

## History Of Events At the “HUB” And Surrounding Intersections

Heber City Mayor Phillips wrote in one of his recent columns that he was confused about the so called “improvements” at the HUB (HWY 189/HWY 40) and surrounding intersections. I think I can provide him with the history of the City’s involvement in the HUB and surrounding intersections.

1. The design of the HUB and surrounding intersections was completed by the Boyer Co./Valley Station Development. Their traffic study was prepared by Horrocks Engineers, dated January 21, 2008. Horrocks Engineers is also the contract engineering firm for Heber City.

2. On March 17, 2008, a “Special” Heber City Council Meeting was held on a Monday evening to listen to a presentation by the Horrocks Engineering representative and the Boyer Co. representative in regard to the traffic plan for the Valley Station Development. They presented what we later learned was Alternative One of the traffic study. There was NO presentation or discussion of Alternative Two and Three which involve new roads that improve the operation of the HUB intersection and maintain access to Southern Heber City. On page 12 of the developers traffic study it states, ““Heber City standard for LOS will not accept anything below a LOS C. Any intersection with a LOS D-F is considered unacceptable.” This means that the operation of an intersection is graded on a report card with LOS standing for Level Of Service. Heber City has a higher standard than UDOT with a “C” minimum requirement. Alternative one was selected and it fails to meet the City’s standard, because the 1000 South/HWY 40 intersection will operate below an LOS C. In addition, Alternative one accomplishes it’s goal of traffic flow at the HUB by discriminating against existing businesses and landowners. The use of medians and closing the Daniels Road/HWY 189 intersection is not the ultimate goal of traffic planning. Alternatives two and three which illustrate the need for the “Daniels Connector” and eventually the Southern Truck Route maintain access to Southern Heber City and allow for the flow of traffic at a higher LOS.

3. May 13, 2008 UDOT sends a letter to Heber City. In summary, they state their position that if this plan is adopted they will close Daniels Road due to the use of medians and “that a new connection between Daniels Road and US-189 can move forward quickly.” They were acknowledging that the Daniels Road connector is a CITY road and that Heber City should participate. Businesses on HWY 189 and HWY 40 and Daniels Road will be denied access because of the medians and absence of the required new roads. That’s only part of the story. Several residential subdivisions in Southern Heber City will be denied direct emergency vehicle access. The School District buses will have to travel an additional 3.5 miles per trip to get to the bus garage on Daniels Road. Heber City’s newest airport entrance that cost several hundred thousand dollars in land costs and improvements will no longer be accessible. More importantly, the traffic engineers tell us as the traffic backs up from the HUB intersection people will look for alternative routes. Our only alternative routes are through residential neighborhoods.

4. May 13, 2008 an Interlocal Meeting of Governments was held. Wasatch County offers to participate financially to secure the right of way for part of the new Southern Truck Route, specifically the first phase known as the new Daniels Road Connector. Heber City rejects their offer stating that they don't have the funds. County and Daniels Town also concerned about "free right turns" and pedestrian access at the HUB intersection because of the new high school on 1200 South and the future "Mall" or Boyer/Valley Station Development.

5. May 15, 2008 Heber City Council Meeting. Boyer/Valley Station Development Final Plat Approval on agenda. Purpose is the dedication of roads, offsite improvements and infrastructure. The individual site plans with location of buildings and landscaping will be approved at a later date. Councilmember Elizabeth Hokanson motions to accept the plan with a second by Councilmember Bradshaw. The plan passes with a 3-2 vote. Horner and Straddeck dissenting because of concerns over the traffic plan.

6. The traffic plan approved by Heber City as part of the Boyer Company's final plat approval is forwarded to UDOT for their approval. The Boyer Co. and UDOT are then responsible for scheduling the construction of the "improvements" at the HUB intersection.

7. The internal roads on the Boyer Co. property are dedicated to Heber City, (along with street lights). Heber City is now responsible for the maintenance and expenses associated with the new City roads and lights.