

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:

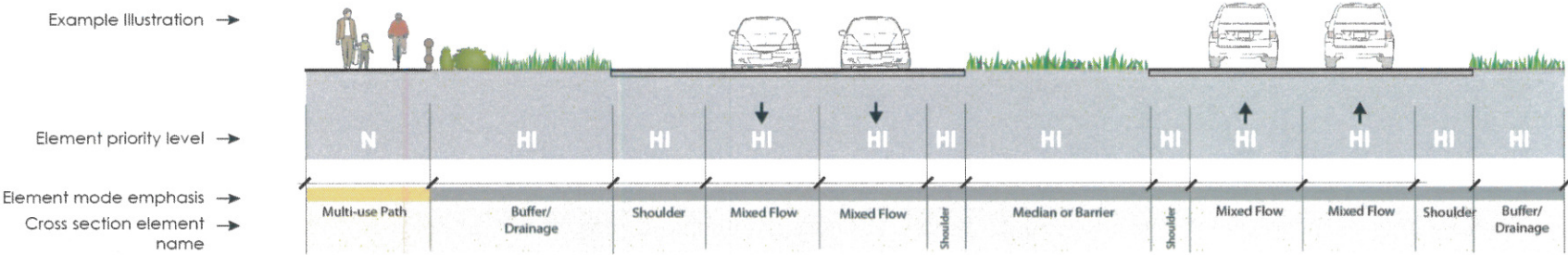
- Midvalley Highway
- I-80

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:

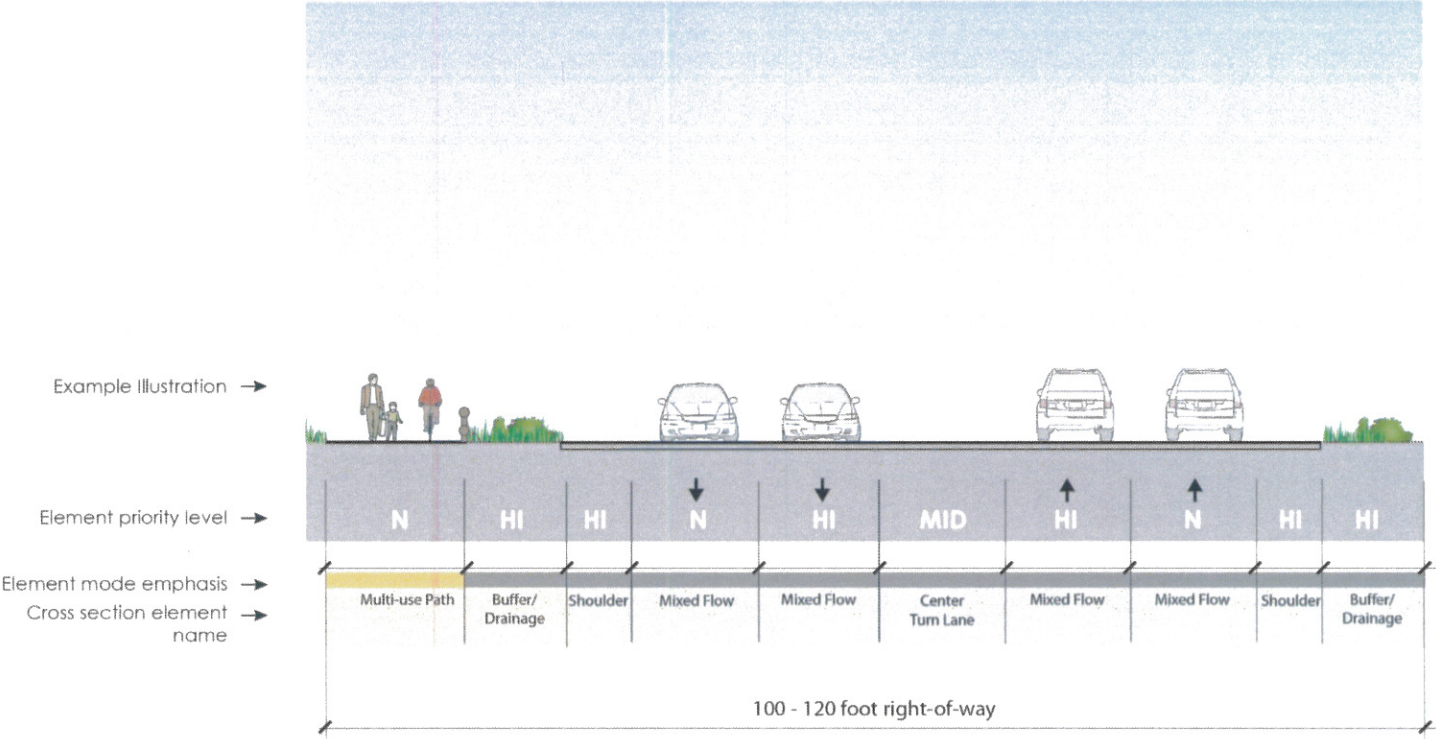
- SR 138
- SR 112
- Mormon Trail
- SR 36 (south of Tooele City)

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.

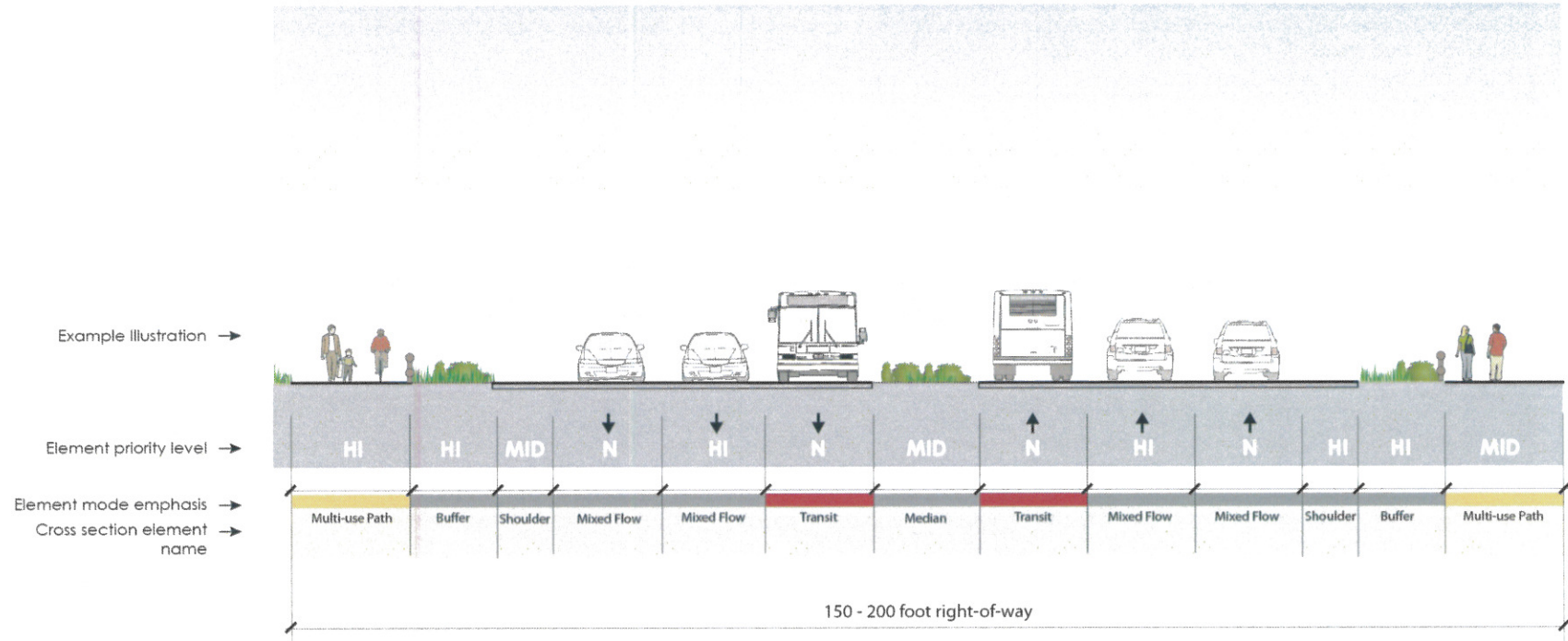
- Target right-of-way: 150 – 200 feet
- Target vehicle speeds:
 - Outside activity centers: 40-55 m.p.h.
 - Inside activity centers: 30-35 m.p.h.
- Mixed-flow lanes:
 - Outside activity centers: 4 through lanes with center turn lane or median with turn pockets; shoulder
 - Inside activity centers: 4 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:

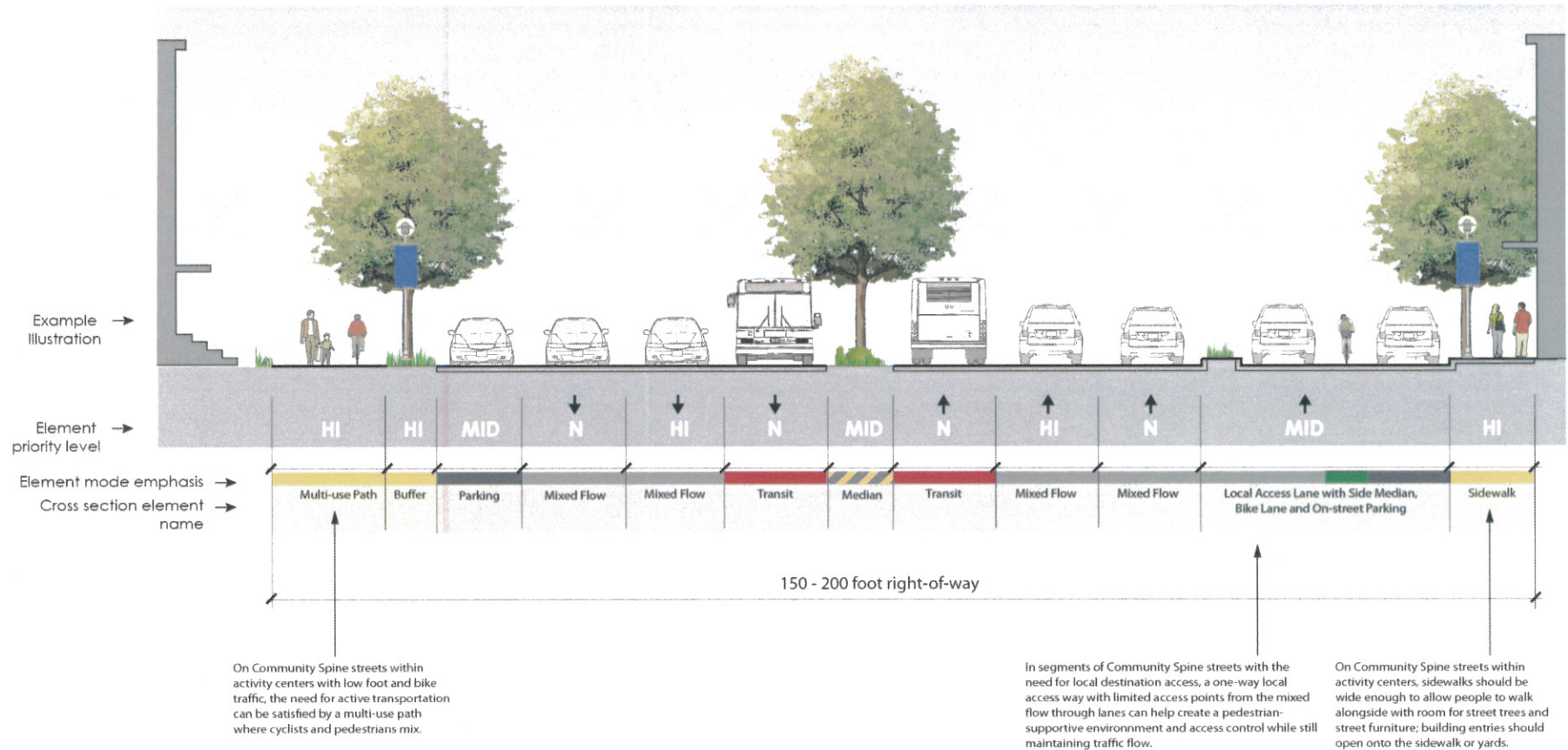
- **Standard:** Use in every situation except within Activity Centers or other situations at the discretion of the County Engineer.
- **Center:** Use within designated Activity Centers.

COMMUNITY SPINE - STANDARD



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

COMMUNITY SPINE - CENTER



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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.

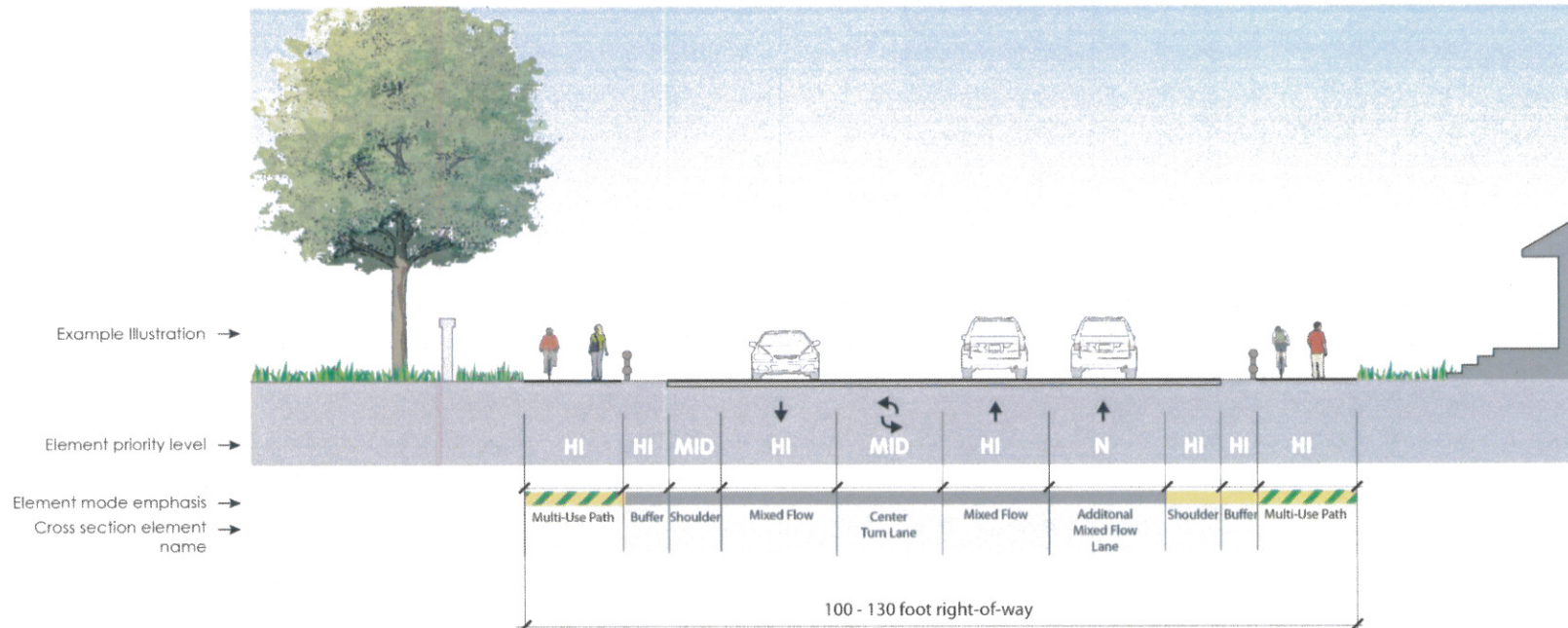
- Inside activity centers: Land uses fronting street in pedestrian-oriented way, including active building and site entries.
- Target right-of-way:
 - Outside activity centers: 100 – 130 feet
 - Inside activity centers: 115 – 130 feet
- Target vehicle speeds:
 - Outside activity centers: 40-55 m.p.h.
 - 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:

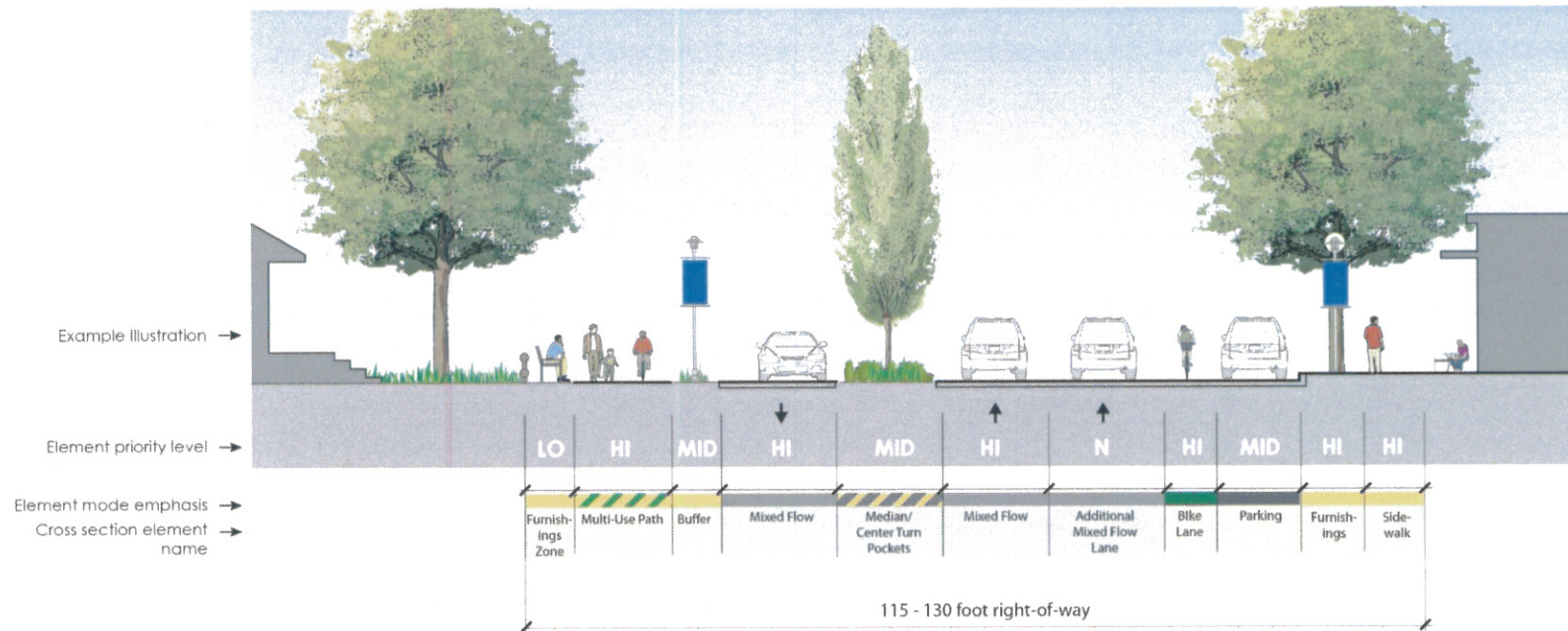
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- **Center:** Use within designated Activity Centers.

MOBILITY CONNECTOR - STANDARD



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MOBILITY CONNECTOR - CENTER



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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.

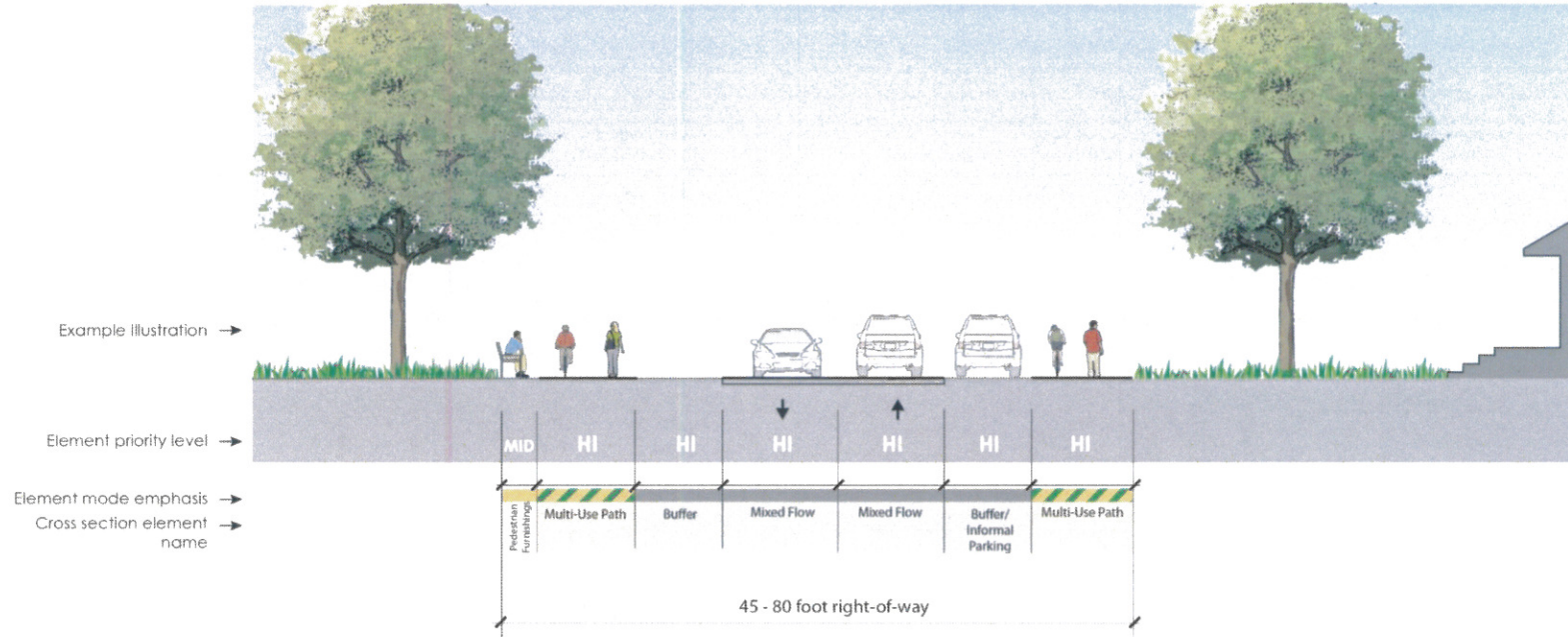
- Emphasized modes: Active transportation, vehicles
- Frontage:
 - Outside activity centers: Historic human-scale relationship of agricultural uses and residences fronting onto a narrow rural roadway.
 - Inside activity centers: Land uses fronting the street in pedestrian-oriented way, including active 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:

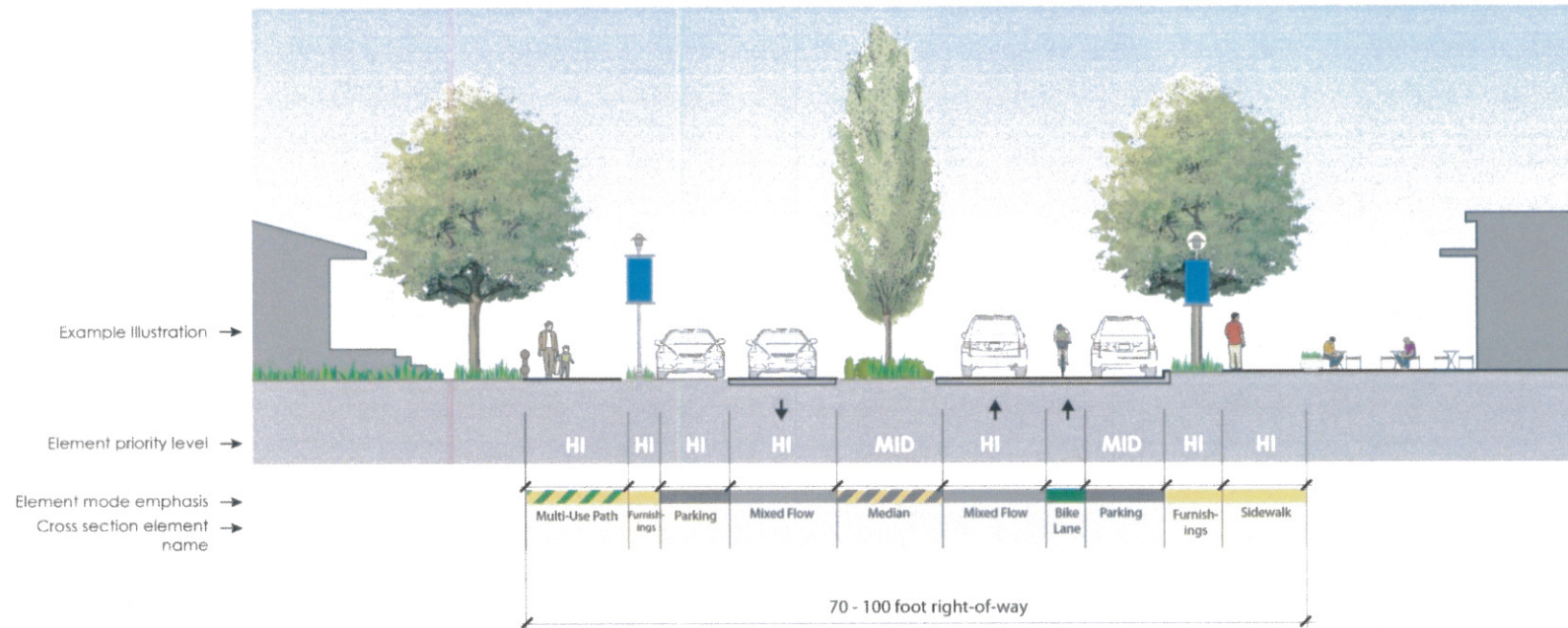
- **Standard:** Use in every situation except within Activity Centers or other situations at the discretion of the County Engineer.
- **Center:** Use within designated Activity Centers.

RURAL PRESERVATION CONNECTOR - STANDARD



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RURAL PRESERVATION CONNECTOR - CENTER



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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.

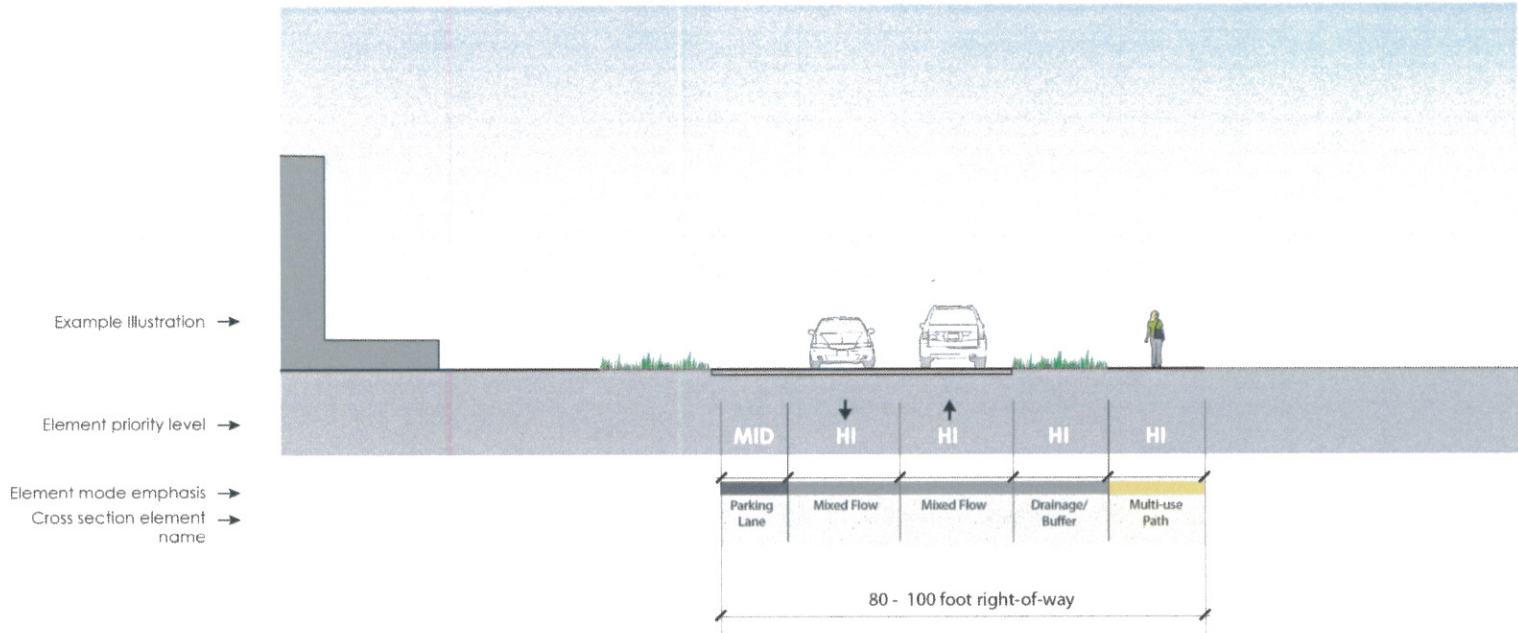
Examples:

- 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:

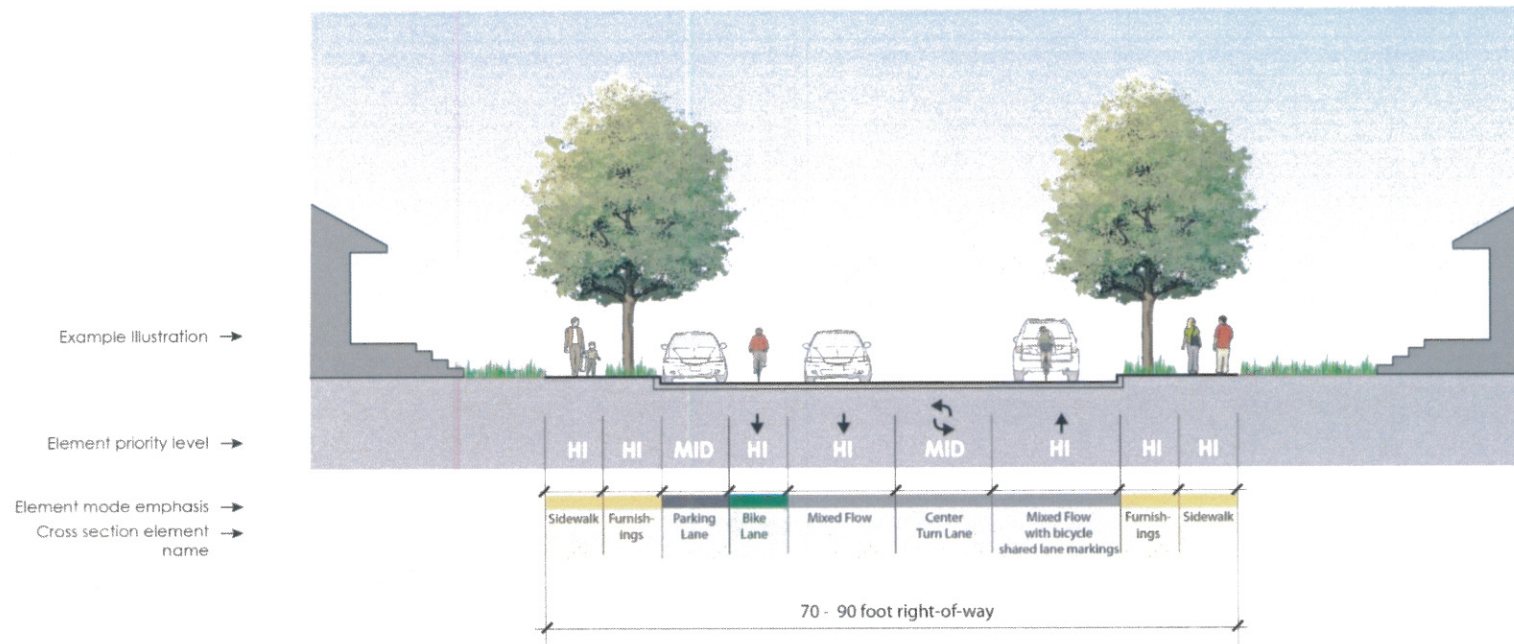
- Community Context:
 - Outside activity centers: Residential neighborhood.
 - Inside activity centers: Mix of more compact residential and non-residential land uses with emphasis on community destinations.
- Emphasized modes: Active transportation, vehicles, transit.
- Frontage:
 - Outside activity 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:

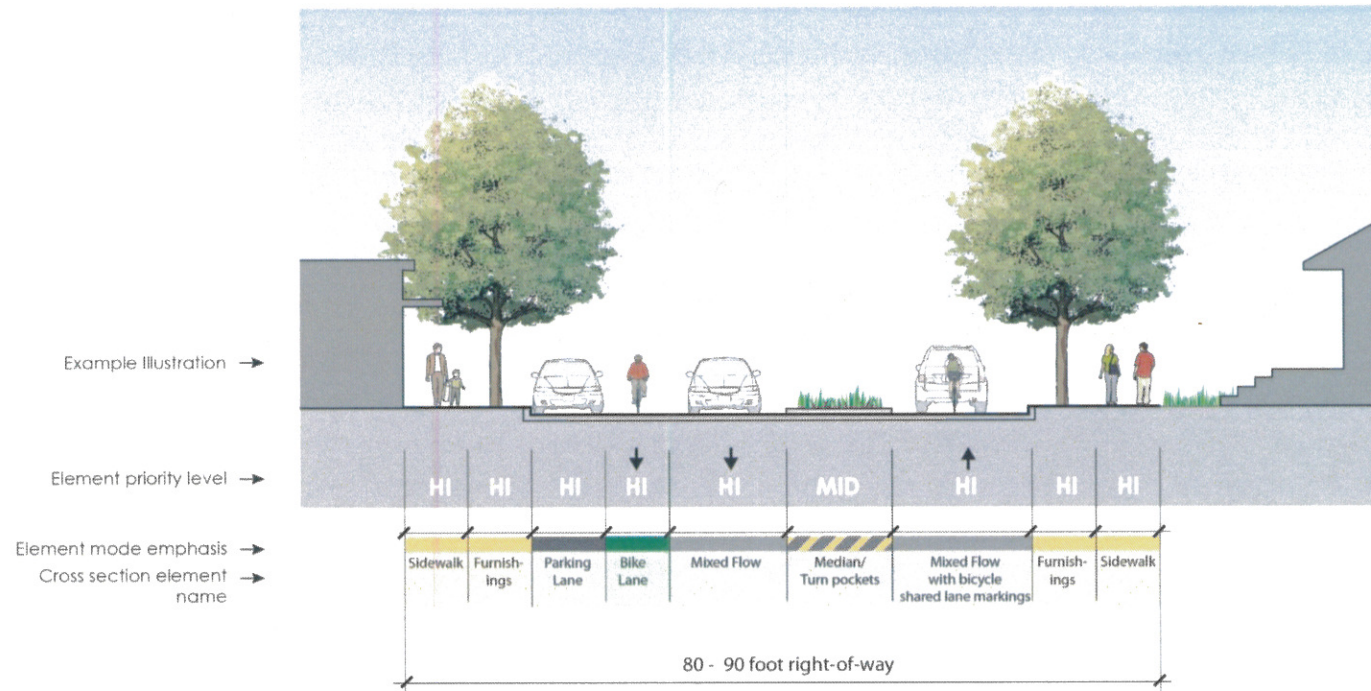
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NEIGHBORHOOD CONNECTOR - STANDARD



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NEIGHBORHOOD CONNECTOR - CENTER



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Local Street – Higher Density

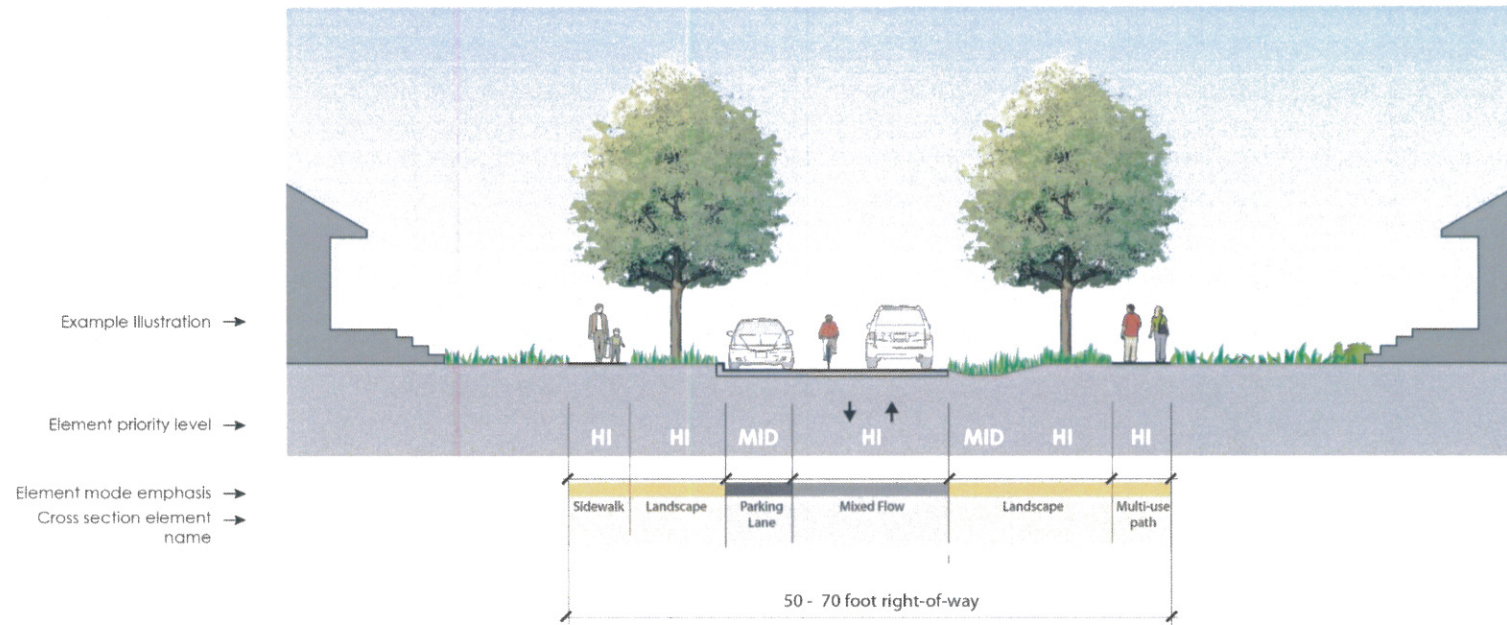
Intent:

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.

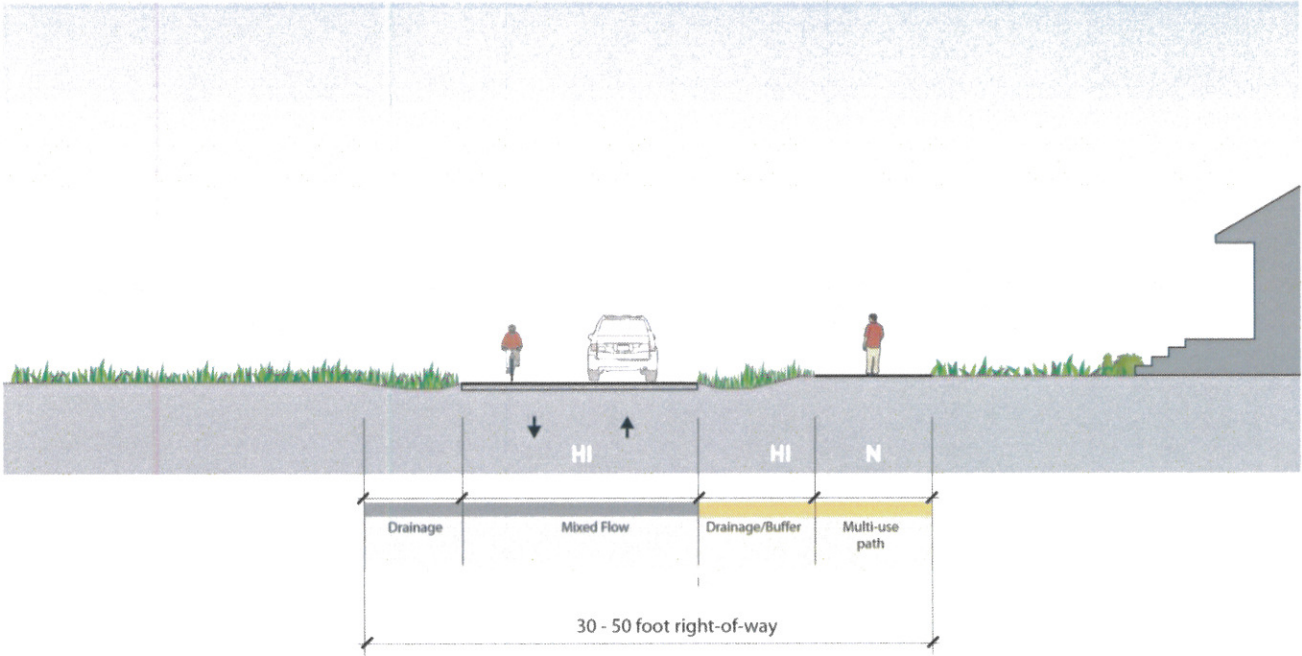
Characteristics:

- 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

- Example Illustration →
- Element priority level →
- Element mode emphasis →
- Cross section element name →



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