



PROVO TO NEBO CORRIDOR STUDY FREQUENTLY ASKED QUESTIONS

Why do we need more transportation corridors?

Today, there are less than 110,000 individuals living in southern Utah County. In the next 50 years forecasts show that the area will be approaching half a million residents. As growth continues, local governments have planned for more people in southern Utah County than live in all of Utah County today. If this growth does happen, planners would like to anticipate corridors where roads, trails, and transit lines can be placed. The purpose of the study is to preserve locations where future transportation corridors can be built if and when the need arises.

Who is doing this corridor study and why?

The Mountainland Association of Governments (MAG) is designated by the federal government as the Metropolitan Planning Organization which is responsible to work with local officials in each city and town as well as the unincorporated area, public transportation providers and state transportation departments to cooperatively plan to meet the region's current and future transportation needs. As part of its commitment to planning for the future growth anticipated in southern Utah County, MAG hired a consultant team of planners and engineers to define a transportation network that would provide efficient mobility for its residents in planning year 2040 and beyond.

When will construction happen?

There is currently a Long Range Transportation plan that anticipates growth to the year 2030. The three corridors included in this study were identified in this plan as "vision projects" which may be needed beyond the year 2030 and warranted additional study. Long range planning is needed to minimize the impacts of future roads, trails, and transit lines including displacement of homes and businesses and other property impacts. This study aims to define locations where future roads, trails, and transit lines can be built that support community values rather than negatively impacting established communities. It is a proactive study to draw from lessons learned from growth in the north Utah County area.

Why not wait until there is an immediate need for these corridors?

Although there may be debate regarding the location of future transportation corridors and how these corridors may function in coming decades, few would debate the need to be proactive in planning to preserve community values. Trends have shown that growth will continue. If growth does occur, planners would like to begin the dialogue now to plan where these corridors will be and how they could function so that there is less disruption to communities in the future. Several studies will follow this one including local government plans, regional transportation plans, environmental studies, etc. If development does not occur as forecasted, construction of these corridors may not occur.

How can my comments affect the results of your study?

The study team has analyzed growth forecasts and looked at impacts to the natural environment based on available data. However, we need your comments to understand how these corridors may fit into the values of your community, now and in the future. Although general locations are shown in this study, **specific alignments are not set as of today** and we welcome your input in changing the alignments to minimize impacts to your home, your property, and your community.

It seems there are many unanswered questions about these corridors, when will a decision be made?

The corridors identified are part of a planning study, and similar planning studies will be on-going throughout the next 20+ years. This initial study raised the concept of preserving land for future corridors. Each city and the unincorporated county may choose to adopt these and other corridors in their local Master Transportation Plan. Local governments would have formal hearings to adopt these changes. Once the corridors are preserved and growth creates the demand for new transportation facilities, environmental studies would analyze in much greater detail specific alignments in order to minimize impacts to the social and natural environment. Public input is an important part of any environmental study. Various decisions will occur in each step over the next 20 years and beyond. The purpose of this study is to keep options open for these future decisions.

How will I get paid if my property loses value as a result of a proposed corridor?

It is a goal of the planning study to identify locations where future corridors would not limit the use of existing properties and would not reduce property values. In many areas, property values near new transportation facilities grow faster than areas that are not served by roads or mass transit. In areas that are experiencing significant growth, local governments have a variety of planning and zoning tools that can be used to allow new development to proceed while preserving corridors as open lands. If private property is to be used for a future road, usually developers will dedicate the land necessary for road right of way when they develop. Utah County has recently established a small amount of funding for corridor preservation but this is generally limited to hardship cases. No right of way is planned to be purchased at the present time as the need for these corridors is dependent on long range growth. It is envisioned that the majority of these proposed corridors will be preserved through the development process, or set aside as part of a subdivision, many years in the future. If land has to be purchased from an individual property owner, the owner will be paid the current appraised value for the right of way at that time.

Why not widen existing roads rather than propose new ones?

Widening existing roads is part of the long range transportation plan for 2030. Because most people live along existing roads, more homes would be affected when widening existing roads to the widths planned for these proposed corridors. Due to the growth that has already occurred, there are few new corridors that do not have any impacts to existing properties.

How are the Sewer Plant and the Lake Shore annexation related to this study?

Rapid growth is predicted in the southern Utah Valley area for the foreseeable future. Many organizations, such as the South Utah Valley Municipal Water Association, are working to plan for that growth. Just as Eagle Mountain and Saratoga Springs began as new cities in northwest Utah County, it would not be surprising for new cities to form in southern Utah County. Although the Mountainland Association of Governments coordinates with existing local governments and has chosen to involve a broad group of citizens in this planning study, there is no link between the locations of the proposed transportation corridors to the proposed sewer plant or to any specific annexation plans in the area. These efforts are working independently and the outcome of one effort is unlikely to change the outcome of others. The proposed sewer plant will directly affect the unincorporated county areas by allowing new access to this utility and have the possibility of spurring new growth.