a pedal-assist system that provides a boost when the rider is pedaling, but the motor is more powerful than those found on Class 1 and Class 2 e-bikes.

E-motorcycles are not to be mistaken for e-bikes as they have pedals while e-motorcycles do not. Like gasoline-powered vehicles, an e-motorcycle is pushed by a battery-powered engine that can reach speeds in excess of 50 mph.

### **State and Local Statutes and Ordinances**

Utah Code section 41-6a-1115.5 entitled Electric Assisted Bicycles became effective on 5/1/2024 and establishes regulations pertaining to electric assisted bicycles. Specifically, this section of the state code grants authority to local governments to adopt ordinances to regulate and restrict electric assisted bicycles. Additionally, this section establishes age restrictions for the use of e-bikes and requires manufacturers and distributors of electric assisted bicycles to affix a label to each e-bike containing pertinent info regarding the bike, such as classification, top speed and motor wattage. A copy of Utah Code section 41-6a-1115.5 can be found at the following link: <https://le.utah.gov/xcode/Title41/Chapter6A/41-6a-S1115.5.html>

Heber City currently does not have any regulations or restrictions pertaining to electric assisted bicycles.

### **Problem Statement**

Heber's trail system is rapidly growing in popularity and public use. The increasing public use of trails has resulted in growing conflicts between hikers, e-bikes, and off-road vehicles. Additionally, the growing use of e-bikes and off-road vehicles on backcountry soft-surface trails is causing significant damage to the trails and increased maintenance costs. Heber City currently does not have any regulations or restrictions on electric assisted bicycles. To reduce conflicts with different types of trail users and damage to soft-surface trails, Ordinance 2025-04 has been drafted with the intent of providing reasonable restrictions and enforcement by Heber City Police Department.

## DISCUSSION

Ordinance 2025-04 includes the following restrictions and regulations on electric assisted bicycles:

- (1) It is unlawful to operate any motor vehicle, motor driven cycle, motorcycle, electric motorcycle, mini motorcycle, motor scooter, motor bikes, snowmobiles, full sized all-terrain vehicle, all-terrain vehicle, off highway vehicle, low speed vehicle, moped, or golf cart on a multi use non-motorized hard surface pathway or backcountry non-motorized natural surface trail with the following exceptions:
- (2) This prohibition shall not apply to Class I, II and III electric assisted bicycle on multi-use non-motorized hard surface pathways or Class 1 electric assisted bicycle on non-motorized backcountry soft surface pathways unless by a designated traffic control device.
- (3) This prohibition shall not apply to persons with mobility disabilities who choose to use a Power-Driven Mobility Device, which is designed to transport a single individual with a disability as a substitute for walking and or biking unless prohibited by a designated traffic control device.
- (4) This prohibition shall not apply to motorized or self-propelled equipment used for maintenance or events as designated by the local highway authority. Emergency vehicles are also exempt from this provision.

During the Wasatch County Interlocal Meeting held on Wednesday, April 9, 2025, a broad discussion took place on the need to develop uniform and consistent e-bike regulations between jurisdictions. Consistency in regulations would assist in educating trail users, particularly those who might use trails in one jurisdiction but live in another; and, assist with enforcement. The Heber City Police Department, for example, provides law enforcement services in Heber and Midway cities. Representatives expressed verbal support to work towards a uniform policy. Currently, only Midway has a policy pertaining to electric assisted bicycles (<https://www.midwaycityut.gov/government/codes-policies/>).

## FISCAL IMPACT

The WTF has committed to taking the lead on fabricating and installing signs containing info about the City's proposed e-bike policy. In the future, the City intends to work with the Jordanelle Ridge HOA to establish branded trail and trail head signs. Cost may also entail educational and enforcement efforts. Although expected to be minor, these costs currently cannot be predicted with a great deal of accuracy.

## CONCLUSION

Heber's trail system, composed of backcountry and urban trails, is rapidly growing in miles, key trail connections, popularity and public use. The increasing popularity and use of trails has resulted in growing conflicts between hikers, e-bikes, and off-road vehicles, such as motorcycles and ATVs. Additionally, the growing use of e-bikes and off-road vehicles on backcountry soft-surface trails is causing significant damage to the trails and increased maintenance cost.

Staff recommends Council adopt Ordinance 2025-04 to establish trail use standards and provide for enforcement. Its expected the Ordinance would be amended in the future as agreement is made on a regional e-bike policy.

## ALTERNATIVES

1. Approve as proposed
2. Approve as amended
3. Continue
4. Deny

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## POTENTIAL MOTIONS

### Alternative 1 - Approval - Staff Recommended Option

I move to **approve the item** as presented, with the findings and conditions as presented in the conclusion above.

### Alternative 2 - Approve as Amended

I move to **approve the item** as amended, as follows.

### Alternative 3 - Continue

I move to **continue the item** to another meeting on [DATE], with direction to the applicant and/or Staff on information and / or changes needed to render a decision, as follows:

### Alternative 4 - Denial

I move to **deny the item** with the following findings.

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## ACCOUNTABILITY

**Department:** Administrative  
**Staff member:** Parker Sever, Chief of Police  
Matt Brower, City Manager

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## EXHIBITS

1. Draft Heber City EBike Ordinance - 4924-2340-6643 - 1 (002)

**ORDINANCE NO. 2025-04**

**AN ORDINANCE REGULATING ELECTRIC ASSISTED BICYCLES AND MOBILITY DEVICES ON HARD-SURFACE MULTI-USE PATHS AND BACKCOUNTRY NATURAL SURFACE TRAILS**

WHEREAS, Heber City owns and operates hard surface multi-use paths and backcountry natural surface trails throughout Heber City.

WHEREAS, electric assisted bicycles and other electric modes of transportation have become increasingly popular in recent years.

WHEREAS, the regulation of electric assisted bicycles and other electric modes of transportation on City trails and pathways is necessary to provide for the safety of individuals utilizing the trails and pathways.

**NOW THEREFORE BE IT ORDAINED** by the City Council of Heber City as follows:

The Municipal Code of Heber City is hereby amended to a new Section 12.36 as follows:

**12.36 Trail and Pathway Use**

**12.36.010 Definitions**

- (1) "Class 1 electric assisted bicycle" means an electric assisted bicycle equipped with a motor or electronics that:
  - (a) provides assistance only when the rider is pedaling; and
  - (b) ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.
  
- (2) "Class 2 electric assisted bicycle" means an electric assisted bicycle equipped with a motor or electronics that:
  - (a) may be used exclusively to propel the bicycle; and
  - (b) is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.
  
- (3) "Class 3 electric assisted bicycle" means an electric assisted bicycle equipped with a motor or electronics that:
  - (a) provides assistance only when the rider is pedaling;
  - (b) ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour;and
  - (c) is equipped with a speedometer.
  
- (4) "Multi-Use Pathway" means a way or path no less than eight (6') feet in width that has a surface of concrete or asphalt and is separated from the roadway by an open space, a curb or other barrier.

(5) "Backcountry Natural Surface Trail" means a way or route with a surface other than concrete or asphalt, which serves the primary purpose of passive recreational use, such as hiking, mountain biking, snowshoeing, cross-country skiing and equestrian activities.

(6) "Power Driven Mobility Device" means any mobility device powered by batteries, fuel, or other engines, that is used by individuals with mobility disabilities for the purpose of locomotion, including electric personal assistive mobility devices, electric- assisted bicycles, electric-powered foot scooters, tracked mobility chairs or tricycles that are designed to transport a single individual with a disability.

### **12.36.020 Prohibitions**

(1) It is unlawful to operate any motor vehicle, motor driven cycle, motorcycle, electric motorcycle, mini motorcycle, motor scooter, motor bikes, snowmobiles, full sized all-terrain vehicle, all-terrain vehicle, off highway vehicle, low speed vehicle, moped, or golf cart on a multi-use non-motorized hard surface pathway or backcountry non-motorized natural surface trail with the following exceptions:

(2) This prohibition shall not apply to Class I, II and III electric assisted bicycle on a multi-use non-motorized hard surface pathways or Class 1 electric assisted bicycle on non-motorized backcountry soft surface pathways unless by a designated traffic control device.

(3) This prohibition shall not apply to persons with mobility disabilities who choose to use a Power-Driven Mobility Device, which is designed to transport a single individual with a disability as a substitute for walking and or biking unless prohibited by a designated traffic control device.

(4) This prohibition shall not apply to motorized or self-propelled equipment used for maintenance or events as designated by the local highway authority. Emergency vehicles are also exempt from this provision.

### **12.36.030 Penalty**

Any person violating the provisions of the Ordinance shall be guilty of a Class B misdemeanor.

### **12.36.040 Enforcement**

The Heber City Police Department, upon notification shall have authority to investigate violations of this section and issue citations.

This Ordinance shall take effect immediately upon passage.

PASSED, APPROVED and ORDERED TO BE PUBLISHED BY THE HEBER CITY COUNCIL  
this \_\_\_\_ day of \_\_\_\_\_, 2025.

	A YE	N AY	A BSENT	A BSTAIN
Council Member Yvonne Barney	_____	_____	_____	_____
Council Member Aaron Cheatwood	_____	_____	_____	_____
Council Member Mike Johnston	_____	_____	_____	_____
Council Member Sid Ostergaard	_____	_____	_____	_____
Council Member Scott Phillips	_____	_____	_____	_____

APPROVED:

\_\_\_\_\_  
 Mayor Heidi Franco

ATTEST:

\_\_\_\_\_ Date: \_\_\_\_\_  
 RECORDER

**MEMORANDUM OF UNDERSTANDING**  
**WASATCH COUNTY AND HEBER CITY**  
**ANNEXATION ISSUES**

This Memorandum of Understanding (this “MOU”) is made and entered into by and between Heber City Corporation, whose address is 75 North Main Street, Heber City, Utah 84032 (the “City”) and Wasatch County, whose address is 25 North Main Street, Heber City, Utah 84032 (the “County”).

**RECITALS**

**WHEREAS**, the City and County desire to cooperate with each other to provide the best possible public facilities and services to residents within their respective jurisdictions; efficiently and effectively expend public money; and cooperate with respect to comprehensive long-term planning and land use development;

**WHEREAS**, to best service residents, County and City officials have been engaged in discussions related to numerous issues;

**WHEREAS**, the City and County desire to express their support for certain properties to remain unincorporated;

**NOW, THEREFORE**, the Parties agree as follows.

1. **Annexation of Properties by Heber City.** Heber City has received a request to amend Heber City’s annexation policy plan to include the SITLA and Christensen Mountain Properties located east of the current Heber City boundary. The Heber City Council agrees to indefinitely suspend discussions on changing the annexation policy plan for those properties in order to facilitate Wasatch County working with the property owners on a very low density development plan. Wasatch County commits to work with Heber City on a future transportation plan for the subject properties.

**WASATCH COUNTY**

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Wasatch County Council Chairman Date

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Attest: Wasatch County Clerk Date

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Approved as to Form: Wasatch County Attorney's Office Date

**HEBER CITY**

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Heber City Mayor Date

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Attest: Heber City Recorder Date

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Approved as to Form: Heber City Attorney's Office Date