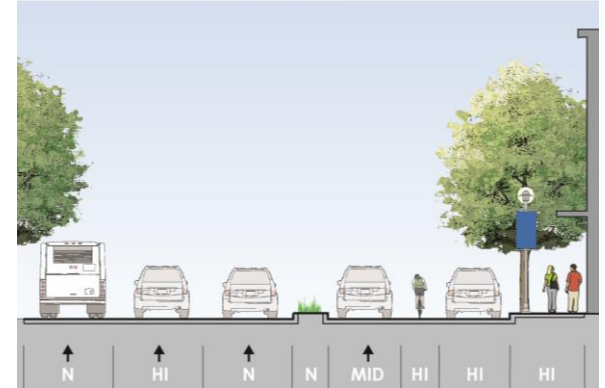


Tooele County

Transportation Plan 2015



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Tooele County Transportation Plan

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1 | Introduction and Purpose

The Tooele County Transportation Plan sets the vision, policies, and implementation measures for transportation in Tooele County for the next 25 years and beyond. This plan is both a Transportation Master Plan and the Transportation Element of the General Plan.

The transportation infrastructure for which this plan provides guidance serves multiple purposes. While the movement of people into, around, and out of Tooele Valley is a paramount use of the roads, streets, tracks, and paths that will be built over time in the Valley, this transportation infrastructure will also determine the shape of the Tooele Valley community. Thus, it will strongly inform economics, housing, recreation, preservation, regional sustainability, and how people live. This document recognizes these many roles of the transportation network, and this is why the process to create it was so tightly connected to the visioning efforts of the General Plan. This plan intends to be a foundation of values and vision and a structure of connected networks and types of streets, onto which Tooele County and others will, as conditions direct, add the detailed standards and designs that will ultimately lead to the construction of projects.

The Plan was developed from July to December 2015. It was developed in conjunction with the Tooele County General Plan: both plans worked through a common set of public meetings and Steering Committee. Consequently, the Land Use, Housing and other elements share Guiding Principles and Policies that create a common direction for Tooele County.

The Plan was developed also in conjunction with the Utah Department of Transportation TravelWise program. The Wasatch

Front Regional Council's Transportation-Land Use Connection Program funded the plan.

The Plan focuses primarily on Tooele Valley, as this area is the current population and economic center of the county, and most growth is predicted to occur in this area.

The plan was powered by a robust public outreach and stakeholder process. It included three well-attended public meetings: a scoping meeting in July, an alternatives workshop in September; and an Open House in December. Most importantly, the Tooele General Plan Steering Committee worked closely with the project team to make the key decisions and interpret public feedback, including developing the Guiding Principles and selecting the preferred alternative.

The Plan is organized into four key sections: Principles and Policies; Networks; Streets; and Projects. For aspects of the Plan's development, including existing conditions and alternatives, please see the Appendix.



2 | Principles and Policies

The Principles and Policies describe the Guiding Principles of the Tooele County Transportation Plan developed by the project team and the General Plan Steering Committee and the policies developed to achieve the principles.

Principle 1. Implement the Midvalley Highway.

Policies:

1.1 Support the Preferred Midvalley Highway Alternative. The 2010 Midvalley Highway Environmental Impact Statement (EIS) identified a preferred alternative for the Midvalley Highway that includes a four-lane freeway from I-80 to SR-112; a four-lane arterial from SR 112 to SR-36; a realignment of Sheep Lane at SR-138; interchanges with the Midvalley Highway at I-80, SR-138, and 1000 North as well as the proposed Tooele Parkway; and structures over Erda Way, Sheep Lane, and the Midvalley Trail, and at-grade intersections with SR-112 and SR-36. Tooele County will work with project partners to implement this alternative.

1.2 Seek funding for the first phase. Tooele County should work with project partners to seek funding for the first phase of the project, which includes the interchange with I-80 and the freeway from I-80 to SR-138.

1.3 Prioritize the first Midvalley Highway phase. The first Midvalley Highway phase is one of the most important transportation projects in Tooele County in the first phase of projects (2016-2025).

1.4 Create a Primary Freight Route. The Midvalley Highway will serve as a Primary Freight Route for Tooele Valley, making it the main

north-south freight route in the Valley and taking freight emphasis off SR-36 between Tooele City and I-80.

1.5 Include active transportation in the facility design. As part of the Midvalley Highway project, include a closely parallel route for active transportation. From I-80 to SR-112, this route should be a separated multi-use path similar to the Legacy Parkway trail with safe and convenient connections to crossing streets, trails, and destinations.

1.6 Integrate interchanges into communities. Ensure that the design of Midvalley Highway interchanges mitigates traffic impact on existing and future communities while facilitating mobility for the community and commerce. Ensure that traffic entering and exiting the freeway coexists safely with other modes using these areas.

1.7 Connect to an improved Sheep Lane. In the first phase of the Midvalley Highway, the freeway will transition into an improved 4-lane arterial along the general Sheep Lane alignment.

Principle 2. Re-envision State Route 36 as a companion to the Midvalley Highway that complements the vision for Tooele Valley communities.

Policies:

2.1 Continue to move people through Tooele Valley and to Salt Lake Valley along the SR-36 corridor. The SR-36 corridor is and will remain the primary route for moving people from core Tooele Valley communities such as Tooele City, Grantsville, Erda, Stansbury Park and Lake Point through the Valley and especially to Interstate 80 and the rest of the Wasatch Front. However, this plan recommends changing the focus of the corridor from moving automobiles to moving people – in a variety of transportation modes.

2.2 Create a community spine by building activity centers along the corridor and connecting them. The Tooele County General Plan directs much of future growth to activity centers along the SR-36 corridor. With this focus, SR-36 will continue to develop into a community “spine” for the core of Tooele Valley. This spine will be where land use and transportation are both at their most intensive and will need to complement one another in sustainable ways.

2.3 Transform SR-36 into a multi-modal boulevard within the activity centers. In its role as community spine, SR-36 will continue to emphasize long-distance mobility. However, within designated activity centers, SR-36 should adopt a more “boulevard” type design that can still move high volumes of traffic through the center but also provide safe and comfortable routes for walking and bicycling, public space, and can relate to adjacent development in a pedestrian-supportive way and at a human scale.

2.4 Build transit market and service along the corridor. A major piece of the SR-36 community spine is the creation of a high-quality transit corridor. Creating this transit corridor means several things. First, it means developing the market for transit with land use planning and economic development – putting in place new development whose residents and employees are incented to choose to ride transit. Second, it means evolving the quality of service available along the corridor, from the current peak-time commuter buses, flex routes and vanpools to more regular and higher frequency all-day bus routes to potentially in the future a high-capacity transit option such as bus rapid transit. Finally, creating a quality transit corridor along SR-36 means creating good access to transit for pedestrians, bicyclists, connecting transit riders and motorists parking and riding. The string of activity centers identified in the General Plan will be a critical element of this transit corridor, as they will be the locations for transit hubs and priority locations for transit markets and access.



Within activity centers, SR-36 should become a boulevard, with center lanes that move regional traffic and transit, and sides that are slower and walkable.

2.5 Encourage open space and rural character between centers. While creating a string of activity centers is critical to the overall vision of the community for Tooele Valley, the community also places great importance on the preservation of open space and the existing valley character along the SR-36 corridor. It is vital that the corridor does not become a “linear” city with no definition of communities and a loss of the existing valley character.

2.6 Update UDOT corridor agreement for SR 36. Work with UDOT to update the corridor agreement governing access management, traffic control, and right-of-way for SR-36 that reflects both the state’s goals for the facility and the goals and policies of this plan.

2.7 Improve conflicts and overall safety where SR-36 meets I-80 at Exit 99. The area around the I-80 interchange with SR-36 is dangerous because of conflicts among fast-moving vehicles entering and exiting the freeway, large trucks, turning movements, and the commercial activity at the interchange. Future plans for this area will include an emphasis on safety improvements.



Tooele County will look for opportunities to develop SR-36 as a high capacity transit corridor. This image shows a Bus Rapid Transit (BRT) line in Eugene Oregon in the street median.



The community is supportive of preserving open space along SR-36 between activity centers, similar to this image.

Principle 3. Create a safe and comprehensive trails network that connects regional and local destinations, serves non-motorized and motorized users, and improves transportation and recreation.

Policies:

3.1 Create active transportation spines through the core of the valley.

The largest and most immediate active transportation priority is to plan, design, and build a simple system of active transportation spines that provide a consistent, paved, separated path from end to end, with highly visible and safe crossings of major transportation facilities. The Active Transportation Network (Chapter 3) identifies a north-south Primary Active Transportation Route and an east-west Primary Active Transportation Route. The north-south route connects planned and proposed projects such as the “sound wall” trail in Stansbury Park with opportunities such as Rabbit Lane as well as smaller-scale roads such as 400 West and Center Street to create a route from Lake Point to Tooele City. The east-west route uses Erda Way, which, in most places has the space for a separated pathway. These active transportation spines are designed to connect to major existing and planned activity centers as well as spur trails and trailheads.

3.2 Create a non-motorized trail network circling the valley core. The outlying areas of Tooele Valley provide excellent and varied scenic resources such as Great Salt Lake shorelands, agricultural fields, and Oquirrh foothills. The Tooele County General Plan proposes focusing development in the valley core, but these outlying areas provide the opportunity for accessible recreational trails. Tooele County will work with public and private partners to build a network of trails surrounding the valley core, emphasizing trails between SR-138 and

the Great Salt Lake and in the Oquirrh foothills and Bonneville Shoreline bench. These trails could function like the Bonneville Shoreline Trail in the Salt Lake Valley while having the benefit of being planned into key access points such as trailheads and activity centers.

3.3 Connect communities to transit hubs with active transportation facilities. A major priority for active transportation infrastructure is to connect communities and neighborhoods to designated transit hubs. This infrastructure includes paths, sidewalks, and bike facilities and safe crossings of major facilities.



The planning process showed heavy support for paved trails separated from traffic that provide recreational as well as transportation benefits. Credit: Cromagnom.

3.4 Connect to and build on existing and additional trailheads. Tooele Valley contains several existing developed trailheads with vehicle parking, staging, and wayfinding information. These trailheads should be further integrated into the trail network planned for the valley.

3.5 Include opportunities for motorized trail recreation. The community has expressed interest for also maintaining access for motorized recreation. Due to its focus on transportation, this plan does not address the details of motorized recreation but it is important to include opportunities for this type of recreation in a way that is compatible with non-motorized recreation and communities.

3.6 Capitalize on road projects to build active transportation infrastructure. As existing roads are improved and new projects are built, county staff and project partners should recognize the networks and projects proposed in this plan and seek opportunities to include active transportation facilities in these projects. Chapter 4 Streets in this plan suggests ways each Street Type should integrate active transportation in its design.

3.7 Consider future trail connections east from Tooele Valley to destinations such as Saltair, west side Salt Lake Valley communities, and Salt Lake City. In addition to trail connections within the Valley, Tooele County will look for opportunities to connect the valley to the rest of the Wasatch Front.



Trails should connect Tooele Valley communities to destinations such as parks.

Principle 4. Grow and build upon the existing system of transit routes and seek opportunities for new high-speed, high capacity, long-distance services.

Policies:

4.1 Continue and build the set of transit services currently serving Tooele Valley, including commuter routes, flex routes, and vanpools. Currently, Utah Transit Authority runs a limited set of transit services to, from, and within Tooele Valley. These include peak-hour commuter buses to Salt Lake Valley; flex routes connecting valley communities; and vanpools providing an even more flexible and small scale tool to collectively provide transportation to key employment and other destinations. Tooele County and UTA will work together to monitor the success of these services and grow them with improved transit markets in employment hubs and activity centers.

4.2 Develop transit markets throughout the valley through land use planning, economic development, and transportation demand management. Tooele County will work with jurisdictions, institutions and communities to make transit a more attractive choice. In the near term, this likely means building vanpools at key employment centers, working with employers to make transit make sense financially, and incenting communities to use transit hubs by improving access and convenience. In the long term, the designated activity centers provide the major place to build these transit markets through residential and employment density and a rich array of sustainable transit services passing through key hubs.

4.3 Focus transit service on the SR-36 corridor both within the valley and to the rest of the Wasatch Front. SR-36 is the largest transit opportunity for Tooele Valley because it is a simple linear corridor

that can string together a variety of existing and new centers where a variety of transit services can be concentrated. The policies under Principle 3 provide transit guidance for the SR-36 corridor.

4.4 Look for opportunities for future high-capacity transit connecting to Salt Lake Valley. Tooele County will continue to monitor opportunities for more intensive, high capacity transit connecting to Salt Lake Valley and the rest of the Wasatch Front. The most likely of these is an intensification of the commuter service along the SR-36 corridor down I-80 and around the point of the mountain. A more long-term option may be a rail tunnel through the Oquirrh Mountains to connect with the rail network in Salt Lake Valley. The success of either will likely depend on improved transit markets and activity centers in Tooele Valley to provide the riders to justify these services.

4.5 Develop and evolve transit hubs throughout Tooele Valley. A transit hub is a place where transit service is concentrated so that a rider has access to an array of services to local and regional destinations. Just like transit services, transit hubs can build and evolve over time. Currently, the valley's transit hubs consist of park and ride lots with limited bus services. However, the presence of these lots can help get the community used to riding transit there. Near-term improvements should include seating, lighting, bike lockers and improved bike and pedestrian access. In the long term, new development can build around these hubs, adjacent community amenities such as parks, community centers, and retail shops can complement them, and they can become more walkable, eliminating some or much of the need for the park and ride lots. The Transit Network in Chapter 3 designates near term and long term transit hubs that can evolve in this manner.

Principle 5. Make strategic grid connections that unify poorly connected areas into coordinated places.

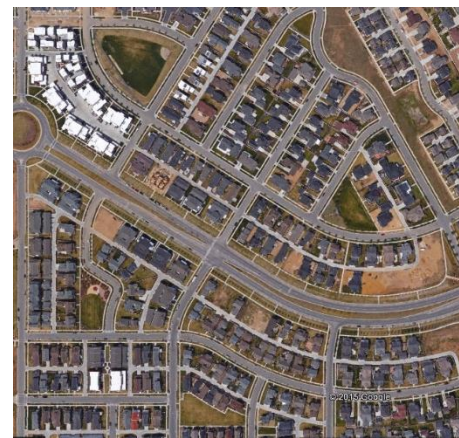
Policies:

5.1 Provide multiple future options for north-south and east-west travel throughout Tooele Valley. Currently, Tooele Valley has limited options to travel both north-south and east-west – the result of these limited connections is that traffic is funneled into bottlenecks, the most severe of these being SR-36. One of the key aspects of this plan is to improve vehicle capacity in the valley by improving connectivity and options for different routes rather than widening roads. This is an approach that is better for all modes rather than just private automobiles. In the near term, Tooele County should focus on shorter, key connections that alleviate bottlenecks and open up alternative routes, such as the Saddleback-Droubay connection, the extension of Village Boulevard and the improvement of 400 West. In the long term, the focus should be the development of parallel routes such as Tooele Parkway and 1200 West.

5.2 Create a vehicle bypass of S.R. 36 through Lake Point to the east. Tooele Valley's key traffic bottleneck to alleviate is the segment of SR-36 through the Lake Point area. Models of future traffic demand project congestion to worsen beyond capacity at the peak hour. While the addition of the Midvalley Highway will help alleviate this, it is also important to provide an east-side bypass. This plan proposes a connection of Saddleback Boulevard to Droubay Road to provide a route that bypasses all of the SR-36 congestion leading to Exit 99 at Interstate 80.

5.3 Focus on connecting the area bounded by S.R. 36, 1200 West, Bates Canyon Road, and the planned Tooele Parkway internally and to

adjacent communities such as Stansbury Park and Tooele City. This area will be a focus for growth over the next few decades. Transportation improvements should connect this area externally to community amenities in Stansbury Park, Tooele City, and Grantsville City, and internally, while maintaining the rural character of much of the area.



These new developments have a high level of connectivity. Streets in the example above connect well to community destinations like schools and parks; streets in the example below connect the residential neighborhoods to the major street in the center of the image.

5.4 Ensure that road connection projects create connections for all transportation modes. These additional grid connections should be planned as multi-modal, with opportunities for transit and active transportation, following the guidance of the mode networks in Chapter 3.

5.5 Ensure that new development is well-connected externally and internally. New development in Tooele Valley should add to the sense of connectivity in the valley. Externally, new developments should have multiple ingress and egress points that emphasize getting in and out of the development by foot, bike, and car. Internally, development should avoid cul-de-sacs and create fine-grained block patterns. Where cul-de-sacs do occur, they should have pedestrian connections through to the next street.

5.6 Streets within new developments should follow guidelines established by the Street Types in Chapter 4. New development applications should include a map of showing proposed street type designations of new internal streets. These will primarily be the Local and Local Rural types but larger developments could include the Connector designations.

5.7 Ensure that new developments have a well-connected pedestrian network. While, especially in rural/low density areas, new development does not need to include sidewalks or pedestrian paths on every street, applications in Tooele Valley should provide a plan on how neighborhood residents will walk within the development and to nearby destinations. The developer should provide a connected framework of pedestrian infrastructure (sidewalks and/or trails; and crossings of streets) on key routes.

5.8 Make strategic additional railroad crossings. The Union Pacific Railroad is a barrier to connectivity in Tooele Valley, especially on the east side. The Vehicle Network in Chapter 3 identifies key places to improve and create new railroad crossings.

Principle 6. Create sustainable and multi-modal ways to move Tooele Valley commuters to and from the Salt Lake Valley and other job areas in a manner that is efficient, reliable, and convenient.

Policies:

6.1 Maintain I-80 as the primary access to Salt Lake Valley. Interstate 80 will continue to be Tooele Valley’s primary route to Salt Lake Valley and the rest of the Wasatch Front – both through its existing interchanges and the future planned interchange at Midvalley Highway. Tooele County will work with UDOT to ensure continued mobility along this route.

6.2 Consider additional vehicle connection options to Salt Lake Valley. It is important for Tooele County to develop alternative routes to Salt Lake Valley both to provide transportation choice and also in cases of emergency or closure of the primary route. These additional routes to consider include the potential for extension of S.R. 201 into the valley parallel to I-80, and/or an improvement of the Middle Canyon road to Herriman.

6.3 Diversify the ways people can access Salt Lake Valley from Tooele Valley. Tooele Valley residents, employees, students, and visitors should have a choice in the ways they move between Tooele Valley and the rest of the Wasatch Front. This plan proposes several aspects of the transportation network that can increase this choice, including the addition of the Midvalley Highway, better road connectivity, improved transit service, markets and corridors, and potentially alternative routes in and out of the valley.

6.4 Work with partners to serve commutes to and from Tooele with transit. Commutes between Salt Lake Valley and Tooele Valley are a

main driver of the valley’s transit service. In the future, aspects of this plan can work together to improve transit opportunities for those traveling between the two valleys. See the policies under Principle 4 for more transit-related guidance.

6.5 Work with UDOT to plan an upgraded interchange at I-80 Exit 99. UDOT is considering upgrading Exit 99. Tooele County will work with UDOT to ensure the new design is compatible with the General Plan and Transportation Plan, and especially how the new interchange can work with the planned connection to Saddleback/Droubay to provide an alternative bypass of SR-36.

Principle 7. Plan a freight network that enables economic development while complementing the vision for Tooele Valley communities and other transportation modes.

Policies:

7.1 Develop freight connections to identified freight centers. Tooele County has two existing freight centers as identified in the Utah State Freight Plan – at the Industrial Depot and at the Wal-Mart Distribution Center. There is an additional planned freight center at the proposed industrial park north of Interstate 80. Tooele County will work with partners such as UDOT and Union Pacific Railroad to develop direct and intermodal freight connections to these freight centers.

7.2 Focus Valley freight traffic on Interstate 80 and the Midvalley Highway. The Midvalley Highway will be a Primary Freight Route - one of its major roles will be to transport goods from to and from the freight center at the Industrial Depot to Interstate 80, providing a more efficient connection that bypasses the valley's communities.

7.3 De-emphasize SR-36 for freight traffic. Currently, much of the freight traffic traveling between Interstate 80 and destinations such as the Industrial Depot runs on SR 36 through valley communities. In the future, especially with the construction of the Midvalley Highway and other improvements such as a widened Sheep Lane, freight traffic will de-emphasize SR-36, which will serve as the valley's community spine.

7.4 Leverage the railroad for freight movement. Tooele County will continue to use the Union Pacific Railroad running through the valley for freight transport. Capitalize on its proximity to its freight centers.

7.5 Maintain Lake Point/Exit 99 as a trucking hub. The cluster of businesses just off Interstate 80 at Exit 99 has emerged as a hub for trucking activities. The county will continue to promote this immediate area as a trucking hub while – considering the recommendation to de-emphasize the SR-36 corridor – not encouraging trucking uses further up SR-36, especially at the Mills Junction area and beyond.

Principle 8. Support multi-modal transportation in communities, especially in existing and emerging activity centers.

Policies:

8.1 Enable all users of the transportation system to thrive while remaining safe. Design, build, and maintain the transportation network so that all types of users can safely move around Tooele Valley communities. The network should seek to balance the integration of different types of users into the same facilities while also managing conflicts. This balancing should be especially focused in the designated activity centers.

8.2 Create the foundation of walkability within designated activity centers. The ability to walk comfortably and conveniently will be the foundation of the activity centers designated in the General Plan. The activity centers will be planned to accommodate higher intensities of residential, commercial and employment development. They will be developed in different sizes, shapes and with different emphases but they will all be foremost places for people, and in order for that to happen they need to respond to the needs of pedestrians. These needs include high quality pedestrian environments with enough space to move and stop, shade and interest; a choice of connected routes to destinations; quality public space; maintenance of pedestrian infrastructure; and development that is at a human-scale and orients to pedestrians.

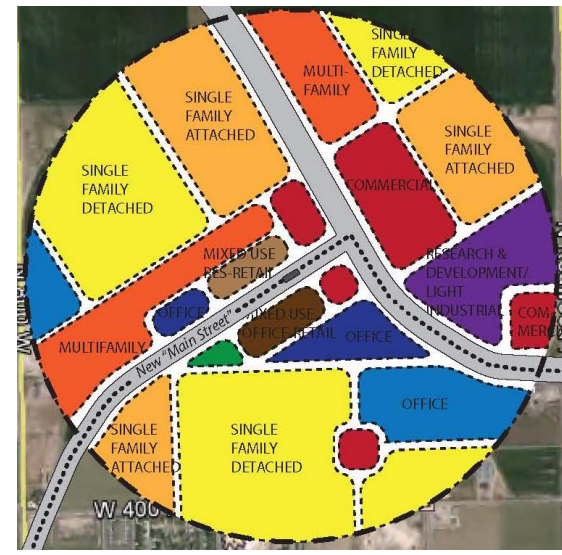
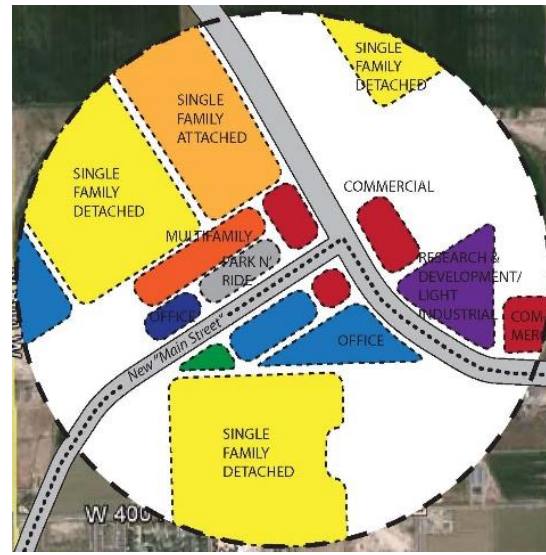
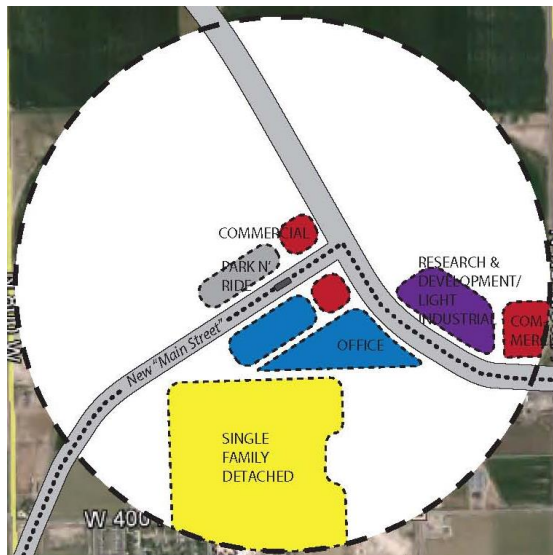
8.3 Create transit hubs as a central feature of activity centers that are accessible for all modes, especially pedestrians, cyclists, and

connecting transit riders. A transit hub is a place where transit service is concentrated so that a rider has access to an array of services to local and regional destinations. In Tooele Valley, transit hubs will develop over time from park-and-ride lots to focal points of communities. Tooele County will work with UTA to situate and develop transit hubs in activity center locations that are accessible to all modes and can be surrounded by complementary development.

8.4 Bring together regional and community level transportation facilities in activity centers in a coordinated way that balances regional transportation and community life. Activity centers are crossroads, where regional highways and smaller roads and streets intersect to provide access to destinations and amenities. Tooele County will ensure that the goals of the different transportation facilities will be balanced with the quality of life of the community.

8.5 Create a high level of street connectivity within activity centers. Within designated activity centers, streets should connect to one another and blocks should be small.

8.6 Plan vehicle circulation and parking in a coordinated way that is convenient but also supports the walkability of the center. Good vehicle circulation and enough parking is essential in Tooele County activity centers. Tooele County will coordinate vehicle access and parking for activity center uses and, where possible, coordinate and build district parking to be shared by different uses.



This diagram shows how a transit hub can evolve from a park and ride lot surrounded by lower density development (left) to a more intensively developed and walkable place (center), with the park and ride lot eventually filled in by a development if the hub becomes more accessible by other means than driving.

Principle 9. Preserve opportunities for expansion of all transportation modes within the transportation network.

Policies:

9.1 Plan all new major street corridors with room to accommodate growth of all modes, whether vehicles, freight, transit, or active transportation. As we have seen in Salt Lake Valley, urban growth often means a variety of demands on the street network by different transportation modes, and this often requires a lot of space. Tooele Valley has the opportunity to plan for potential growth by preserving enough right-of-way in major street corridors to accommodate future traffic increases, transit services, freight movement, and active transportation infrastructure. While these improvements may never be warranted, it is important to have the right-of-way to accommodate them in new transportation corridors. See Chapter 4 Street Types section for details

9.2 Strategically expand existing major corridors to preserve opportunities for accommodation of appropriate modes. While some street corridors are currently achieving their function for the foreseeable future, others could need to be expanded in the future. For those that this plan prioritizes for future transportation improvements, strategically expand the right-of-way. See Chapter 4 Street Types section for details.

9.3 Plan local streets to accommodate all appropriate modes. New local streets will be designed to accommodate all the modes appropriate to that scale of the street. Most local streets in higher density neighborhoods will prioritize walking and bicycling while accommodating slow auto movement. See Chapter 4 Street Types section for details.

9.4 Capitalize on opportunities to implement the valley-wide trail network. As streets and roads are improved carefully consider opportunities to include active transportation infrastructure as part of those projects. See Chapter 3 Active Transportation Network and Chapter 4 Street Types.

Principle 10. Use the transportation network to preserve rural character, open space, views, and other aspects of Tooele Valley valued by its citizens.

Policies:

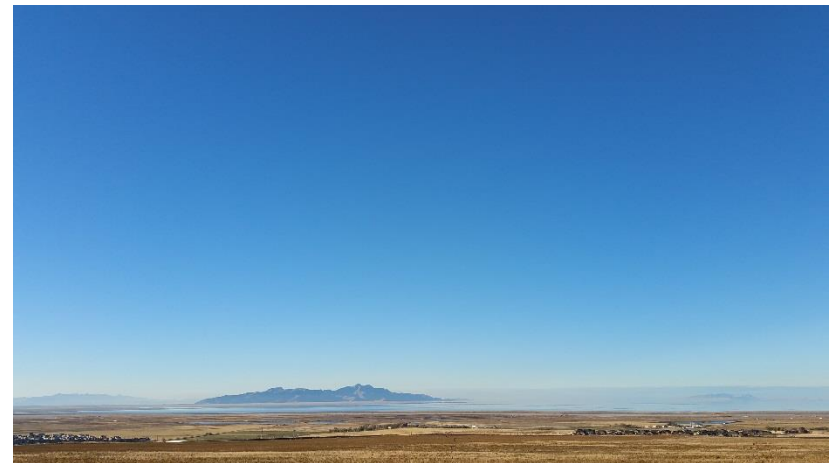
10.1 Throughout the network, balance streets that emphasize improved mobility with those that preserve rural character. The Tooele County Transportation Plan transportation network includes streets planned to carry the burden of future traffic increases as Tooele Valley grows. But it also includes streets that will retain their current rural character, much of which is conveyed by the small, simple two-lane rural streets themselves. These “Rural Preservation” streets include Erda Way, segments of Droubay Road, 400 West, many Lake Point streets, and others. See Chapter 4 Street Types for details.

10.2 Use street design to preserve rural character of specific corridors. Rural Preservation streets will focus on retaining their human scale and improvements will augment these qualities with infrastructure like walking or bicycle paths. Land use and urban design planning will focus on preserving the relationship between the agricultural buildings, houses, trees and landscape, and the street.

10.3 Support compact growth in designated activity centers and along established transportation corridors so to preserve open space in other parts of the valley. Concentrating growth along specific transportation corridors and within designated activity centers will leave open the option of preserving the open space, agriculture and views valued by the community.

10.4 Develop trails and trailheads that improve the enjoyment and understanding of Tooele Valley natural resources such as habitat,

wildlife, ecosystems, and views, with minimal compromise of these resources. Sensitively planned trails can increase understanding of Tooele Valley’s scenic and natural resources while preserving these resources for future generations. Tooele Valley trails will focus on access by trailheads and the avoidance of major impacts on natural resources such as wetlands.



Views and open space are some of Tooele Valley’s most valued attributes. The transportation network can be instrumental in helping to preserve these resources.

3 | Networks

The Tooele County Transportation Plan ensures a balanced transportation system by addressing the ways each key transportation mode moves around the valley and ensuring that each of these networks is compatible with one another on Tooele Valley streets, highways, trails, and other transportation facilities.

The transportation networks are one tool to implement the Principles and Policies in Chapter 2. The following presents the planned networks for the four key modes in Tooele Valley:

- Private Vehicles
- Freight
- Transit
- Active Transportation – walking and bicycling

While these networks convey priorities for connection for the four modes, the Plan's recommendations for physical improvements can be found in the Streets and Projects sections, which bring together the networks into design guidance and a Capital Improvement Program for transportation facilities.

Vehicle Network

The Vehicle Network conveys how vehicles move through and around Tooele Valley. The Vehicle Network includes a hierarchy of streets and roads that ranges from Interstate 80 to local streets. In the vehicle network, the Tooele County streets are organized by functional classification: Freeway; Arterial; Major Collector; Minor Collector; and Local. The Vehicle Network also includes special features like freeway interchanges and railroad crossings.

Vehicle Network opportunities to achieve the Plan's Guiding Principles and implement the policies include:

- Implementation of the Midvalley Highway to serve freight, freeing up room and creating safety for passenger traffic on SR 36.
- Implementation of the Midvalley Highway to distribute peak commute traffic to Salt Lake Valley.
- Implementation of the Midvalley Highway to handle special event traffic from Deseret Peak and other destinations.
- Implementation of the Midvalley Highway to avoid addition of mixed flow vehicle lanes to SR 36.
- Creation of a north-south connection to I-80 to provide an alternative to SR 36 through Lake Point.
- Connection of Village Boulevard and 400 West in the near term to help complete the core Tooele Valley grid and create more transportation network options.
- Long-term connections of central Tooele Valley grid to highways such as SR 138 and 112.
- Development of key railroad crossings in Lake Point and Erda to create more direct connections between communities and destinations.

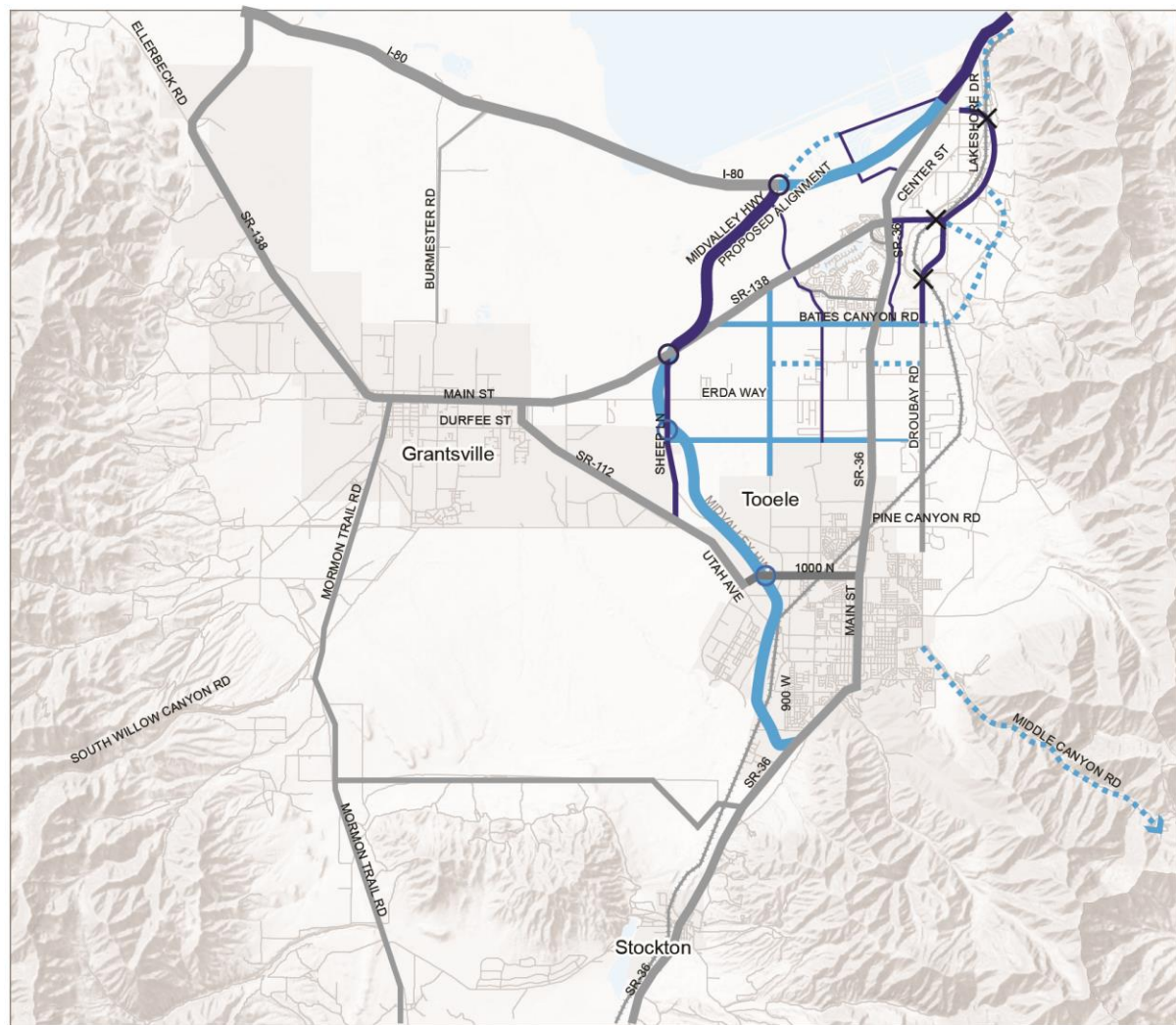
- Building of the Tooele Parkway to create another east-west connection that could tie into the Midvalley Highway.
- The widening of Sheep Lane to move traffic from the first phase of the Midvalley Highway in north part of the Valley.
- Creation of a street along the bottom of the foothills connecting Lake Point, Erda, Pine Canyon and Tooele City and avoiding the railroad tracks.
- A parallel route to I-80 connecting Lake Point and SR 201, providing an alternative route out of the valley.
- Create "Park once and walk" approach to activity centers.
- Stricter access management standards along highways, especially along SR-36.

The Vehicle Network (Figure 3.1) shows the hierarchy of routes designated by Functional Classes. The Functional Classes designate the role of streets for vehicles and include the following number of lanes:

- Freeway: 2 or more through lanes each way
- Arterial: 2 through lanes each way
- Major Collector: 1 to 2 through lanes each way
- Minor Collector: 1 through lane each way

The planned Vehicle Network improvements (Figure 3.2) are presented in three phases: Phase 1 (2016 to 2024); Phase 2 (2025 to 2040) and finally a Vision phase, for connections to consider in the future. However, while the phasing of these improvements reflects the current understanding of where and when growth in the valley will demand them, growth could occur in ways that call for quicker or slower building of these improvements.

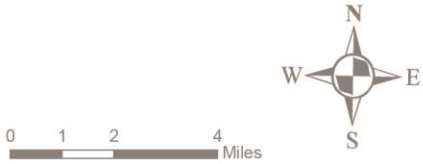
Figures 3.3 and 3.4 show the projected level of service for the Phase 1 and 2 time horizons if improvements are built.



TOOELE COUNTY TRANSPORTATION PLAN

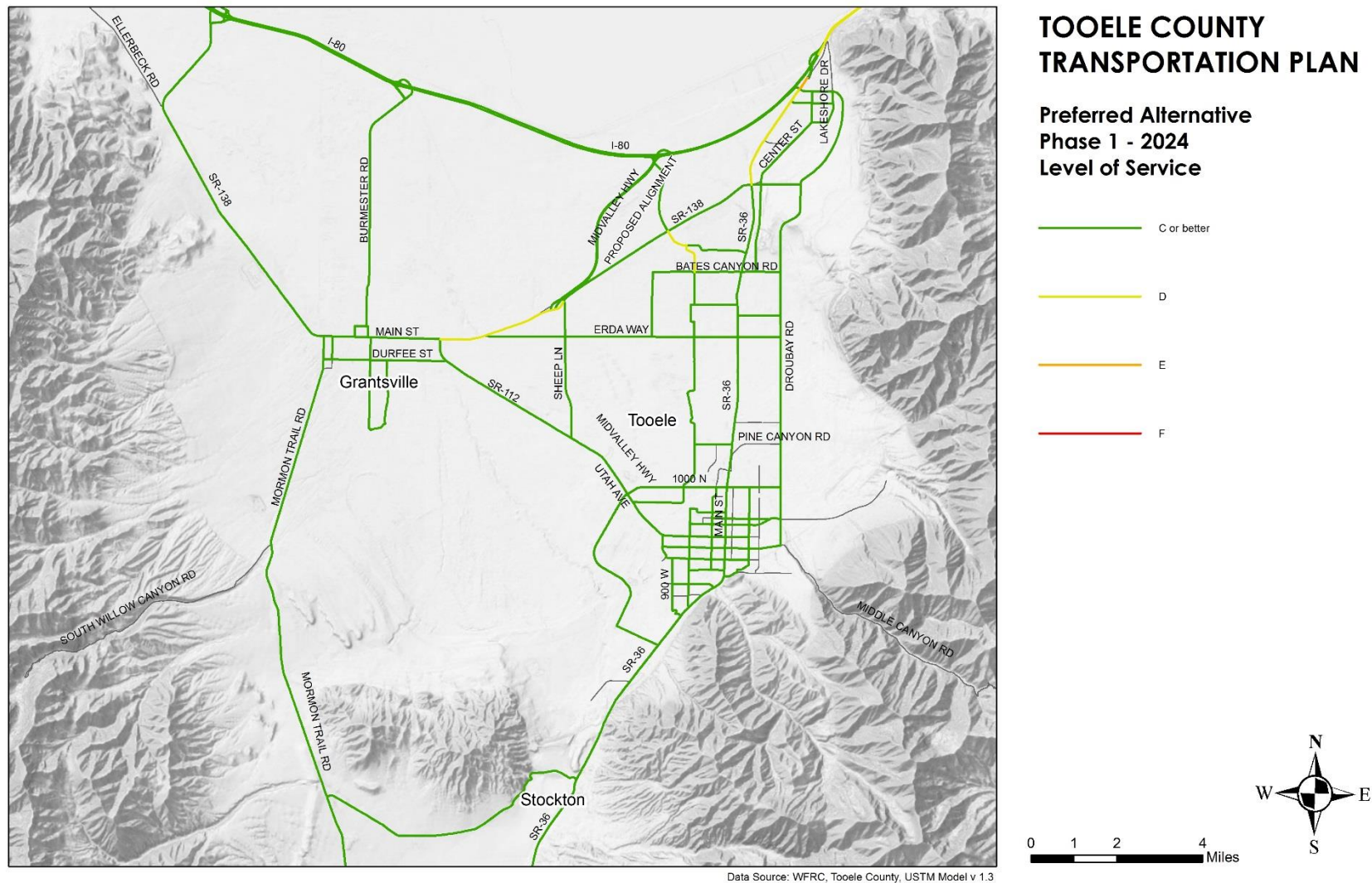
Vehicle Network

- New/widened Freeway
- New/widened Arterial
- New/widened Major Collector
- New/widened Minor Collector
- New Interchange
- New or improved railroad crossing
- Phase 1 project
- Phase 2 project
- Future connection to consider - Alignment TBD



Data Source: WFRC, Tooele County

Figure 3.2: Vehicle Network: recommended improvements.



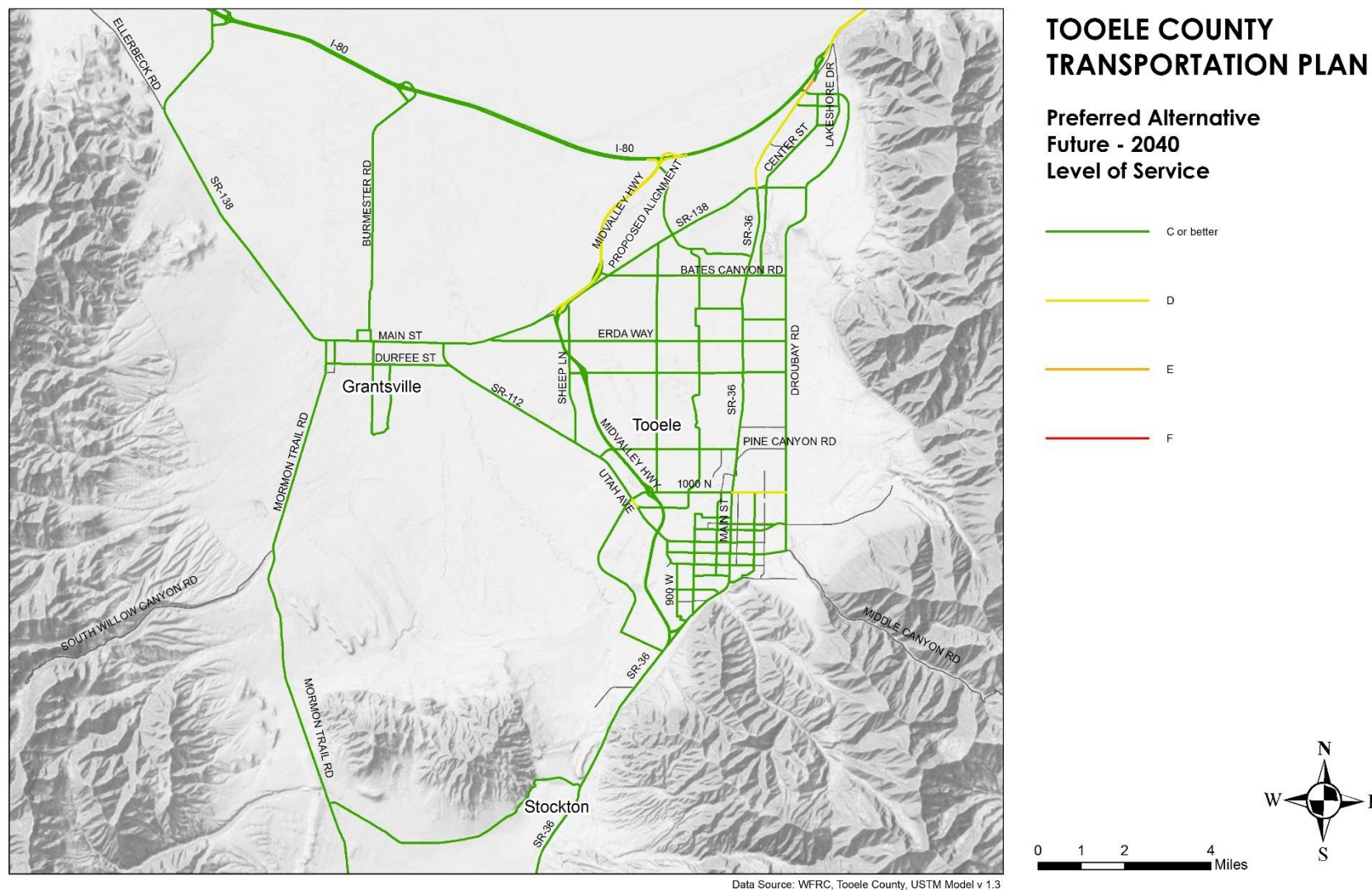


Figure 3.4: Projected level of service for vehicles in 2040 with recommended improvements.

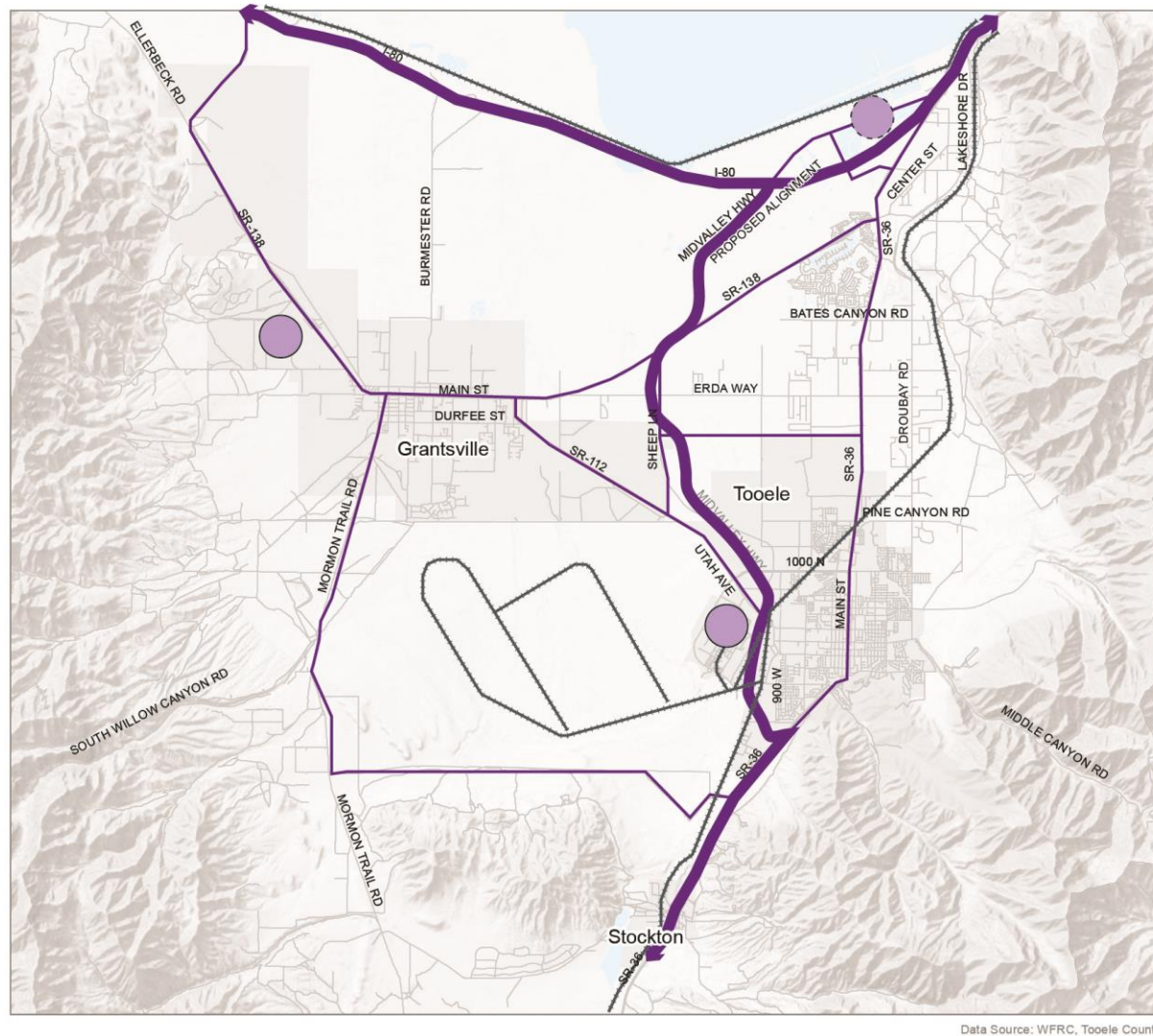
Freight Network

The Freight Network conveys how trucks and trains carrying commercial freight move through and around Tooele Valley.

Freight Network opportunities to achieve the Plan's Guiding Principles and implement the policies include:

- Midvalley Highway as opportunity to segregate freight traffic from person traffic and move it faster to and from the Industrial Depot and other centers.
- Concentration of industrial uses in key nodes such as Industrial Depot, Lake Point, along Sheep Lane (Reckitt Benckiser) and in Grantsville (Wal-Mart Distribution center).
- Improvements to support planned industrial center north of I-80 at Lake Point.
- Preservation of trucking support services clustered around I-80 Exit 99.
- Improvements to I-80 capacity.
- In general, serving freight is closely tied to the future of economic development in Tooele Valley.

The planned Freight Network (Figure 3.5) includes Freight Centers currently designated by the Utah Freight Plan and planned future Freight Centers. It includes Primary Freight Routes for regional freight traffic moving through the valley to and from Freight Centers; and Secondary Freight Routes are local routes that support Primary Routes and delivery and pickup of freight to and from local destinations.



TOOELE COUNTY TRANSPORTATION PLAN

Freight Network

- Primary Freight Route
- Secondary Freight Route
- Designated Utah Freight Plan Freight Center
- Planned Freight Center
- Railroad

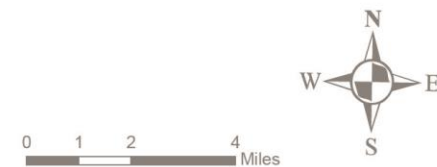


Figure 3.5: Freight Network

Transit Network

The Transit Network conveys how public transportation moves through and around Tooele Valley. The existing transit network is shown in Figure 3.6.

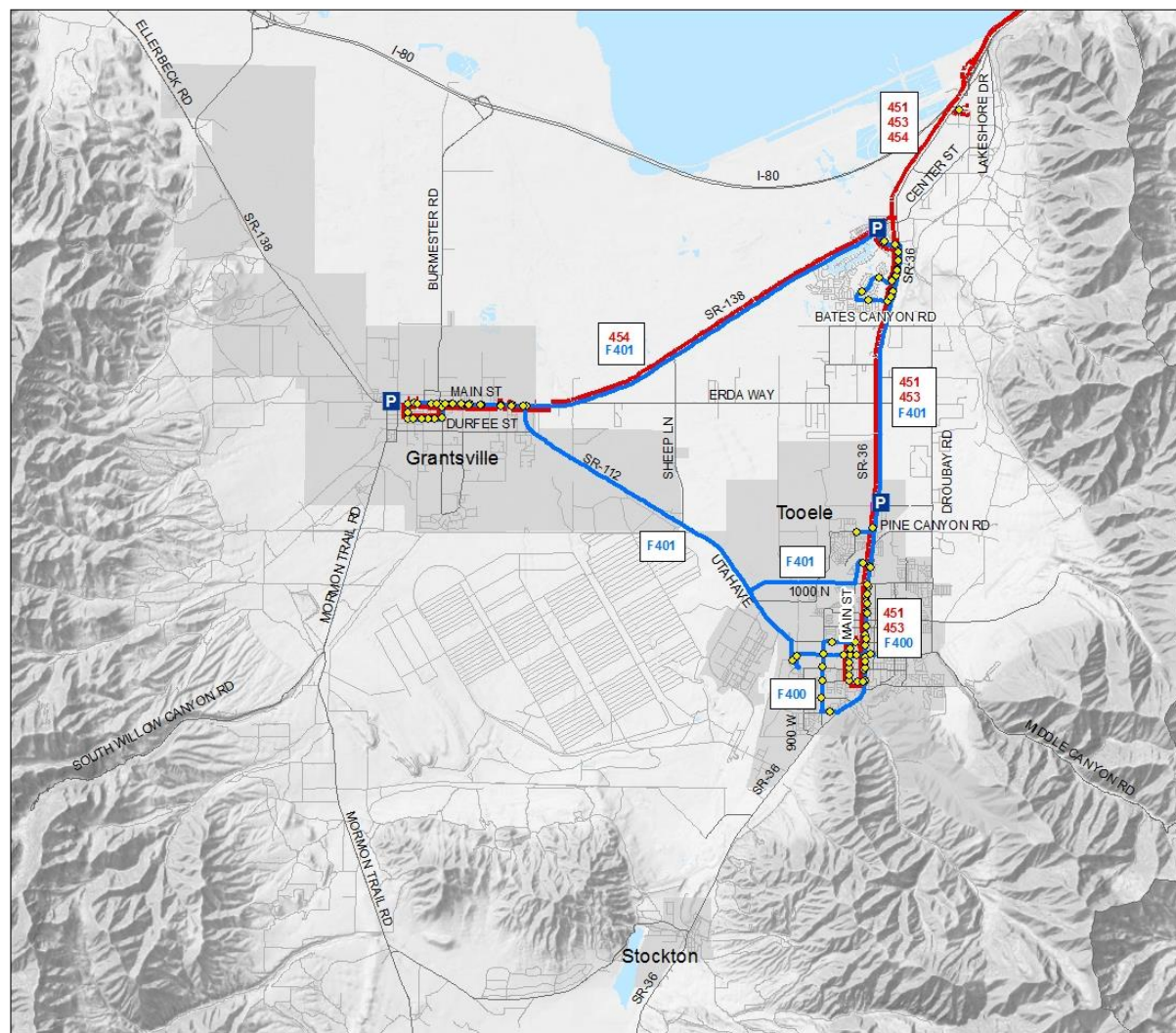
Transit Network opportunities to achieve the Plan's Guiding Principles and implement the policies include:

- As new larger employers open, vanpool demand could increase; monitor this growth for vanpool expansion opportunities.
- Build around existing employment or educational destinations to develop transit-supportive employment clusters.
- Create nodes of residential and employment density on the SR 36 to build a transit market along this corridor.
- Focus on active transportation in designated Activity Centers (see General Plan).
- Implement Tooele Parkway in a design that creates a transit-supportive corridor between Erda/south Tooele, Midvalley Highway corridor, and Grantsville, especially at the node where it crosses SR 36.
- Reimagine SR 36 as a multi-modal urban corridor that supports transit
- Phase in service over time while monitoring ridership, service cost, and growth.
- Monitor work destinations of Tooele Valley residents in the rest of Wasatch Front and consider serving popular destinations.
- Create a near-term transit hub/park and ride at Erda Way to serve Erda community, and develop over time into a small activity center.

- Develop specific markets for transit, including students and seniors, in part through Travel Demand Management programs.
- Continue to develop and coordinate Tooele Valley's flexible transportation service system including vanpools and volunteer driver program.
- As transit market in Tooele Valley evolves, consider bus rapid transit service, likely along SR 36.
- Consider potential future very long-term development of a rail connection between Tooele and Salt Lake Valley.

The planned Transit Network (Figure 3.7) includes current Utah Transit Authority (UTA) routes such as commuter express buses, flex route buses, and vanpools. It includes potential future high capacity transit services such as bus rapid transit.

It also includes transit hubs. A transit hub is a place where transit service is concentrated so that a rider has access to an array of services to local and regional destinations. Just like transit services, transit hubs can build and evolve over time to become the centerpieces of communities. Finally, the Transit Network relates closely to the Active Transportation Network that will support access to the transit hubs and other stops and stations.



TOOELE COUNTY TRANSPORTATION PLAN

Transit Network

UTA Bus Route

— Express / Commuter Route

— Flex Route

♦ UTA Bus Stop

P Park N Ride Lot

Annual Average Weekday Boardings

Mode	2011	2012	2013
Vanpool	1268	1195	982
Commuter Routes	572	536	524
Flex Routes	75	80	70
Total	1915	1811	1576



0 1 2 4 Miles

Data Source: WFRC, Tooele County

Figure 3.6: Existing transit services

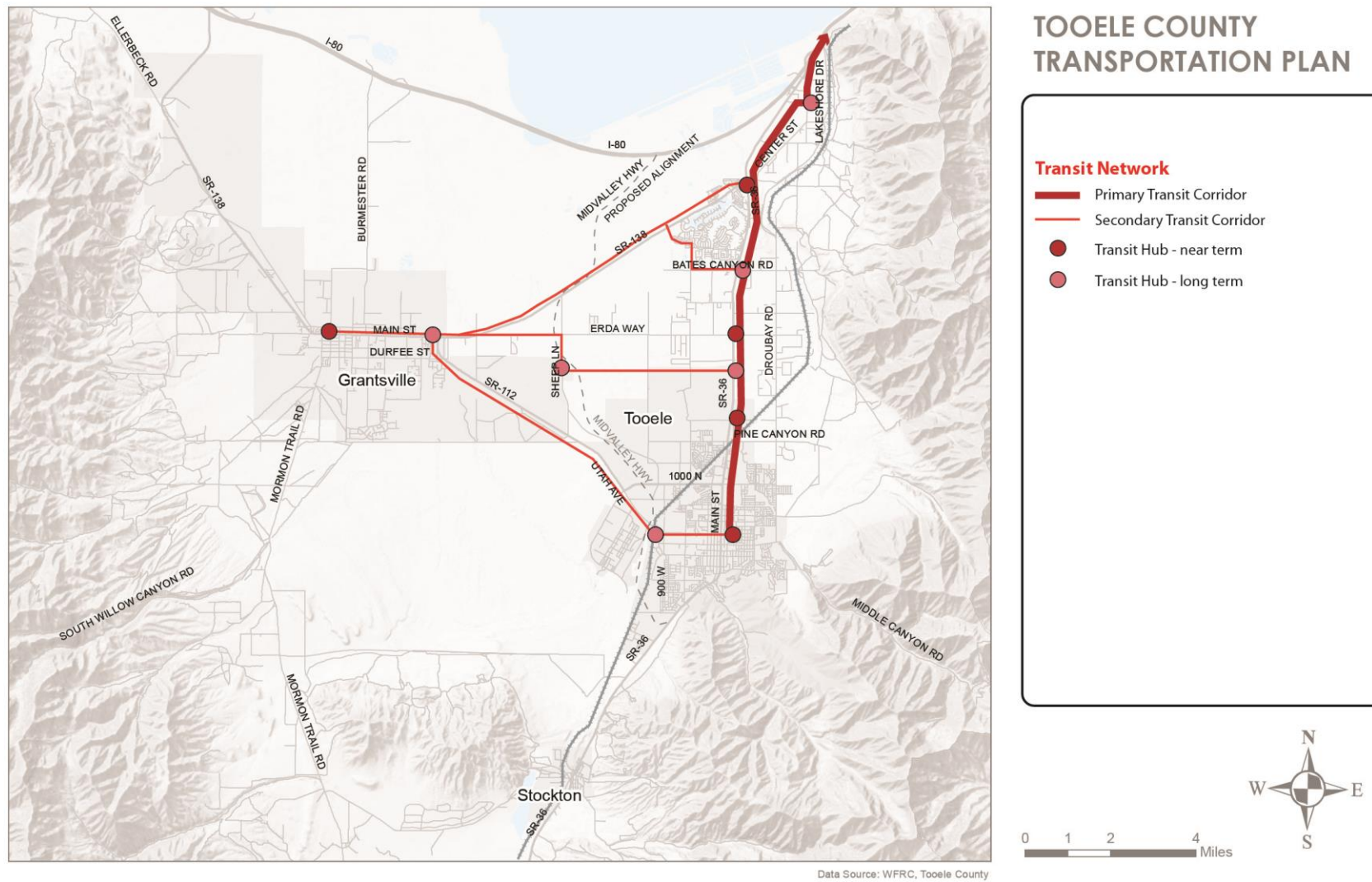


Figure 3.7: Transit Network

Active Transportation Network

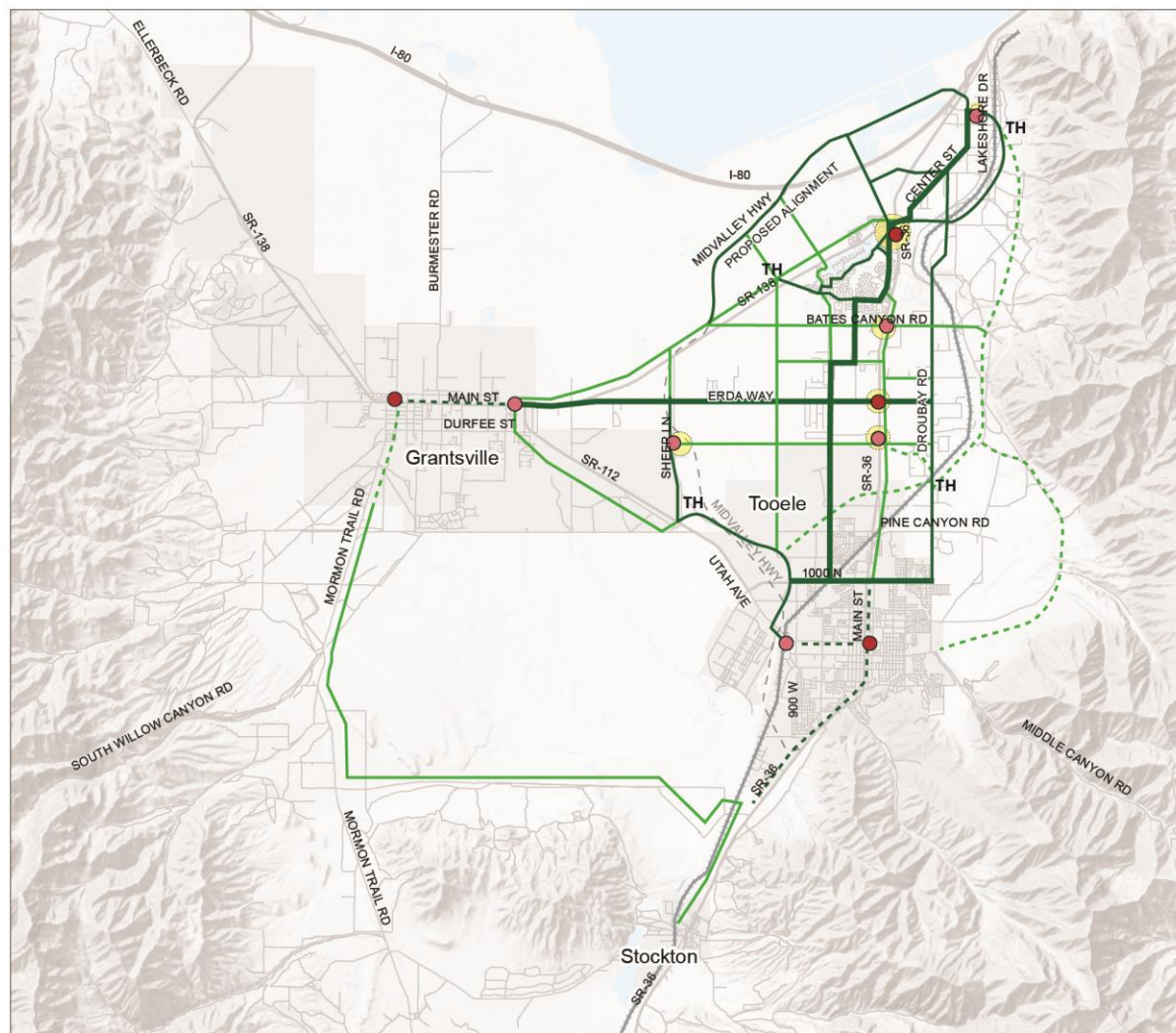
The Active Transportation Network conveys routes for pedestrians and bicyclists in Tooele Valley. It includes both walking and riding for transportation and recreation.

The Active Transportation Network opportunities to achieve the Plan's Guiding Principles and implement the policies include:

- Improved connectivity of Tooele Valley core roads can improve bicycle conditions.
- Create a north-south and east west active transportation trail "spine."
- Focus on active transportation in designated Activity Centers (see General Plan).
- Conversion of rural farm roads to trails, such as Rabbit Lane
- Using trails to reinforce the rural/open space character people value about Tooele Valley
- Build trails to connect key destinations.
- Several large future and potential developments could emphasize walking
- Connection of amenities within Stansbury Park for bicycles.
- Tooele Parkway as opportunity for state-of-the-art bicycle facility connecting Erda and Grantsville.
- Designate 400 West as a primary north-south connection.
- System of trails between SR 138 and Great Salt Lake, including Midvalley Highway corridor.
- Foothill trail connecting Lake Point, east Erda, Pine Canyon and Tooele, similar to Bonneville Shoreline Trail.
- Design rail crossings to accommodate bicycles.
- Development of a hierarchy of regional routes that tie into different cities' networks and local routes.

- Development of a Special Service District for trails.

The planned Active Transportation Network (Figure 3.8) includes primary and secondary active transportation routes, as well as active transportation focus areas that correspond to the planned Activity Centers designated in the General Plan. The planned improvements are presented in three phases: Phase 1 (2016 to 2024); Phase 2 (2025 to 2040) and finally a Vision phase, for connections to consider in the future. However, while the phasing of these improvements reflects our current understanding of where and when growth in the valley will demand them, growth could occur in ways that call for quicker or slower building of these improvements.



Data Source: WFRC, Tooele County

TOOELE COUNTY TRANSPORTATION PLAN

Active transportation network

- Phase 1 Valley Trail Spine
- Phase 1 priority active transport corridor
- Phase 2 priority active transport corridor
- Transit Hub - near term
- Transit Hub - long term
- Active transportation focus areas
- - - Key connection; exact location TBD
- TH** Trailhead



Figure 3.8: Active Transportation Network

4 | Streets

The Tooele County Transportation Plan’s approach to guidance for the design of streets is to balance the needs of the four transportation networks into a Complete Streets network. The implementation tool for this Complete Streets Network is a series of Street Types that serve as general design templates for streets that have different needs. These Street Types incorporate all the transportation modes as well as the character of the surrounding community. This means that two streets that may serve the same transportation function may be designed differently if they have different land uses beside them.

The Tooele Valley Street Types are:

- Freeway
- Highway
- Community Spine
- Mobility Connector
- Rural Preservation Connector
- Industrial Connector
- Neighborhood Connector
- Local Street

Figure 4.1 shows the street type designations of key Tooele Valley streets.

The following describes the Street Types in more detail.

How to use this section:

The following chart describes how to interpret each illustration:

Cross section element name: When streets are shown as cross sections, as they are here, they are divided into different elements, such as roadway lanes, sidewalks, and medians. The street types illustrations are comprised of these different cross section elements.

Element priority level: The degree to which the cross section element is important to include in a street of this type.

HI	High priority: An essential element of the street type.
MID	Mid priority: A recommended element that could be left out if there are space constraints.
LO	Low priority: A useful element to consider if there is space.
N	Network-dependent: An element whose inclusion is dependent on a street’s role in the relevant modal network.

Element mode emphasis: The transportation mode emphasized by the cross section element.

	Pedestrian
	Mixed vehicle traffic
	Parked vehicle
	Transit
	Bicycle
	Mixed emphasis

It is important to note that *each type does not have a universal cross section*. The illustrations in the following guidance are meant to convey ideas on how to construct a street of this type. Each element of the cross section (mixed flow traffic lane, bike lane, sidewalk, median, etc.) is shown in terms of mode, and importantly, its level of priority in the design of the street. While it is vital to include those elements labeled “HI,” it is less so for those labeled “MID,” and so on. Elements labeled “N” are network-dependent – consult the relevant transportation network and assess the current state of the network to determine if that element is needed.

Many Street Types feature a “Standard” cross section template and a “Center” cross section template. The “Center” cross sections are intended to be applied only in the designated activity centers (on the Street Types Map) and the Standard everywhere else.

NOTE: The illustrations are often asymmetrical not to encourage asymmetrical designs but simply to show a range of options in how to design the street.

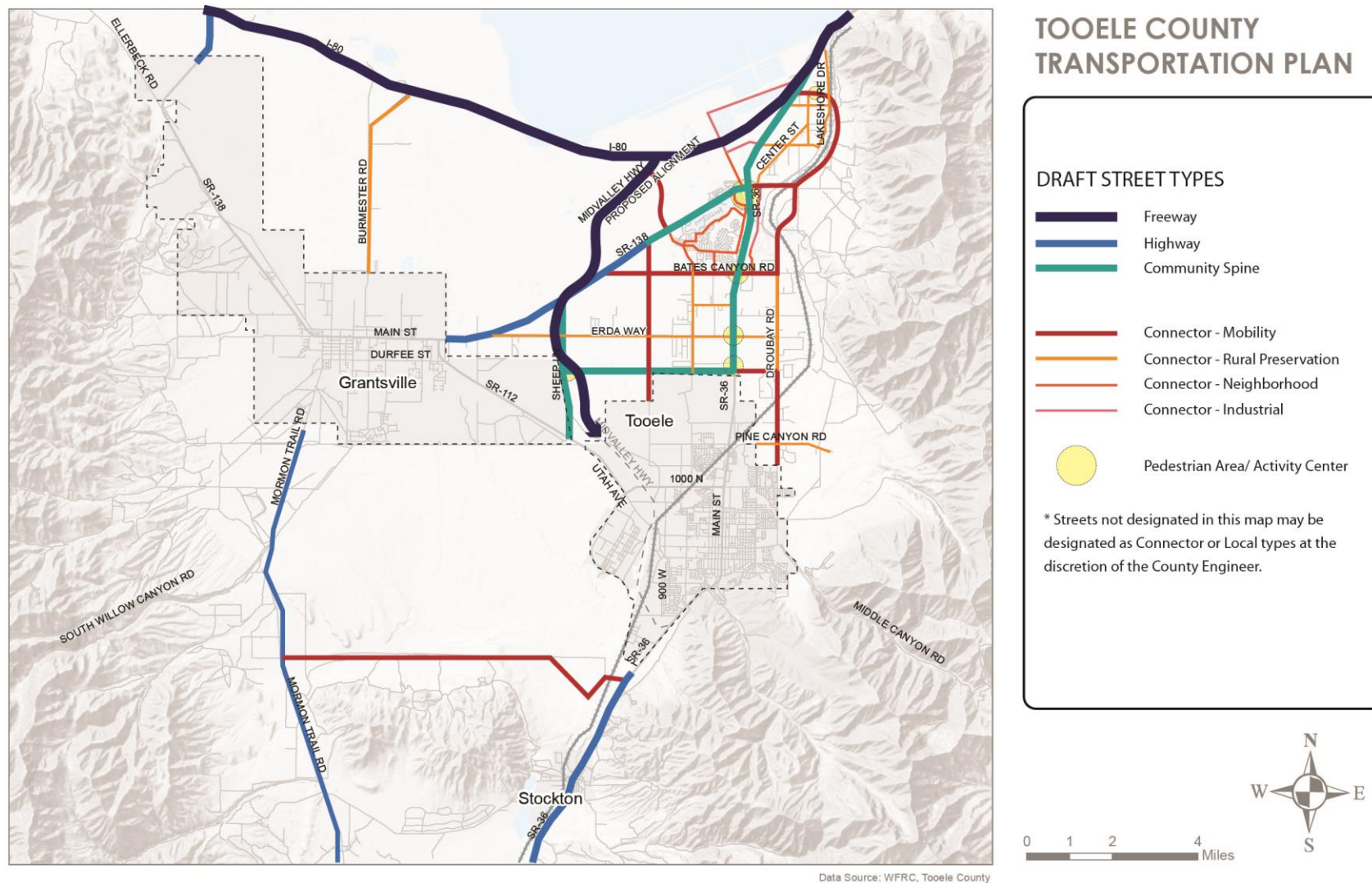


Figure 4.1: Street Type designations

Freeway

Intent:

A road providing the highest degree of motor vehicle mobility and very limited access through grade separation, with emphasis on moving vehicle traffic through Tooele Valley as well as around it. The Freeway category currently only includes Interstate 80 but also includes the planned Midvalley Highway.

Examples:

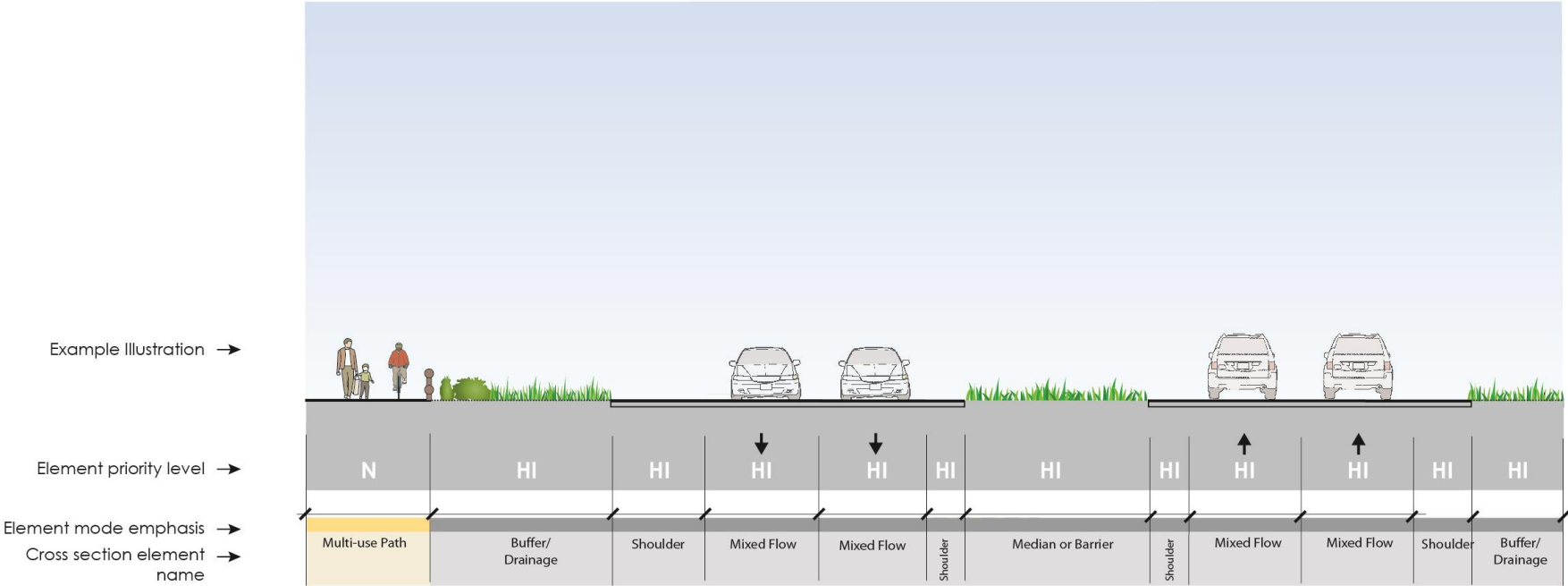
- Midvalley Highway
- I-80

Characteristics:

- Community Context: Any; Freeways do not relate to surrounding context
- Emphasized modes: Vehicles and freight
- Frontage: Buffer, grade separation, and/or sound wall; land uses back on freeway or front onto parallel frontage road.
- Target right-of-way: Determine through specific facility design; see objectives on specific major streets for right-of-way targets.
- Target vehicle speeds: See UDOT standards.
- Mixed-flow lanes: See specific facility.
- On-street parking: Not allowed
- Trucks/Freight: Primary freight routes
- Vehicular classification: Throughway
- Vehicle access to properties: Grade-separated interchange. See UDOT standards for spacing.
- Transit treatments: Mixed flow or dedicated transitway.

- Bicycle treatments: Heavily buffered separated path, see active transportation network designations.
- Pedestrian realm: Heavily buffered separated path, see active transportation network designations.

FREEWAY



Highway

Intent:

A street that connects Tooele Valley communities by providing a high degree of vehicle mobility with limited vehicle access. Highways are intended to run through less populated parts of Tooele Valley with little need for community access.

Examples:

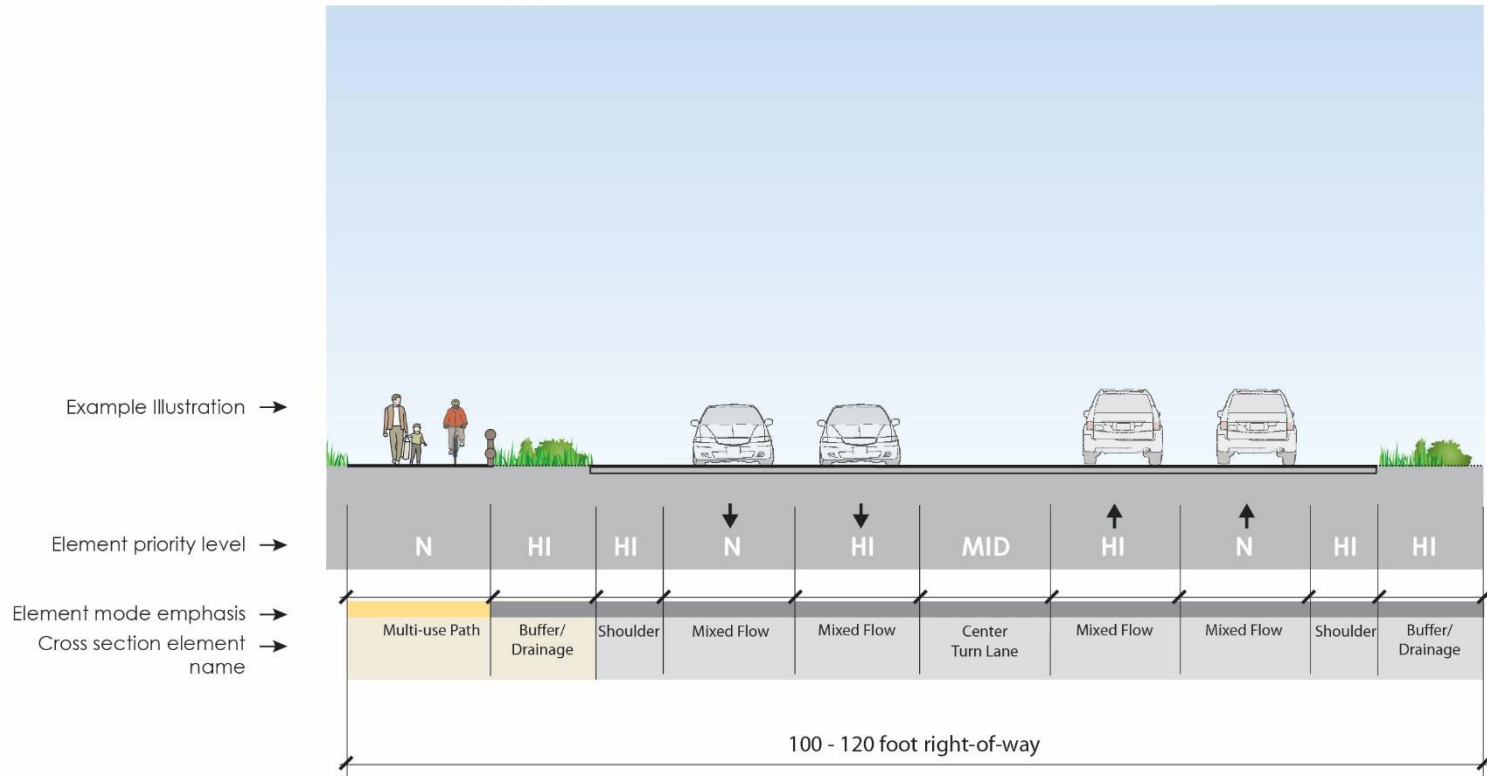
- SR 138
- SR 112
- Mormon Trail
- SR 36 (south of Tooele City)

Characteristics:

- Community Context: Generally less populated areas between communities
- Emphasized modes: Vehicles
- Frontage: Major setback of any buildings; can be fronting or backing, including fronting onto a frontage road.
- Target right-of-way: For county-controlled roads, 100 – 120 feet.
- Target vehicle speeds: See UDOT access management standards for state highways; for county controlled roads, determine on a case by case basis.
- Mixed-flow lanes: 2 through lanes and potential center turn lane where access needed. In some circumstances, 2 additional through lanes could be considered.
- On-street parking: Not allowed
- Trucks/Freight: Secondary freight routes, see network designations.

- Vehicular classification: Arterial
- Vehicle access to properties: Access between properties and the roadway is highly controlled; access recommended to occur via a connecting street of another type. For state controlled roads, see UDOT access management standards.
- Transit treatments: Transit vehicles operating in mixed flow
- Bicycle treatments: Heavily buffered separated path, see active transportation network designations.
- Pedestrian realm: Heavily buffered separated path, see active transportation network designations.

HIGHWAY



Community Spine

Intent:

A street that creates a major regional connection among Tooele Valley communities while also serving a key community function within identified community activity centers. Community Spine streets can be both “highway-like” between centers and “boulevard-like” for stretches within centers, with slower speeds and more pedestrian oriented frontage. However in both cases, one of a community spine’s major jobs is to move people longer distances, both in private automobiles and in public transit.

Examples:

- SR-36 (north of Tooele City)
- Tooele Parkway
- Sheep Lane

Characteristics:

- Community Context:
 - Outside activity centers: Any; disconnected from street itself
 - Inside activity centers: Compact mix of uses creating community center
- Emphasized modes: vehicles and transit; within centers, active transportation
- Frontage:
 - Outside activity centers: land uses set back and fronting; open space desired.
 - Inside activity centers: Land uses fronting street in pedestrian-oriented way, including active building and site entries.

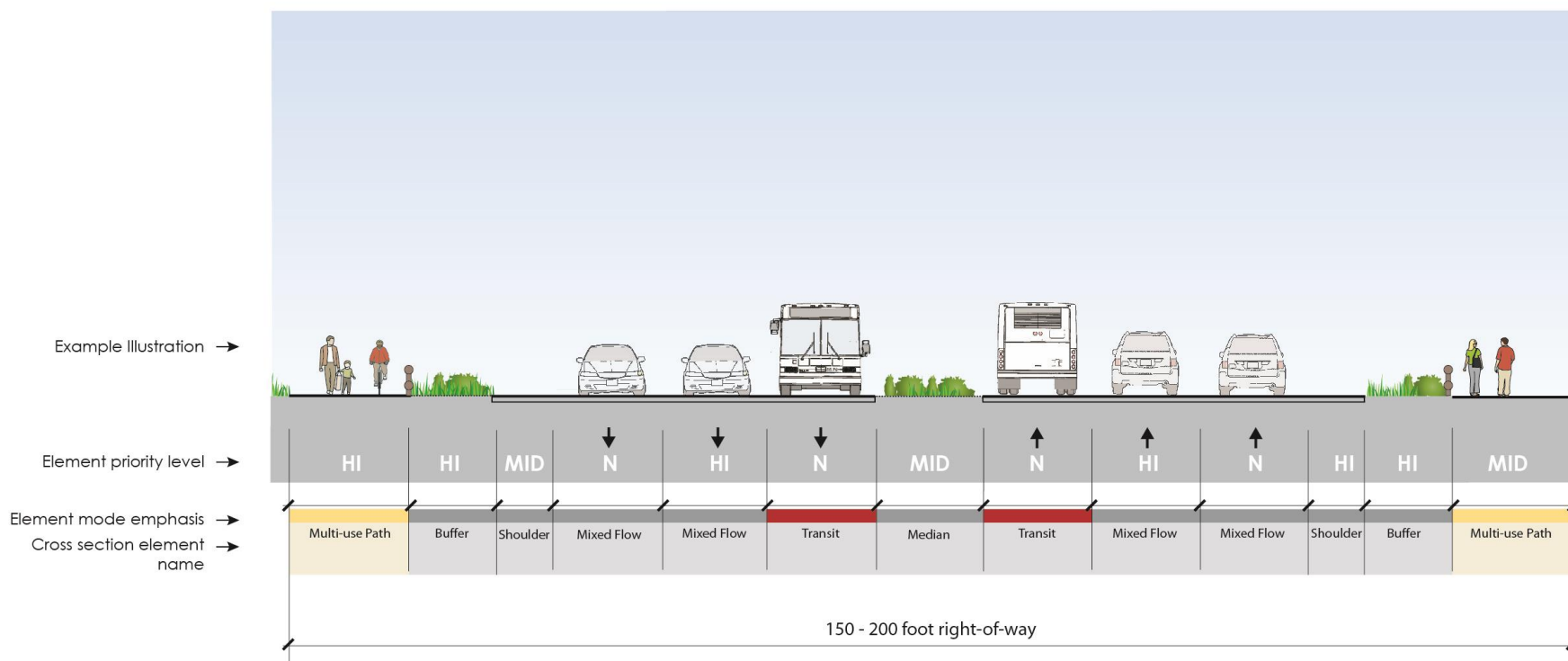
- Target right-of-way: 150 – 200 feet
- Target vehicle speeds:
 - Outside activity centers: 40-55 m.p.h.
 - Inside activity centers: 30-35 m.p.h.
- Mixed-flow lanes:
 - Outside activity centers: 4 through lanes with center turn lane or median with turn pockets; shoulder
 - Inside activity centers: 4 through lanes with center turn lane or median with turn pockets; additional local access lanes recommended for traffic access to destinations.
- On-street parking:
 - Outside activity centers: Typically not allowed
 - Inside activity centers: Recommended to be located on local access lanes; if speed limit reduced, can be located on through lanes.
- Trucks/Freight: Secondary freight routes – alternate regional access and primary community access
- Vehicular classification: Arterial
- Vehicle access to properties:
 - Outside activity centers: Access should be highly limited; Encourage access from connecting streets and alleys, and encourage shared access with adjacent properties. UDOT access management standards. Otherwise, see general access policies for residential area and commercial area in General Street Policies.
 - Inside activity centers: Recommend use of additional local access lanes to provide local traffic access. With lower speed limit, access can be more frequent per UDOT access guidelines.

- Transit treatments: Mixed flow or dedicated transitway on major transit corridors; stations and stops protected from moving traffic by pull-out or dedicated lane. In activity centers, high-quality pedestrian and bicycle access to transit stations and stops.
- Bicycle treatments:
 - Outside activity centers: Class I bicycle path separated by substantial buffer from moving traffic
 - Inside activity centers: Class I bicycle path or bicycle lane if speed reduced to 35 m.p.h.
- Pedestrian realm:
 - Outside activity centers: Pedestrian/multi-use path separated by substantial buffer from moving traffic
 - Inside activity centers: Substantial sidewalk with space for walking, furnishings, landscape, and with close relationship to adjacent land uses; or pedestrian/multi-use path with similar characteristics.

Illustration:

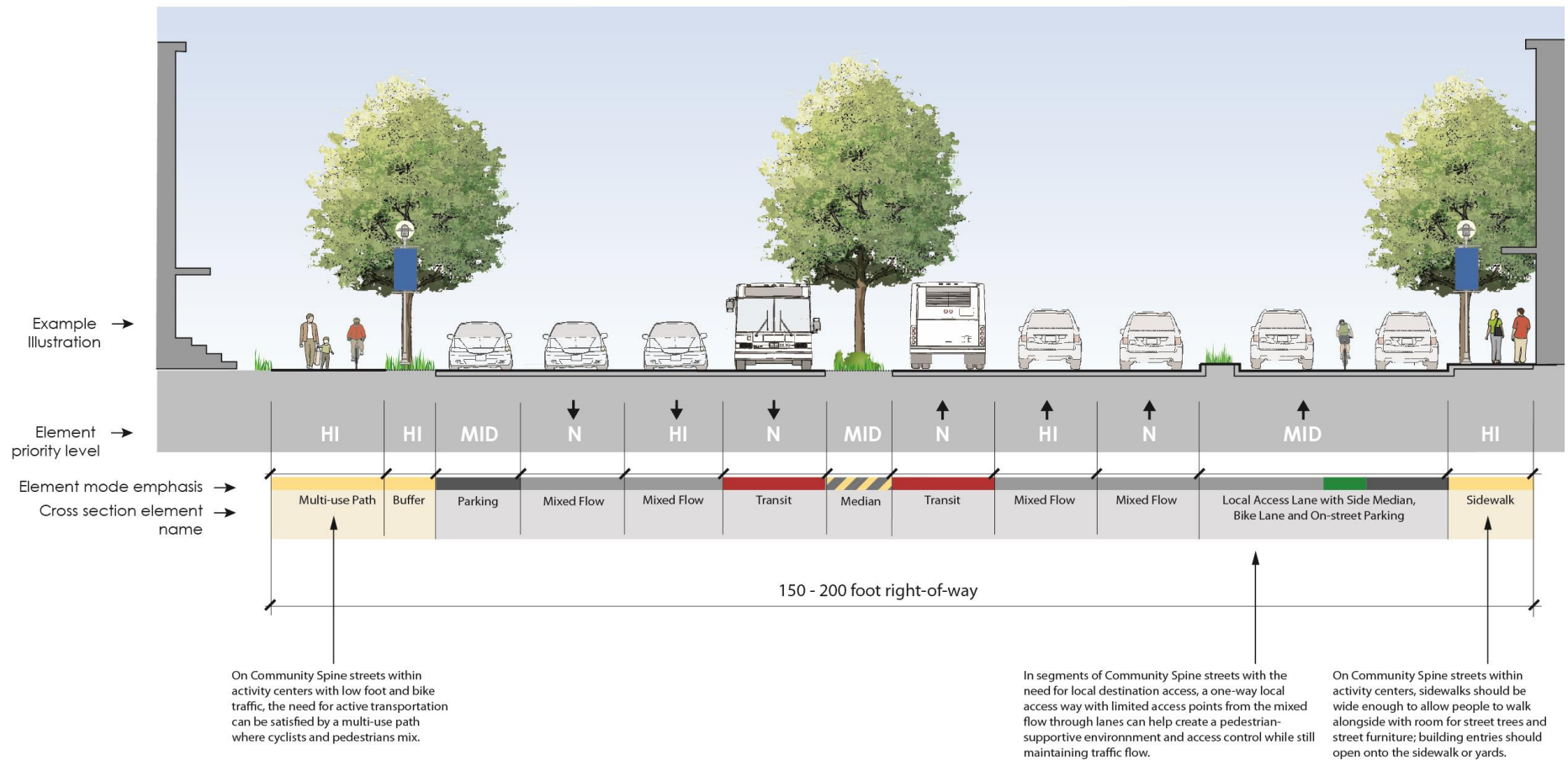
- **Standard:** Use in every situation except within Activity Centers or other situations at the discretion of the County Engineer.
- **Center:** Use within designated Activity Centers.

COMMUNITY SPINE - STANDARD



NOTE: Difference in Illustration's two sides of the street intended to show different design options.

COMMUNITY SPINE - CENTER



NOTE: Difference in Illustration's two sides of the street intended to show different design options.

Mobility Connector

Intent:

A mid-level street that connects Tooele Valley communities to activity centers or larger roads, with an emphasis on moving people longer distances through private vehicles, transit, and active transportation. Within activity centers, Mobility Connectors can be a focus for commercial and civic activities and other uses.

Examples:

- Bates Canyon Rd.
- Saddleback Boulevard
- Droubay Road (north of Bates Canyon; south of Erda Way)
- Pole Canyon
- 1200 West

Characteristics:

- Community Context:
 - Outside activity centers: Variety of lower-density residential and non-residential land uses, including protected open space.
 - Inside activity centers: Mix of more compact residential and non-residential land uses with emphasis on community destinations.
- Emphasized modes: Vehicles, transit, and active transportation
- Frontage:
 - Outside activity centers: Land uses set back and fronting street if possible.

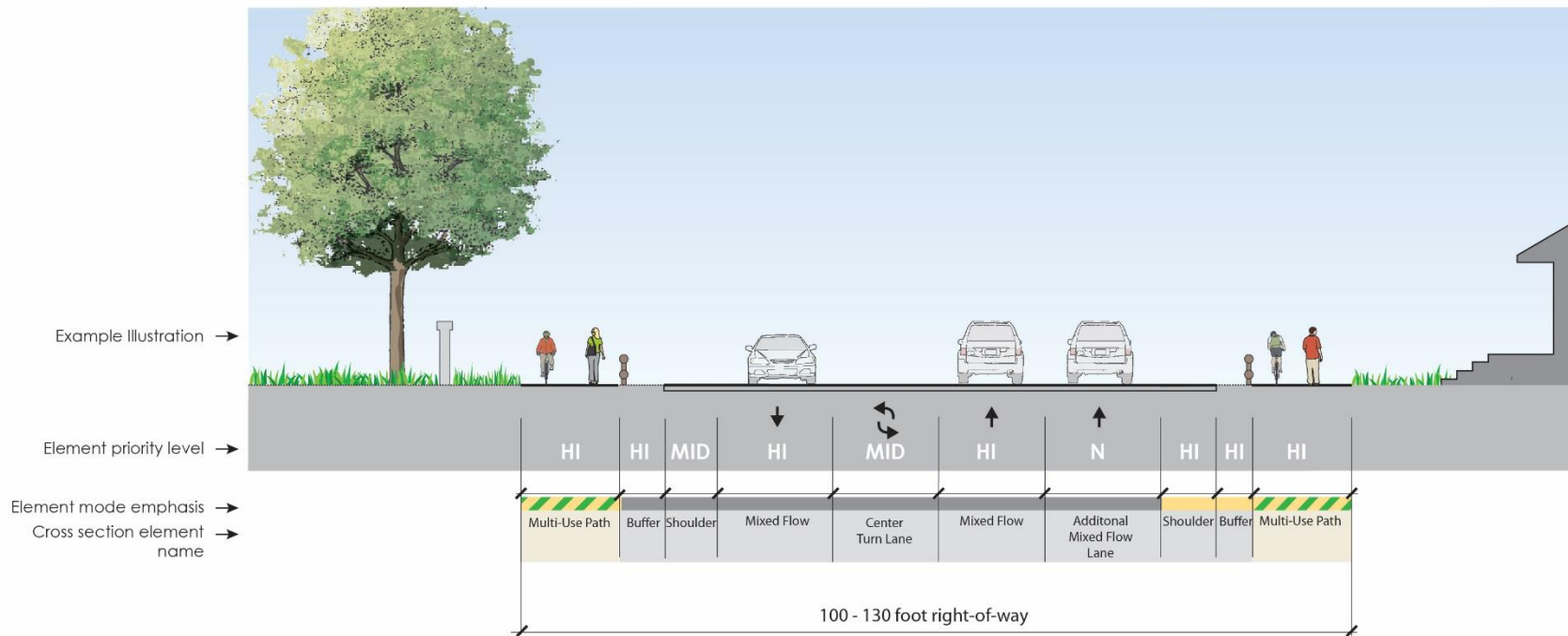
- Inside activity centers: Land uses fronting street in pedestrian-oriented way, including active building and site entries.
- Target right-of-way:
 - Outside activity centers: 100 – 130 feet
 - Inside activity centers: 115 – 130 feet
- Target vehicle speeds:
 - Outside activity centers: 40-55 m.p.h.
 - Inside activity centers: 30-35 m.p.h.
- Mixed-flow lanes: 2 to 4 through lanes with center turn lane or median with turn pockets.
On-street parking:
 - Outside activity centers: Not recommended
 - Inside activity centers: Recommended
- Trucks/Freight: Not designated as freight routes; truck travel discouraged except where deliveries/pickups needed.
- Vehicular classification: Major Collector
- Vehicle access to properties:
 - Outside activity centers: Limit access; discourage direct residential driveway access.
 - Inside activity centers: Recommend shared driveways and vehicle access from side and rear to emphasize pedestrian orientation.
- Transit treatments: Transit vehicles operate in mixed flow.
- Bicycle treatments:
 - Outside activity centers: Separated multi-use path
 - Inside activity centers: Separated path, cycletrack, or bike lane; in cases where speed limit is 25 m.p.h. or lower, shared lane markings.
- Pedestrian realm:
 - Outside activity centers: Pedestrian/multi-use path separated by substantial buffer from moving traffic.

- Inside activity centers: Substantial sidewalk with space for walking, furnishings, landscape, and with close relationship to adjacent land uses; or pedestrian/multi-use path with similar characteristics.

Illustration:

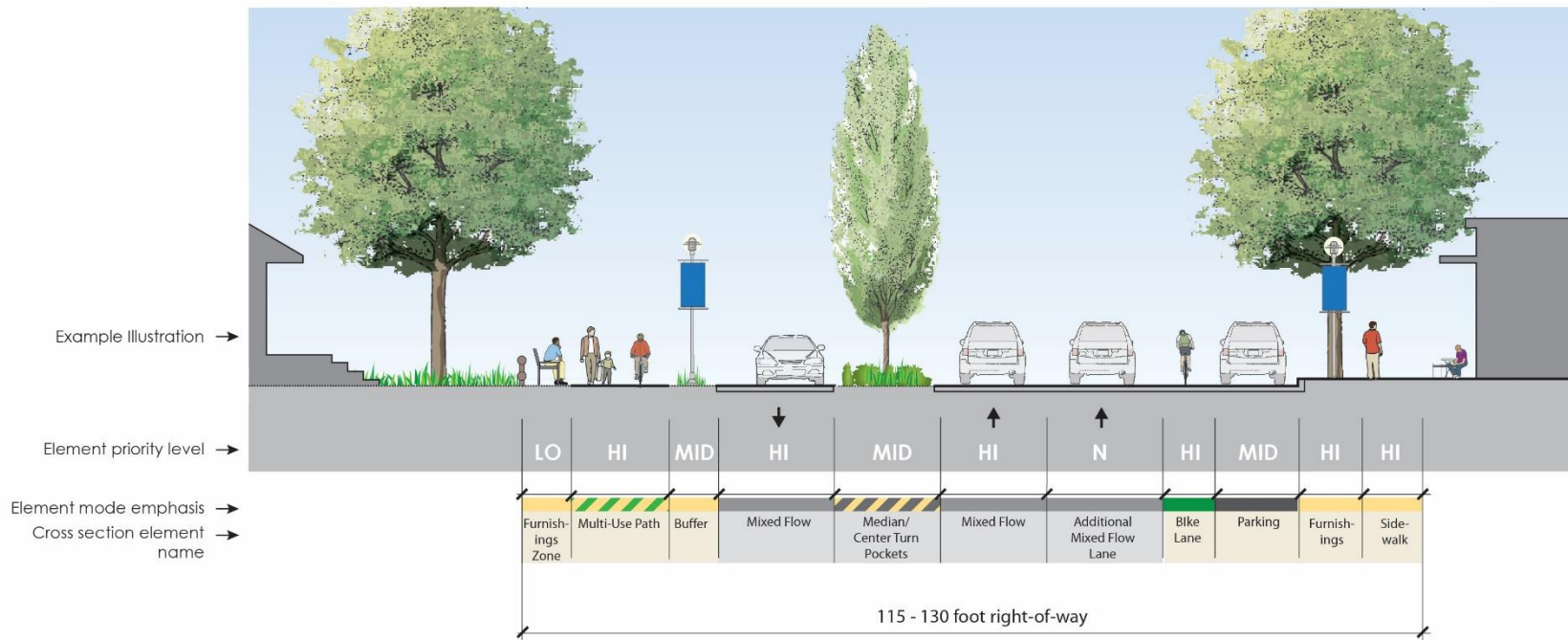
- **Standard:** Use in every situation except within Activity Centers or other situations at the discretion of the County Engineer.
- **Center:** Use within designated Activity Centers.

MOBILITY CONNECTOR - STANDARD



NOTE: Difference in Illustration's two sides of the street intended to show different design options.

MOBILITY CONNECTOR - CENTER



NOTE: Difference in Illustration's two sides of the street intended to show different design options.

Rural Preservation Connector

Intent:

A mid-level street that connects Tooele Valley communities to activity centers or larger roads, with an emphasis on the preservation of the historic rural character of the street corridor. Within activity centers, Rural Preservation Connectors can be a focus for commercial and civic activities and other uses, provided they fit within the established rural character of the corridor. Because of their focus on maintaining the human scale of historic agriculture, Rural Preservation Connectors are recommended for active transportation facilities such as trails and paths.

Examples:

- Erda Way
- Droubay Road (Bates Canyon Rd. to Erda Way)
- 400 West
- Burmester Road
- Center Street
- Canyon Road
- Pine Canyon Road

Characteristics:

- Community Context:
 - Outside activity centers: Historic pattern of farms, homes, and other supporting uses
 - Inside activity centers: Mix of more compact residential and non-residential land uses with emphasis on community destinations, built in a way that is respectful of and compatible with historic rural pattern.

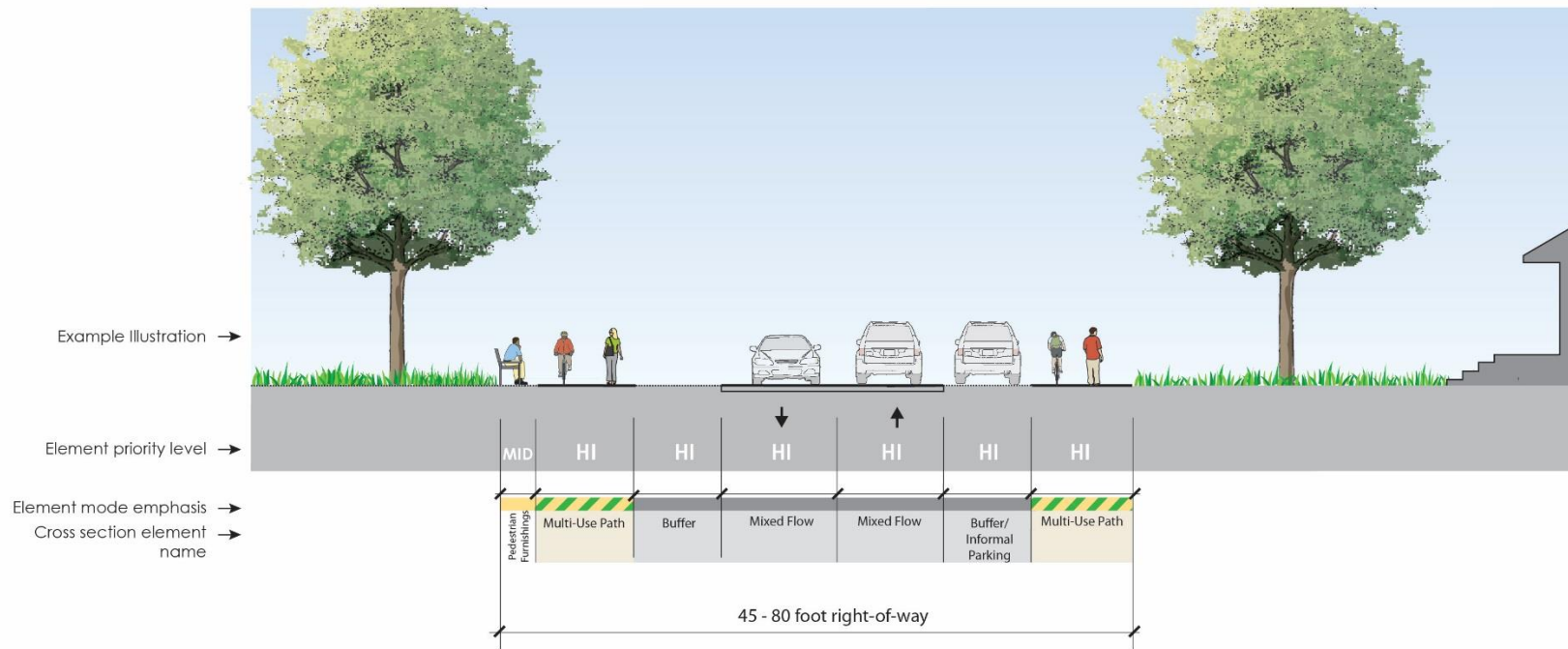
- Emphasized modes: Active transportation, vehicles
- Frontage:
 - Outside activity centers: Historic human-scale relationship of agricultural uses and residences fronting onto a narrow rural roadway.
 - Inside activity centers: Land uses fronting the street in pedestrian-oriented way, including active building and site entries; patterns of historic residences and farms encouraged.
- Target right-of-way:
 - Outside activity centers: 45 – 80 feet
 - Inside activity centers: 70 – 100 feet
- Target vehicle speeds:
 - Outside activity centers: 30-35 m.p.h.
 - Inside activity centers: 25-30 m.p.h.
- Mixed-flow lanes:
 - Outside activity centers: 2 through lanes with no shoulder.
 - Inside activity centers: 2 through lanes with the possibility of a center turn lane or median with center turn pockets.
- On-street parking:
 - Outside activity centers: Can be accommodated in specific places where needed; consider unpaved parking pull-outs to keep with rural corridor character.
 - Inside activity centers: Encouraged.
- Trucks/Freight: Discouraged except where deliveries/pickups needed.
- Vehicular classification: Minor Collector
- Vehicle access to properties:

- Outside activity centers: Manage access in a safe way that emphasizes pedestrians and human scale but historic pattern of frequent driveways and residential accesses is accommodated.
- Inside activity centers: Recommend shared driveways and vehicle access from side and rear to emphasize pedestrian orientation.
- Transit treatments: Transit is de-emphasized on these streets but where present, transit vehicles operating in mixed flow traffic. Transit stops blend in to rural character of the corridors.
- Bicycle treatments: Bicycle travel is heavily emphasized on Rural Preservation Connector streets.
 - Outside activity centers: Separated multi-use path for all riders; riding in roadway for advanced riders.
 - Inside activity centers: Separated path, cycletrack, or bike lane; in cases where speed limit is 25 m.p.h. or lower and no other option available, shared lane markings.
- Pedestrian realm:
 - Outside activity centers: Separated multi-use path.
 - Inside activity centers: Substantial sidewalk with space for walking, furnishings, landscape, and with close relationship to adjacent land uses; or pedestrian/multi-use path with similar characteristics.

Illustration:

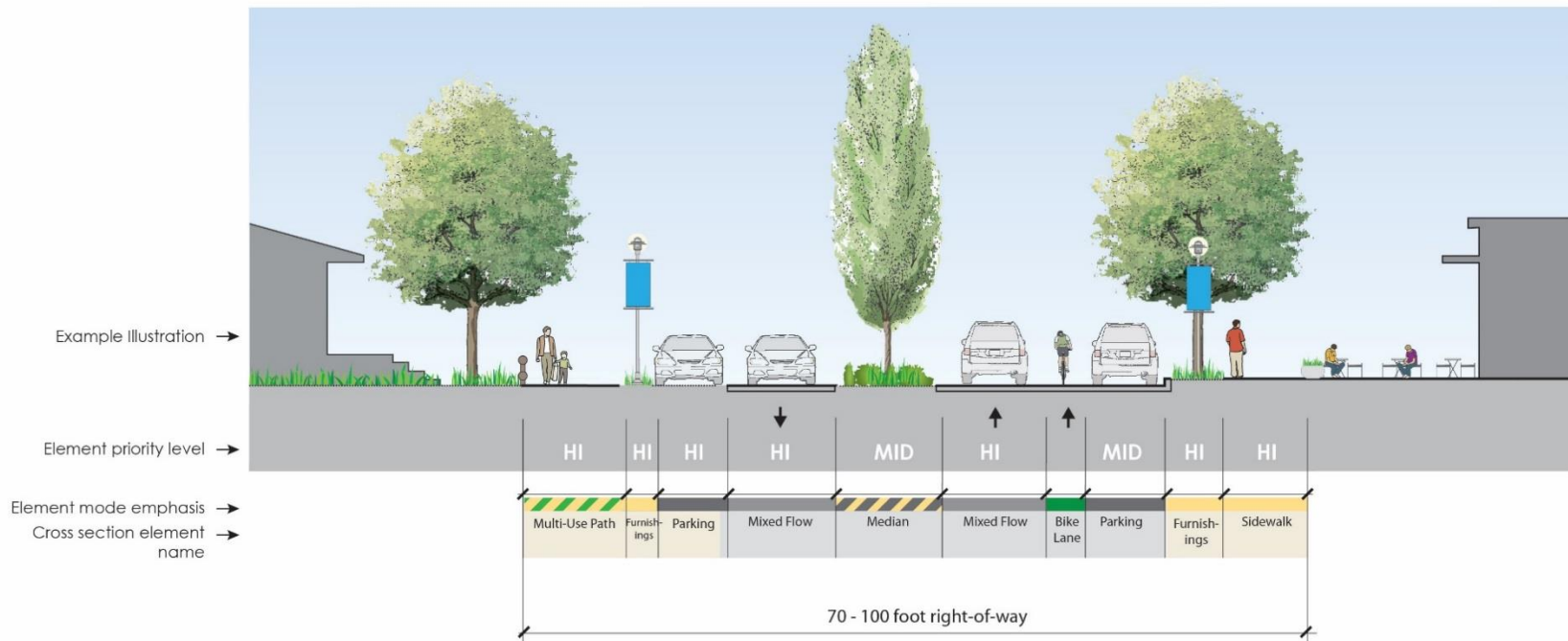
- **Standard:** Use in every situation except within Activity Centers or other situations at the discretion of the County Engineer.
- **Center:** Use within designated Activity Centers.

RURAL PRESERVATION CONNECTOR - STANDARD



NOTE: Difference in Illustration's two sides of the street intended to show different design options.

RURAL PRESERVATION CONNECTOR - CENTER



NOTE: Difference in Illustration's two sides of the street intended to show different design options.

Industrial Connector

Intent:

A mid-level street that connects Tooele Valley industrial and freight centers to larger roads and freight routes, with an emphasis on moving large trucks.

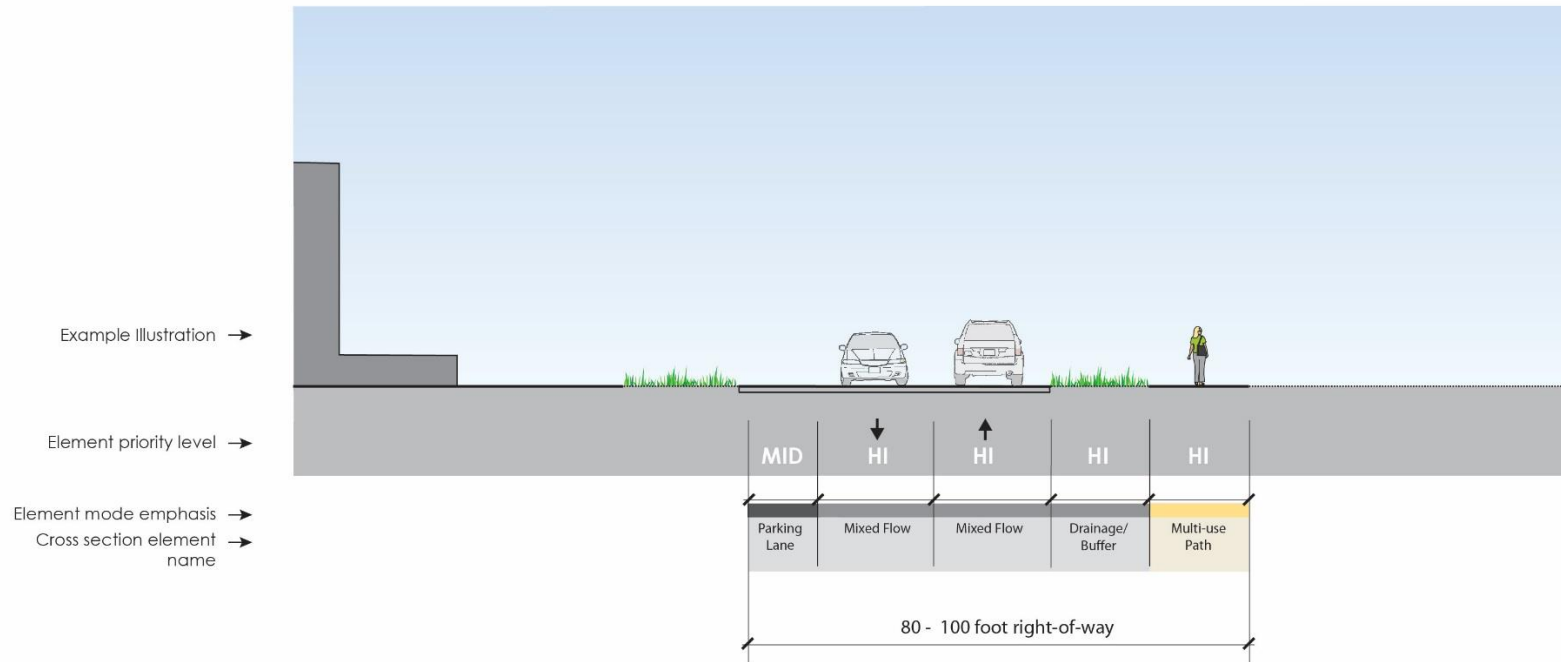
Examples:

- Hardy Rd.

Characteristics:

- Community Context: Industrial and warehousing areas
- Emphasized modes: Vehicles and trucks
- Frontage: Any
- Target right-of-way: 80 – 100 feet
- Target vehicle speeds: 30 m.p.h. to 40 m.p.h.
- Mixed-flow lanes: 2 though lanes with potential for center turn lane or median with turn pockets; lanes should have extra width for trucks
- On-street parking: Discouraged
- Trucks/Freight: Trucks emphasized; secondary freight routes linking freight centers to primary freight routes.
- Vehicular classification: Minor Collector
- Vehicle access to properties: Emphasize trucking access to properties; accesses can be as frequent as needed.
- Transit treatments: Transit de-emphasized; if present, transit vehicles run in mixed flow.
- Bicycle treatments: Separated multi-use path depending on available space.
- Pedestrian realm: Separated multi-use path or sidewalk.

INDUSTRIAL COLLECTOR



Neighborhood Connector

Intent:

A mid-level street that provides circulation within more urban communities for private vehicles, transit, and active transportation. Generally, Neighborhood Connectors have a more residential character, but within activity centers, these streets can include commercial and civic activities and other uses.

Examples:

- Village Boulevard
- Other Stansbury Park collector-level streets (i.e. Stansbury Parkway and Country Club)

Characteristics:

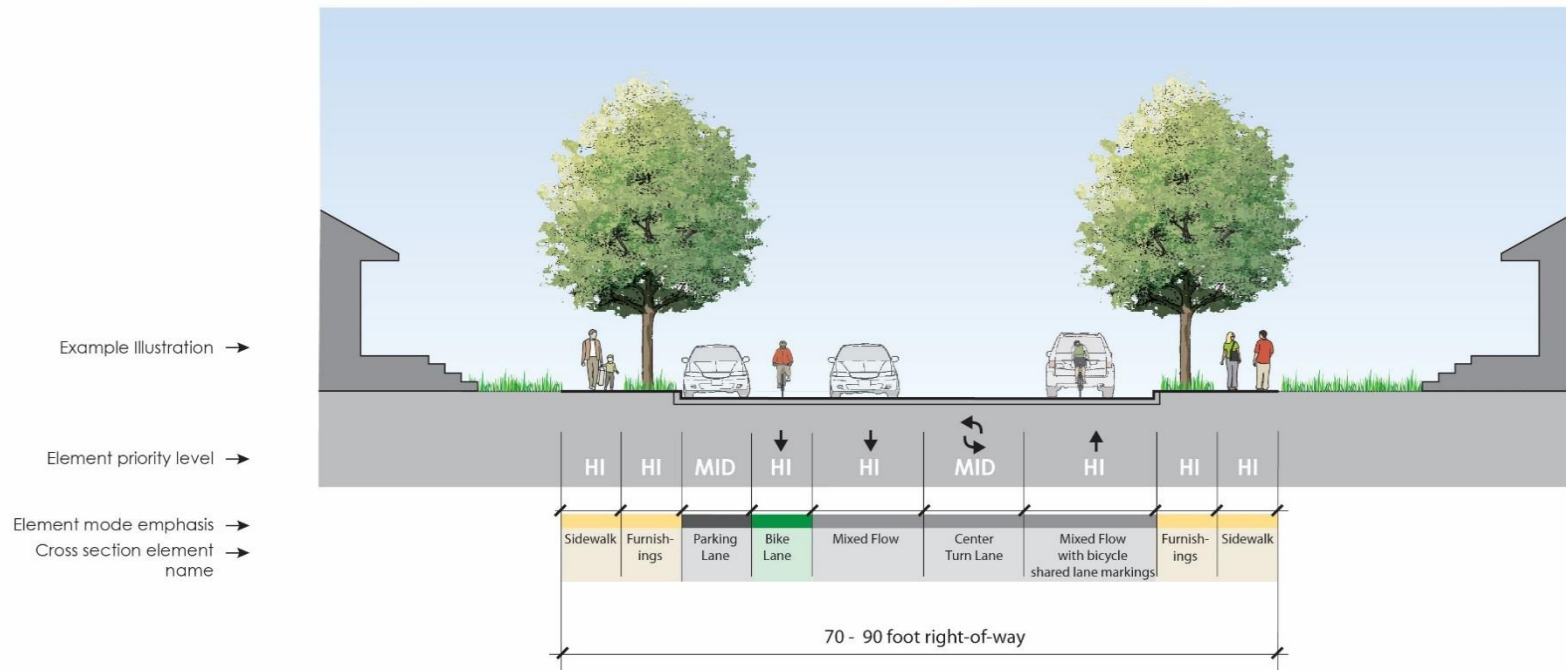
- Community Context:
 - Outside activity centers: Residential neighborhood.
 - Inside activity centers: Mix of more compact residential and non-residential land uses with emphasis on community destinations.
- Emphasized modes: Active transportation, vehicles, transit.
- Frontage:
 - Outside activity centers: Land uses, generally homes, fronting on the street.
 - Inside activity centers: Land uses fronting street in pedestrian-oriented way, including active building and site entries.
- Target right-of-way:
 - Outside activity centers: 70 – 90 feet
 - Inside activity centers: 80 – 90 feet
- Target vehicle speeds: 25 – 30 m.p.h.

- Mixed-flow lanes: 2 through lanes with potential for center turn lane or medians and center turn pockets.
- On-street parking: Recommended
- Trucks/Freight: Discouraged except where deliveries/pickups needed.
- Vehicular classification: Minor Collector.
- Vehicle access to properties:
 - Outside activity centers: Frequent residential driveways accommodated.
 - Inside activity centers: Rear access to properties via alleys and parking in back or at side encouraged, otherwise frequent residential driveways accommodated.
- Transit treatments: Transit vehicles run in mixed flow traffic.
- Bicycle treatments: Dedicated bicycle lane with shared lane markings an option if space is constrained and speed limit is 25 m.p.h. or lower.
- Pedestrian realm:
 - Outside activity centers: Sidewalk with space for walking and landscape; or pedestrian/multi-use path with similar characteristics.
 - Inside activity centers: Substantial sidewalk with space for walking, furnishings, landscape, and with close relationship to adjacent land uses; or pedestrian/multi-use path with similar characteristics.

Illustration:

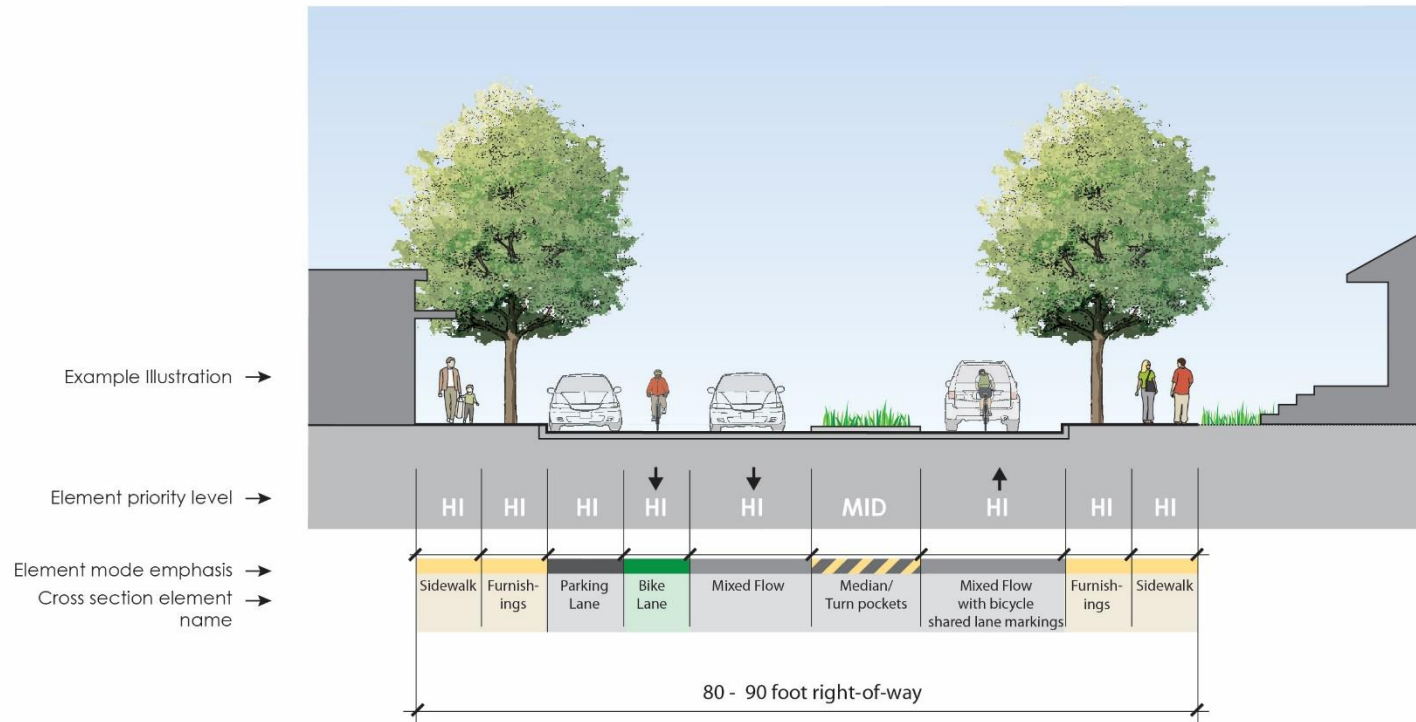
- **Standard:** Use in every situation except within Activity Centers or other situations at the discretion of the County Engineer.
- **Center:** Use within designated Activity Centers.

NEIGHBORHOOD CONNECTOR - STANDARD



NOTE: Difference in Illustration's two sides of the street intended to show different design options.

NEIGHBORHOOD CONNECTOR - CENTER



NOTE: Difference in Illustration's two sides of the street intended to show different design options.

Local Street – Higher Density

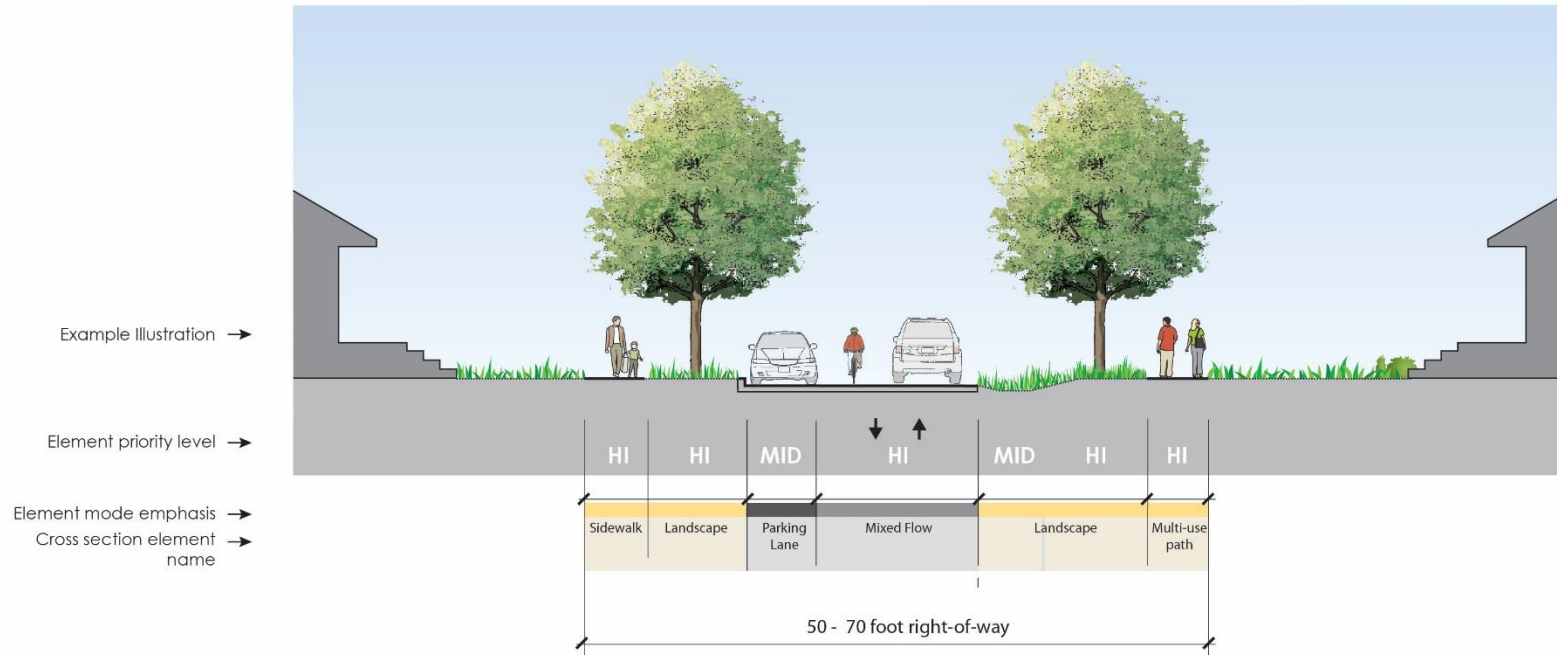
Intent:

A street primarily providing direct access to higher density (one unit per half acre or above) residences or other higher density land uses.

Characteristics:

- Community Context:
 - Outside activity centers: Primarily residential neighborhoods, though this street type may be used for local streets in commercial, institutional, and industrial areas as well.
 - Inside activity centers: Mix of more compact residential uses with the potential for non-residential land uses and community destinations.
- Emphasized modes:
 - Inside activity centers and in residential neighborhoods: active transportation.
 - In commercial and institutional areas: mix of vehicles and active transportation.
 - In industrial areas: freight and vehicles.
- Frontage:
 - Outside activity centers: Land uses, generally homes, fronting on the street.
 - Inside activity centers: Land uses fronting street in pedestrian-oriented way, including active building and site entries.
- Target right-of-way: 50 – 70 feet
- Target vehicle speeds: 25 m.p.h. or below.
- Mixed-flow lanes: No defined lanes but enough room for two way travel.
- On-street parking: Strongly recommended.
- Trucks/Freight: Strongly discouraged except in circumstances in activity centers where deliveries/pickups needed.
- Vehicular classification: Local
- Vehicle access to properties:
 - Outside activity centers: Driveways or on-street parked access
 - Inside activity centers: Rear access to properties via alleys and parking in back or at side encouraged, otherwise frequent residential driveways accommodated.
- Transit treatments: Transit not encouraged but if present, transit vehicles run in mixed flow traffic; stops designed to be compatible from residences.
- Bicycle treatments: Generally shared lane markings.
- Pedestrian realm: Sidewalk with space for walking and landscape; or pedestrian/multi-use path with similar characteristics.

LOCAL STREET



NOTE: Difference in Illustration's two sides of the street intended to show different design options.

Local Street – Lower Density

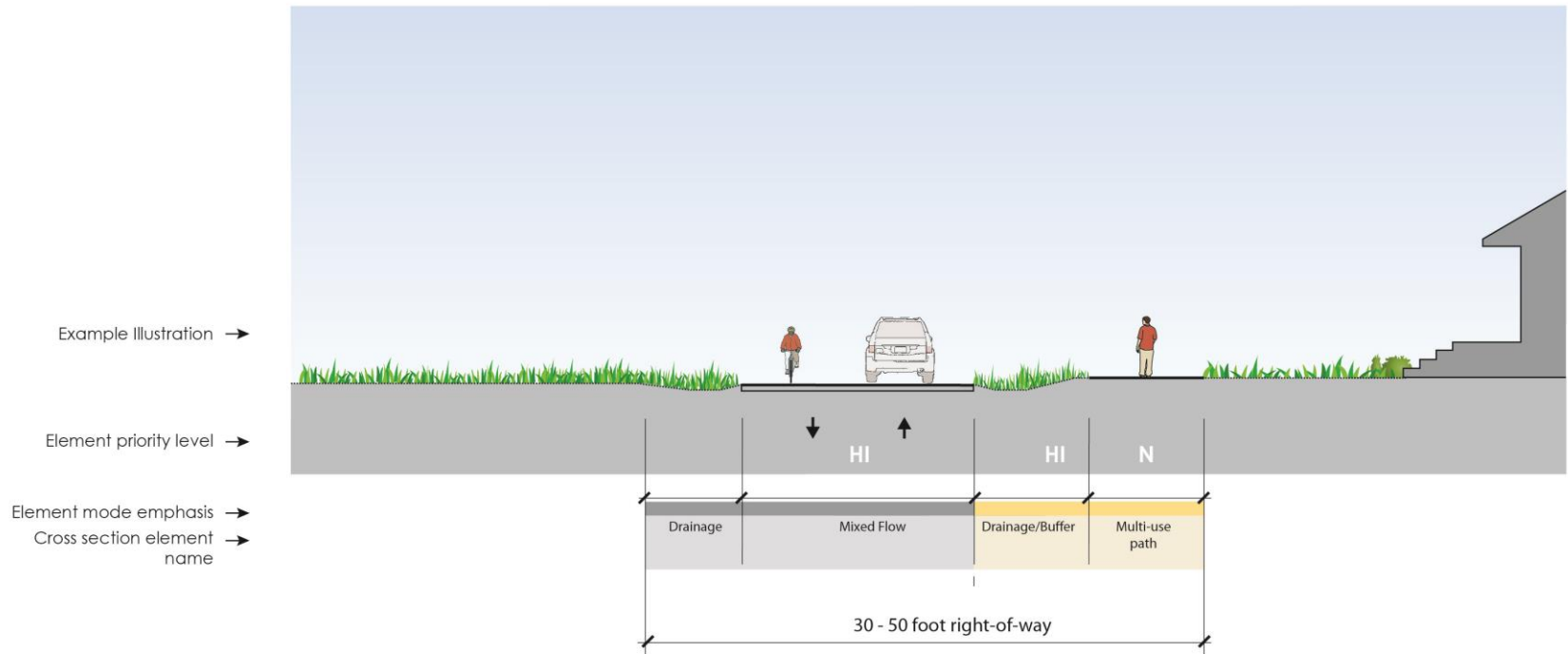
Intent:

A street primarily providing direct access to lower density (generally below one unit per half acre) residences, agriculture, or other lower density land uses.

Characteristics:

- Community Context: Residential areas built to below one unit per half acre or other low density land uses such as agriculture.
 - Emphasized modes: Vehicles and active transportation.
 - Frontage: Open space or homes
 - Target right-of-way: 30 – 50 feet
- Target vehicle speeds: 25 m.p.h. or below.
 - Mixed-flow lanes: No defined lanes but enough room for two way travel.
 - On-street parking: Not recommended.
 - Trucks/Freight: Strongly discouraged except in industrial areas.
 - Vehicular classification: Local
 - Vehicle access to properties:
 - Outside activity centers: Driveways
 - Transit treatments: Transit not encouraged.
 - Bicycle treatments: Generally share roadway informally with vehicles.
 - Pedestrian realm: Option for multi-use path. Generally, pedestrians need to be accommodated within the roadway.

LOCAL STREET - LOW DENSITY RESIDENTIAL



5 | Projects

The final section of the Tooele County Transportation Plan is a list of planned projects for the two identified phases, Phase 1 - 2016-2024 and Phase 2 - 2025-2040. While the phases are clearly defined, Tooele County will watch how growth occurs and work opportunistically with other partners to find the right time to pursue these projects.

Project Name	Phase	Description	Street Type	Vehicle Network	Freight Network	Transit network	Active Transportation Network
Saddleback Blvd/Droubay Road Extension	1	An extension of Droubay Road around the UP railroad tracks to meet up with an extension of Saddleback Boulevard via a grade-separated crossing of the railroad. Includes improvement of the roundabout and development of a walkable street if and when activity center is developed in roundabout area.	Mobility Connector	Major Collector		Crosses potential future transit hub at potential Saddleback village center	Active Transportation Route
Midvalley Highway Phase 1	1	The first phase of the Midvalley Highway grade separated freeway project from Interstate 80 to SR-138 and connecting to an improved Sheep Lane.	Freeway	Freeway	Primary Freight Route		Active Transportation Route
I-80 improvements	1	Widening of Interstate 80 to 6 lanes between SR-36 interchange and SR-201 interchange.	Freeway	Freeway	Primary Freight Route		
Pole Canyon Road Realignment and Improvement	1	Realign a piece of Center Street to become Pole Canyon Road and connect to the extension of Droubay Road.	Mobility Connector	Major Collector			Active Transportation Route
400 West Improvement	1	From Bates Canyon Road to the Tooele City border, realign portions of the Toms Lane/ Cochrane Lane/ 400 West route to be straight and standardize the road cross section.	Rural Preservation Connector	Minor Collector			Active Transportation Route

Village Boulevard Extension	1	Extend Village Boulevard from SR-138 to connect to Midvalley Highway	Mobility Connector	Major Collector			Active Transportation Route
Sheep Lane Improvement	1	Improvement of Sheep Lane to a 5-lane street that connects to Midvalley Highway	Community Spine	Arterial	Primary Freight Route		Active Transportation Route
Salt Pointe Access: Canyon Road Extension, Beaman Way; I-80 underpass; Connect to Hardy Road	1	A series of improvements that create an alternative access to the planned Salt Pointe industrial park. The route turns off SR-36 at an extension of Canyon Way, turns north at Beaman Way then goes underneath I-80 to meet Hardy Road.	Industrial Connector	Minor Collector	Secondary Route; Access to planned freight center		Active Transportation Route
Beaman Way Improvement	1	Improve Beaman Way south of the Canyon Road extension.	Neighborhood Connector	Minor Collector	Secondary Route; Access to planned freight center		Active Transportation Route
Hardy Road Extension/Improvement	1	Improve Hardy Road through the planned Salt Pointe industrial park.	Industrial Connector	Minor Collector	Secondary Route; Access to planned freight center		Active Transportation Route
SR-36 Frontage Road	1	Build frontage road east of SR-36 from Bates Canyon Road north to new Pole Canyon Road alignment.	Industrial Connector/ Neighborhood Connector	Minor Collector			
Valley Spine Trail North Segment: Mountain View Rd, Center Street, and S.R. 36 crossing	1	Build a separated multi-use path from the planned Saddleback Village Center south to Stansbury Park as part of the valleywide spine trail, using the route identified in the Active Transportation Network.	Rural Preservation Connector; crossing of Community Spine				Active Transportation Route

Valley Spine Trail Central Segment: "Sound Wall" Trail; Village Road; Stallion Way.	1	Build a separated multi-use path from the Stansbury Park transit hub at Mills Junction south to Bates Canyon Road as part of the valleywide spine trail, using the route identified in the Active Transportation Network.	Neighborhood Connector				Active Transportation Route
Valley Spine Trail South Segment: Rabbit Lane; Church Road; 400 West.	1	Build a separated multi-use path from Bates Canyon Road south to 1000 North in Tooele City as part of the valleywide spine trail, using the route identified in the Active Transportation Network. Work with Tooele City to build the portion within the incorporated city.	Rural Preservation Connector				Active Transportation Route
Erda Way Trail	1	Build a separated multi-use path along Erda Way from Grantsville/Sheep Lane to Droubay Road.	Rural Preservation Connector				Active Transportation Route
Erda Way Transit Hub	1	Work with UTA to purchase/lease property and build a transit center and park and ride lot at Erda Way and SR-36 in a location and manner where it can evolve as a community hub.	Community Spine/Rural Preservation Connector			Near Term Transit Hub	Active Transportation Route
Stansbury Park Transit Hub	1	Work with UTA to evaluate effectiveness of Stansbury Park park and ride lot as a long-term transit hub, and either expand it or build a new transit center and park and ride lot where it can evolve as a community hub.	Community Spine			Near Term Transit Hub	Active Transportation Route

Droubay Road Trail	1	Build a separated multi-use path along Droubay Road from 1000 North to Bates Canyon Road to join with trail on Droubay extension.	Mobility Connector/ Rural Preservation Connector				Active Transportation Route
Stansbury Park Neighborhood Bike Improvements	1	Build bike lanes or other bike facilities, bike crossings, and route signage on designated Stansbury Park Phase 1 Active Transportation Routes including Village Boulevard and Lakeside Drive, Lakeview Drive, and Clubhouse Drive.	Neighborhood Connector				Active Transportation Route
Sheep Lane - 1000 North Trail Improvements	1	Improve the trail between the Sheep Lane/SR 112 trailhead and Utah Ave.	N/A				Active Transportation Route
Midvalley Highway Phase 2	2	The second phase of the Midvalley Highway grade separated freeway project from SR-138 to SR 112.	Freeway	Freeway	Primary Freight Route		
I-80 improvements	2	Widening of Interstate 80 to 6 lanes between Midvalley Highway interchange and SR-36 Interchange.	Freeway	Freeway	Primary Freight Route		
Bates Canyon Road improvements and extension	2	Improvement of Bates Canyon Road and extension to SR 138.	Mobility Connector	Major Collector			Active Transportation Route
1200 West Improvements and Extension	2	Improvement of 1200 West and extension from Tooele City to SR-138. Work with Tooele City to create connection to the south.	Mobility Connector	Major Collector			Active Transportation Route
Tooele Parkway	2	Plan, design and build new major street from Droubay Road west to connect with Midvalley Highway and/or Sheep Lane.	Community Spine	Arterial			Active Transportation Route

S.R. 36 Town Center Improvements	2	Within designated activity centers, convert SR-36 to a boulevard type street with slower vehicle speeds and a more urban approach to sidewalks and bicycle infrastructure.	Community Spine	Arterial	Secondary Freight Route	Primary Transit Corridor	Active Transportation Route
S.R. 36 Active Transportation path	2	Build a consistent multi-use path along SR-36 that weaves through the activity centers (where it may turn into bike lanes and sidewalks).	Community Spine				Active Transportation Route
SR-36 high capacity transit corridor	2	Study the possibility of a high-capacity transit service along SR-36 and connecting to Salt Lake Valley.	Community Spine			Primary Transit Corridor	Active Transportation Route
1200 West trail north of S.R. 138	2	Build recreational trail extending north from 1200 West and SR 138. May include trailhead with parking.	N/A				Active Transportation Route
Schooner Lane trail extension north of S.R. 138	2	Build recreational trail extending north from Schooner Lane and SR 138. Include connection to Schooner Lane and wayfinding to connect to Active Transportation Network. May include trailhead with parking.	N/A				Active Transportation Route
Church Road/Bryan Road Trail	2	A separated multi-use path on Church Road and Bryan Road, using a segment of SR-36 to connect. Will need a way to cross SR-36.	Rural Preservation Connector				Active Transportation Route

Saddleback Transit Hub	2	Work with UTA to purchase/lease property and build a transit center and park and ride lot at Saddleback Boulevard in a location and manner where it can evolve as a community hub.	Mobility Connector			Near Term Transit Hub	Active Transportation Route
Bates Canyon Transit Hub	2	Work with UTA to purchase/lease property and build a transit center and park and ride lot at Bates Canyon Road and SR-36 in a location and manner where it can evolve as a community hub.	Community Spine/ Mobility Connector			Near Term Transit Hub	Active Transportation Route
Parkway Transit Hub	2	Work with UTA to purchase/lease property and build a transit center and park and ride lot at Tooele Parkway and SR-36 in a location and manner where it can evolve as a community hub.	Community Spine/ Mobility Connector			Near Term Transit Hub	Active Transportation Route
Oquirrh Foothill Trail	Vision	Plan and build a recreational trail from Lake Point to Tooele City along the Oquirrh foothills, with a connection to the trail head on Droubay Road near Pine Canyon.	N/A				Key long-term connection