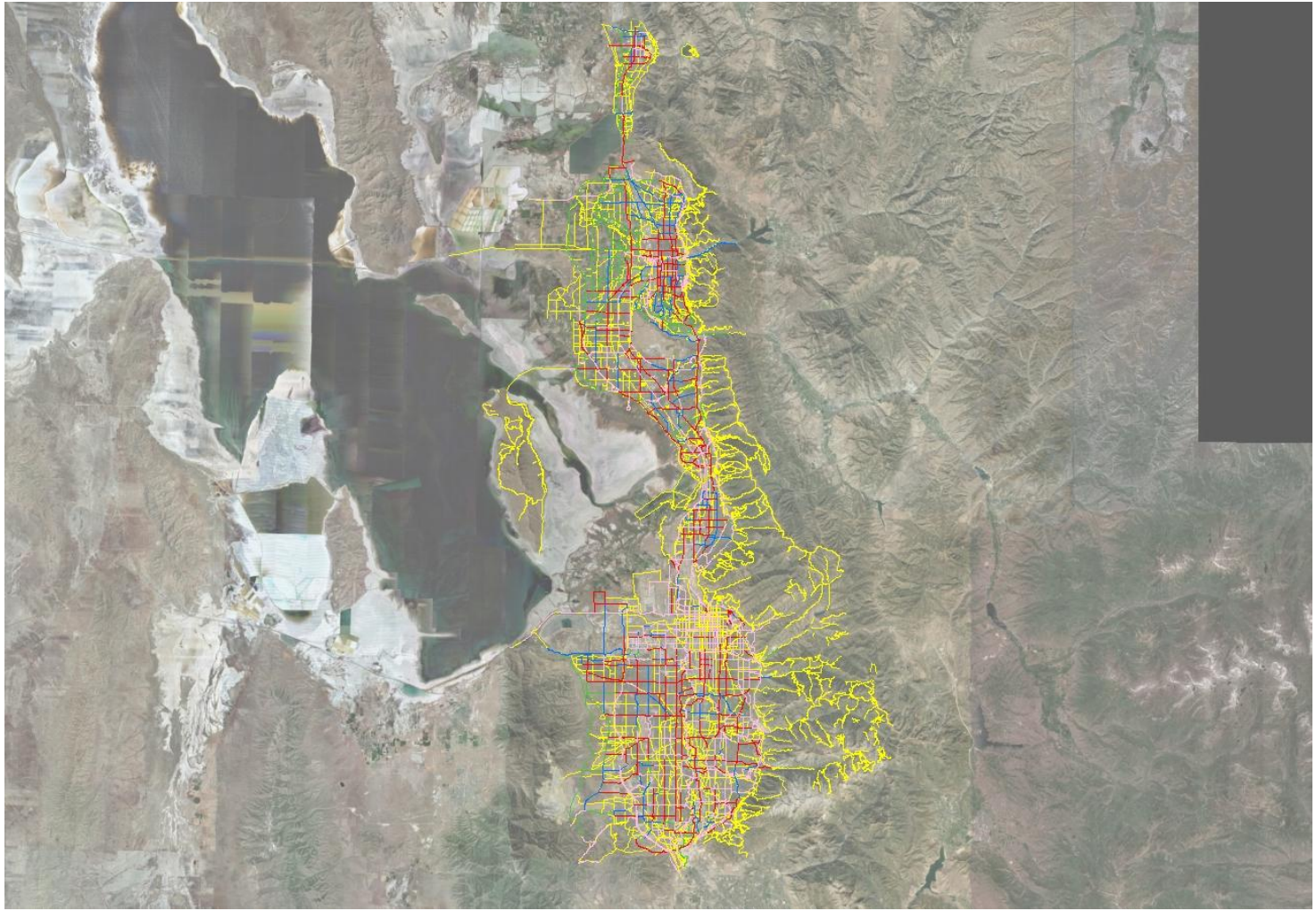
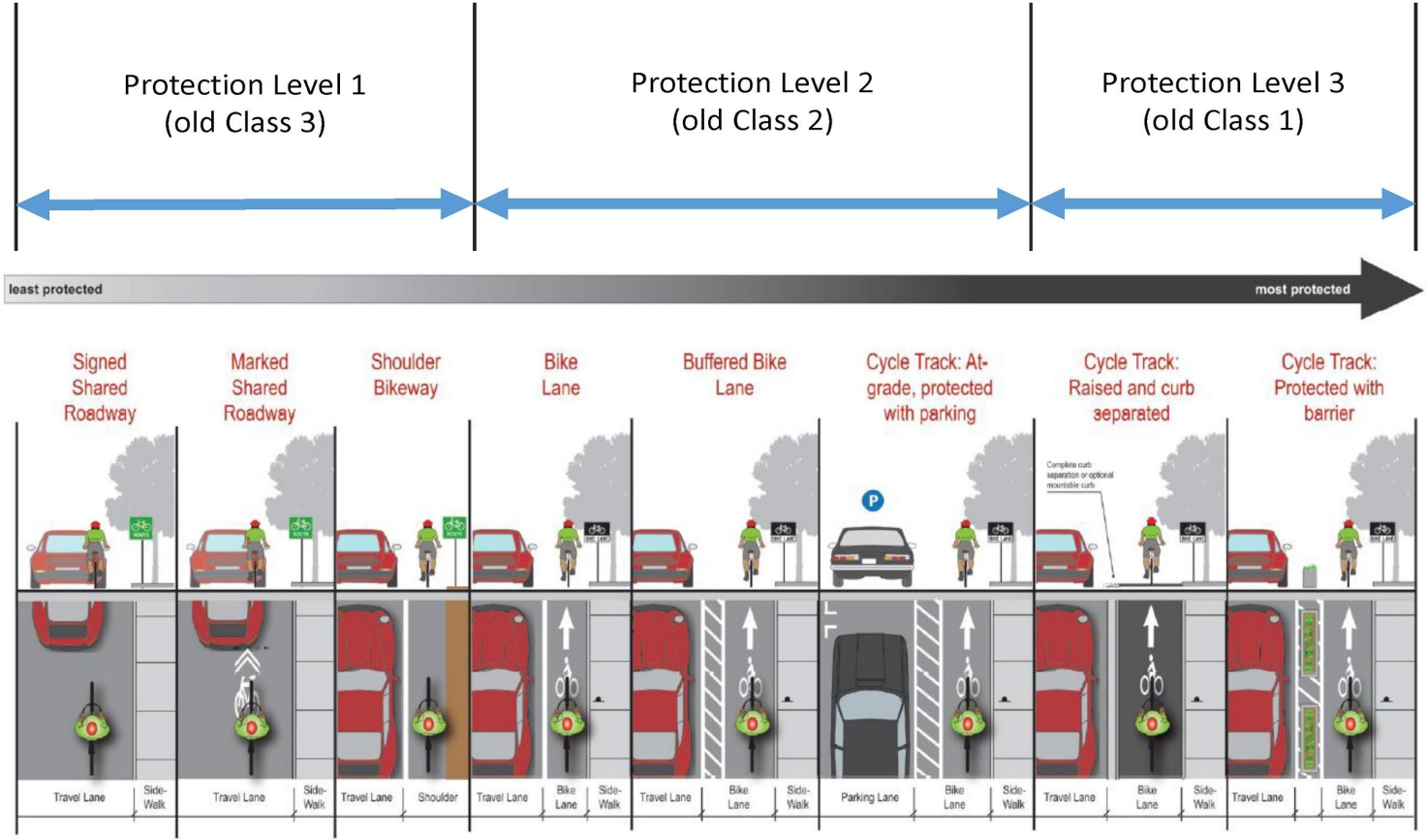
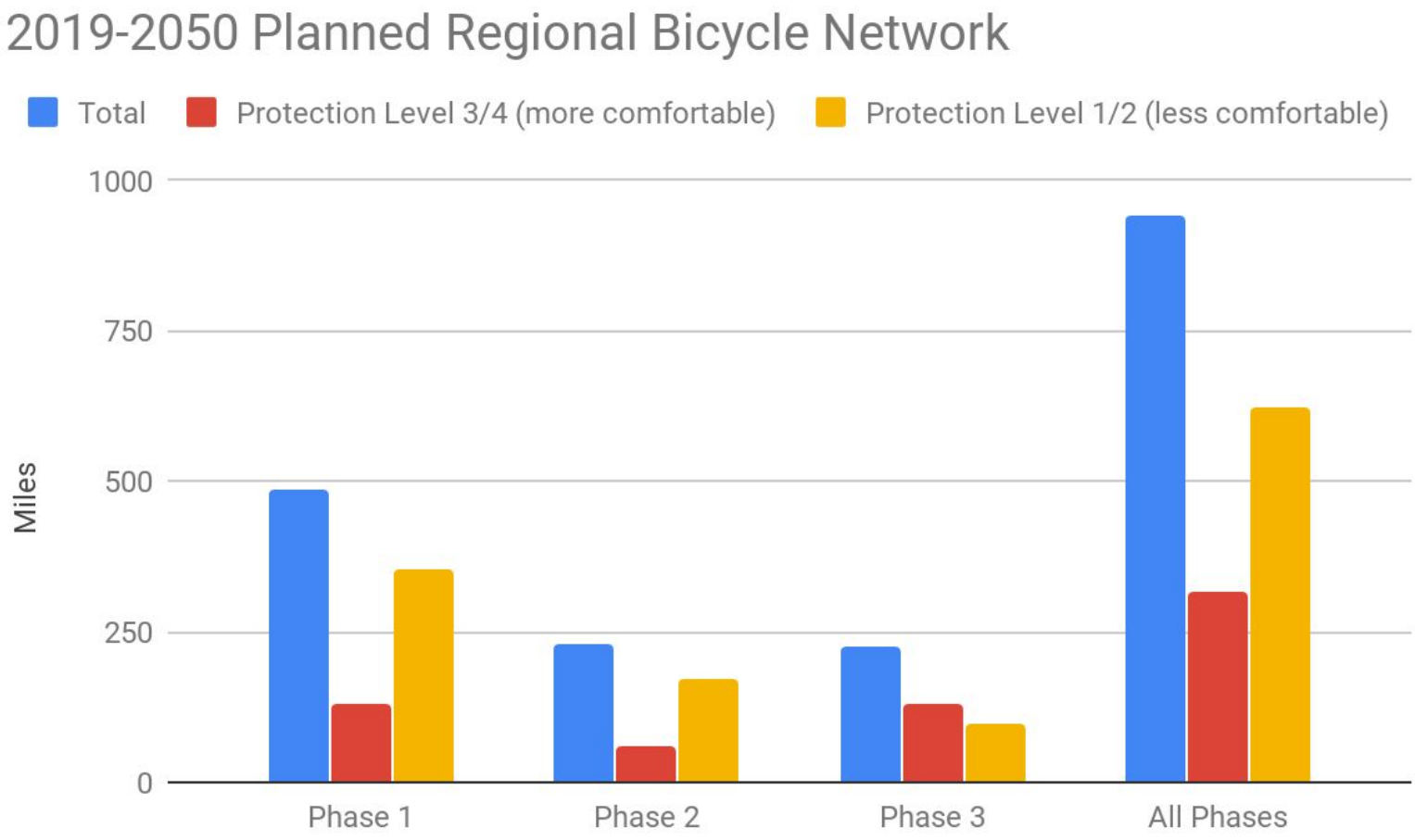



Protection Level 1
(old Class 3)
Protection Level 2
(old Class 2)
Protection Level 3
(old Class 1)
least protected
most protected
Signed Shared Roadway
Marked Shared Roadway
Shoulder Bikeway
Bike Lane
Buffered Bike Lane
Cycle Track: At-grade, protected with parking
Cycle Track: Raised and curb separated
Cycle Track: Protected with barrier
Travel Lane
Side-Walk
Shoulder
Bike Lane
Parking Lane


2019-2050 Planned Regional Bicycle Network
Total
Protection Level 3/4 (more comfortable)
Protection Level 1/2 (less comfortable)
1000
750
500
250
0
Miles
Phase 1
Phase 2
Phase 3
All Phases

Disclaimer language developed with UDOT:

The identified solution for certain active transportation facilities cannot be implemented with paint or resurfacing until a complete redesign or reconstruction of the facility occurs, and/or additional right-of-way can be acquired. During project development, solutions for the facility based on current context will be identified.

2019 Active Transportation Legislative Bills/Appropriations

SB 139 Motor Assisted Transportation Amendments

SB 72 Transportation Governance

SB 34 Affordable Housing Amendments

Appropriation: Technical Planning Assistance

Appropriation: Youth BEST and Governor’s 1,000 Miles Campaign

HB 208 Safe Routes to School

HB 161 Utah Yield, aka “Idaho Stop”

HB 13 Distracted Driver Amendments

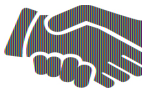
Draft Active Transportation Goals - 2019

1. **Regional Plan:** update shared Regional Bicycle Routes Plan/Map

2. **Local Plans:** cities and counties adopt Local Active Transportation Plans *(that align with Regional Priority Plan/Map)*

3. **Build:** fund and construct priority projects through
    - shared awareness of and advocacy for funding opportunities, and
    - partnering across agencies

4. **Educate:** increase support for AT through
    - effective engagement and outreach with a special focus on health related benefits of AT both for individuals and society



5. **Coordinate:** collaborate on technical issues of
    - shared mobility device regulation, and
    - data collection, e.g. bicycle/pedestrian counts

Tooele County Active Transportation Implementation Plan

WFRC | February, 2019

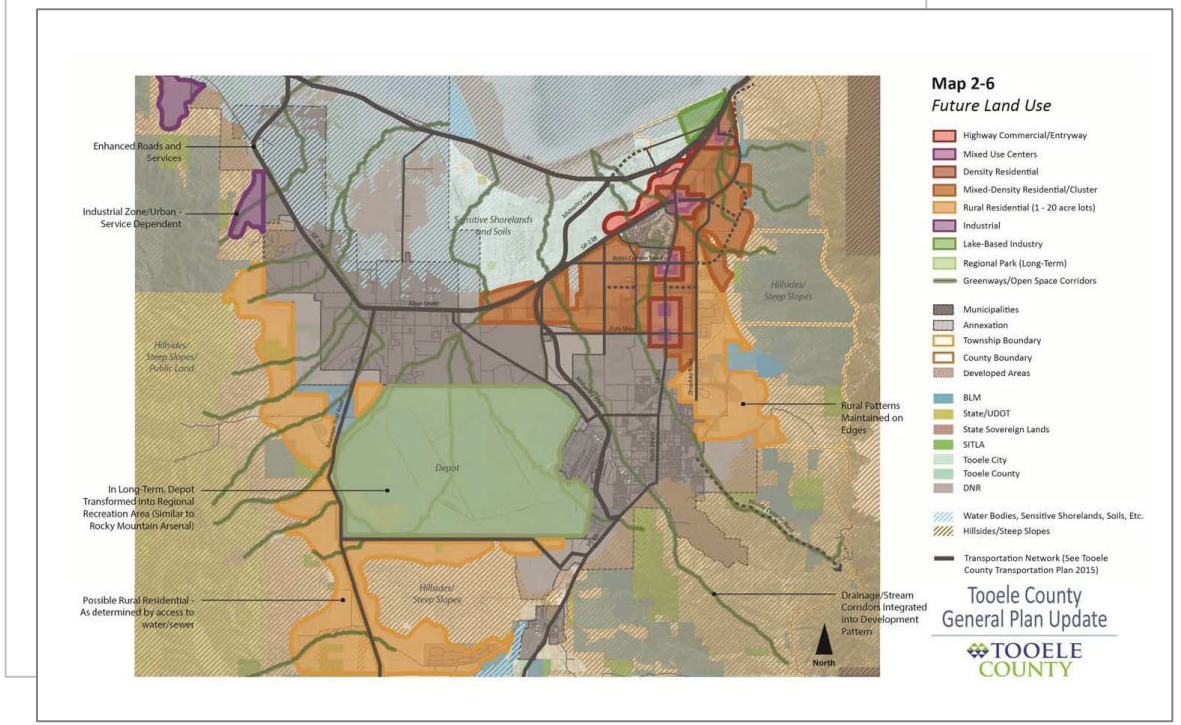
Overview

- Background and Goals
- Public outreach
- Plan overview
- Recommended code changes
- Questions/discussion

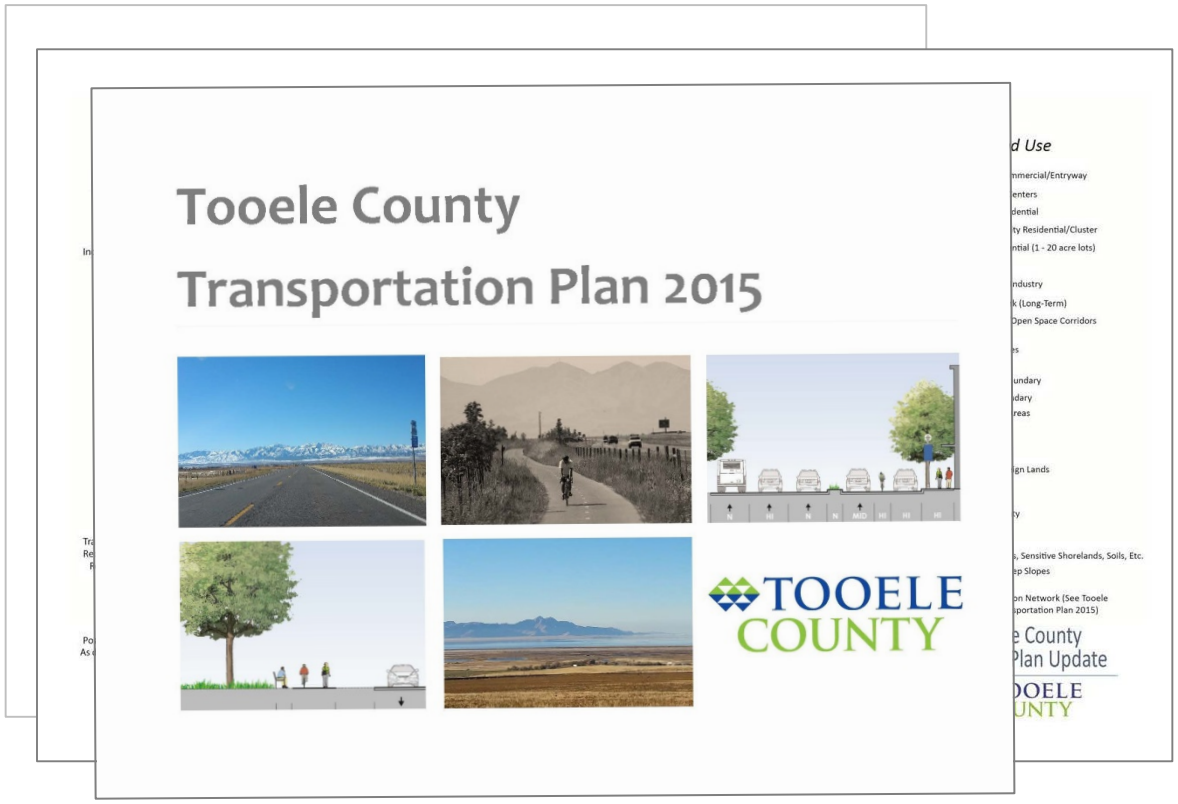
Background


Tooele County
General Plan Update 2016
Adopted June 21, 2016
Farmers Market
LANDMARK DESIGN
Z B P F
LANDMARK DESIGN TEAM

Background


Enhanced Roads and Services
Industrial Zone/Urban - Service Dependent
Hillsides/ Steep Slopes/ Public Land
In Long-Term, Depot Transformed into Regional Recreation Area (Similar to Rocky Mountain Arsenal)
Possible Rural Residential - As determined by access to water/sewer
Sensitive Shorelands and Soils
Depot
Hillsides/ Steep Slopes
Rural Patterns Maintained on Edges
Drainage/Stream Corridors Integrated into Development Pattern
North
Map 2-6
Future Land Use
Highway Commercial/Entryway
Mixed Use Centers
Density Residential
Mixed-Density Residential/Cluster
Rural Residential (1 - 20 acre lots)
Industrial
Lake-Based Industry
Regional Park (Long-Term)
Greenways/Open Space Corridors
Municipalities
Annexation
Township Boundary
County Boundary
Developed Areas
BLM
State/UDOT
State Sovereign Lands
SITLA
Tooele City
Tooele County
DNR
Water Bodies, Sensitive Shorelands, Soils, Etc.
Hillsides/Steep Slopes
Transportation Network (See Tooele County Transportation Plan 2015)
Tooele County General Plan Update
TOOELE COUNTY

Background



Background

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.

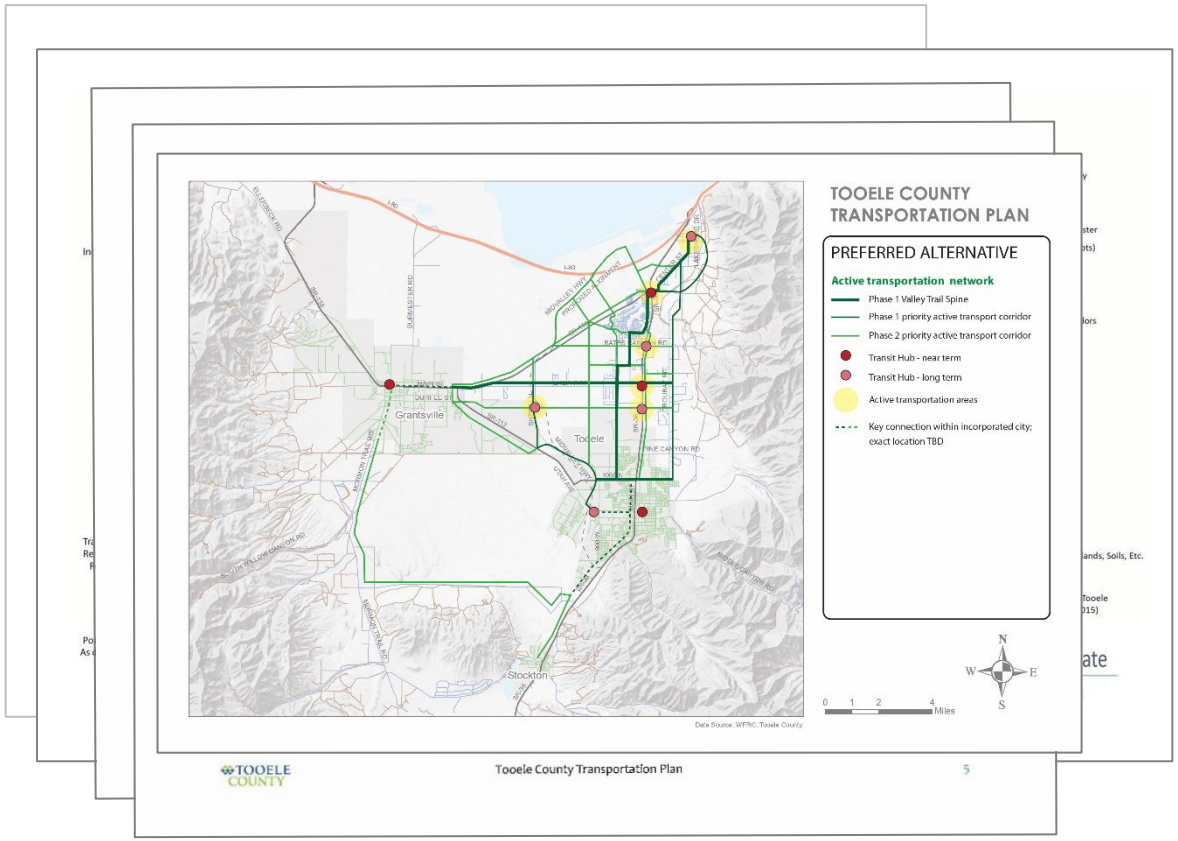
3.3 Connect communities to transit hubs with active transportation facilities. A major priority for active transportation infrastructure is to connect communities and neighborhoods to designated transit hubs. This infrastructure includes paths, sidewalks, and bike facilities and safe crossings of major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

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

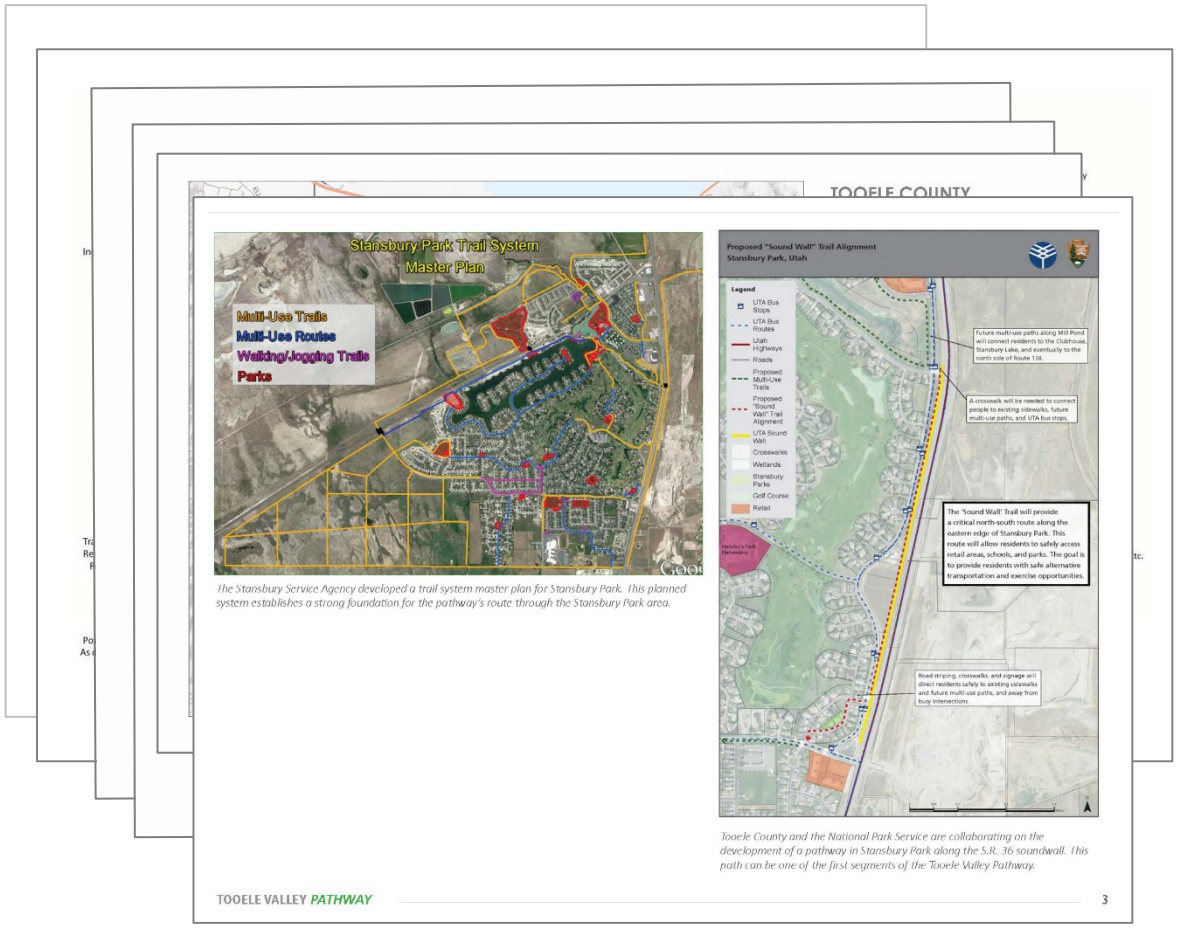
TOOELE COUNTY

Tooele County Transportation Plan 5

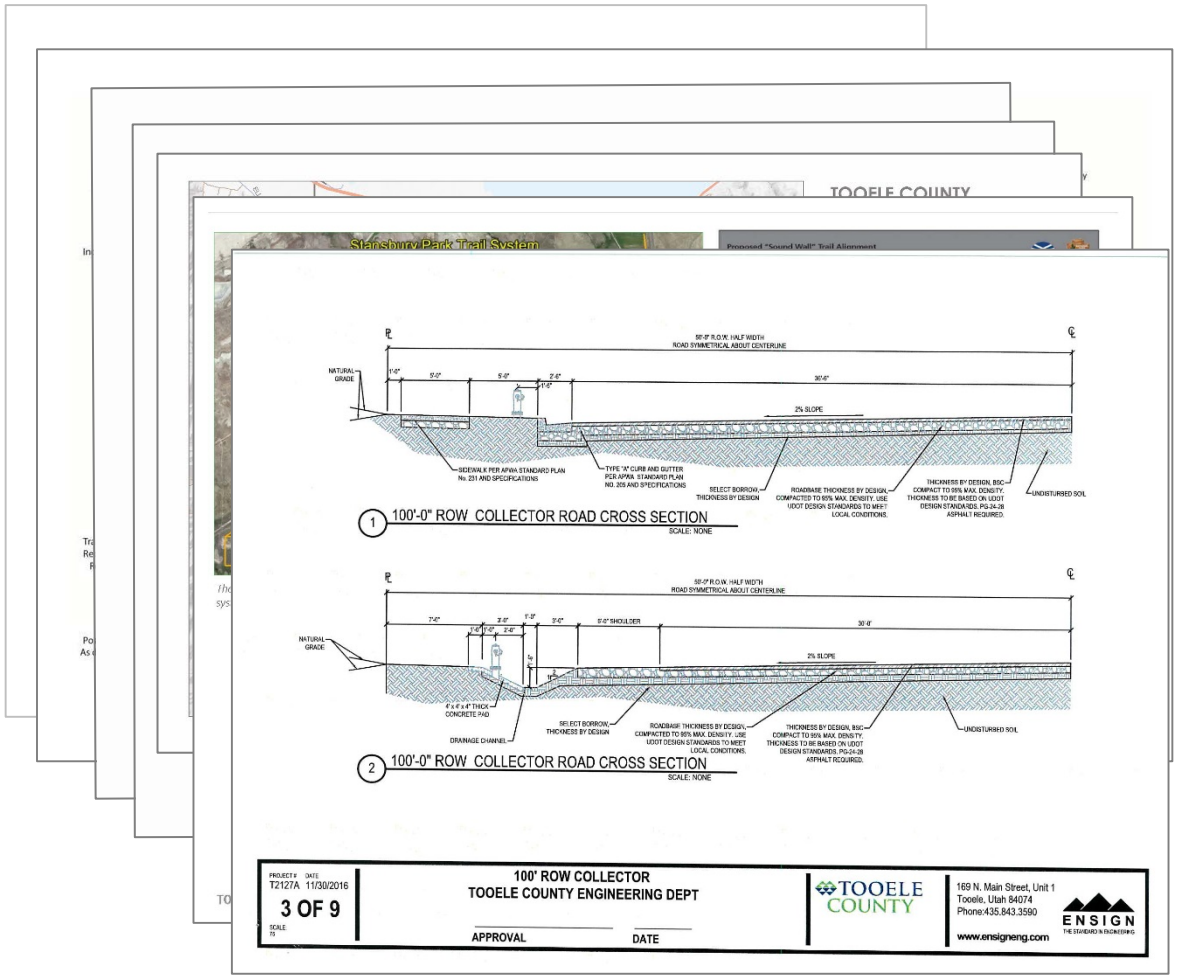
Background


TOOELE COUNTY
TRANSPORTATION PLAN
PREFERRED ALTERNATIVE
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 areas
Key connection within incorporated city; exact location TBD
Grantsville
Tooele
Stockton
N
W
E
S
0 1 2 4 Miles
TOOELE COUNTY
Tooele County Transportation Plan
5

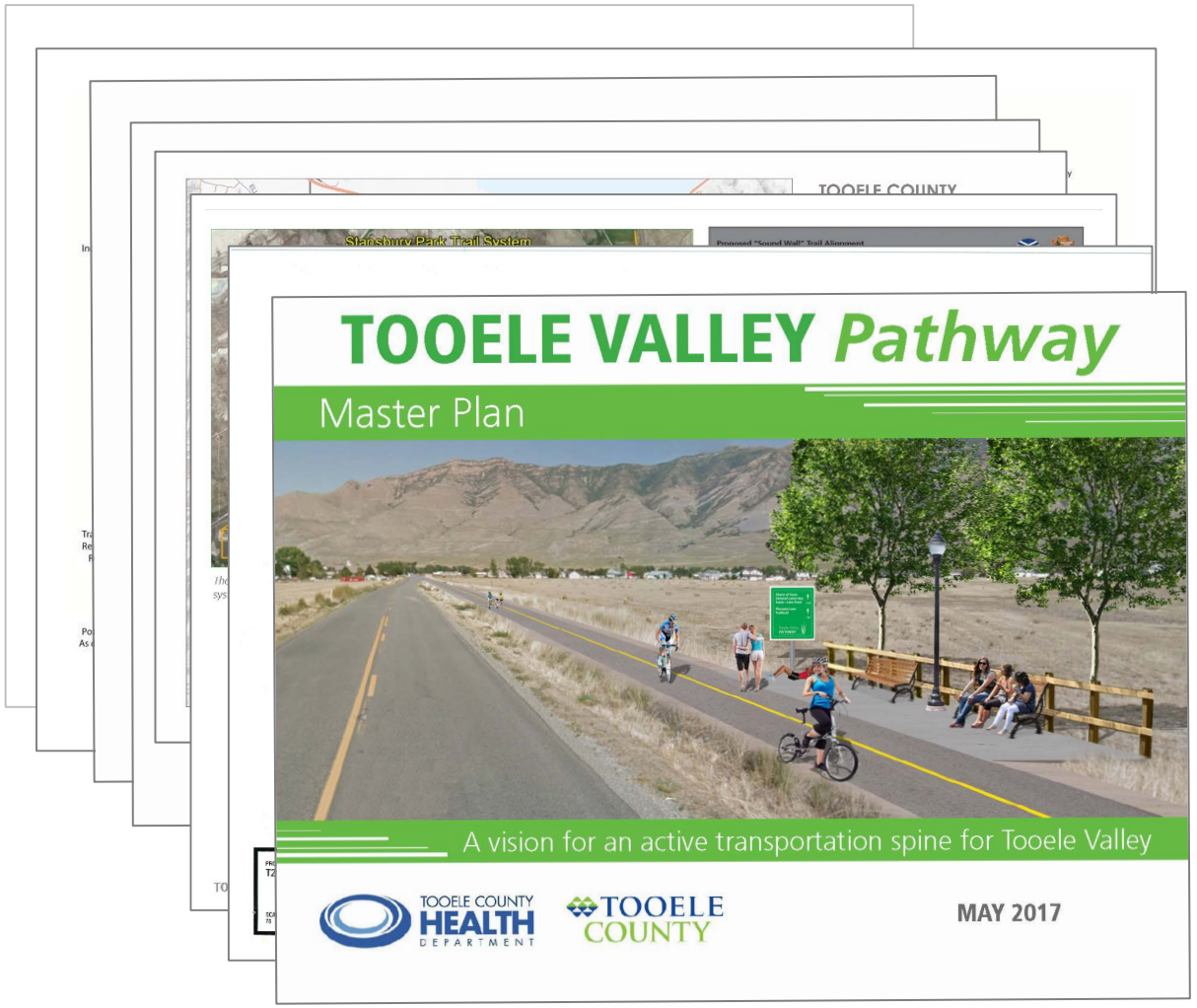
Background


TOOELE COUNTY
Stansbury Park Trail System
Master Plan
Multi-Use Trails
Multi-Use Routes
Walking/Jogging Trails
Parks
The Stansbury Service Agency developed a trail system master plan for Stansbury Park. This planned system establishes a strong foundation for the pathway's route through the Stansbury Park area.
Proposed "Sound Wall" Trail Alignment
Stansbury Park, Utah
Legend
UTA Bus Stops
UTA Bus Routes
Utah Highways
Roads
Proposed Multi-Use Trails
Proposed "Sound Wall" Trail Alignment
UTA Sound Wall
Crosswalks
Wetlands
Stansbury Parks
Golf Course
Retail
Future multi-use paths along Mill Pond will connect residents to the Clubhouse, Stansbury Lake, and eventually to the north side of Route 138.
A crosswalk will be needed to connect people to existing sidewalks, future multi-use paths, and UTA bus stops.
The 'Sound Wall' Trail will provide a critical north-south route along the eastern edge of Stansbury Park. This route will allow residents to safely access retail areas, schools, and parks. The goal is to provide residents with safe alternative transportation and exercise opportunities.
Road striping, crosswalks, and signage will direct residents safely to existing sidewalks and future multi-use paths, and away from busy intersections.
Tooele County and the National Park Service are collaborating on the development of a pathway in Stansbury Park along the S.R. 36 soundwall. This path can be one of the first segments of the Tooele Valley Pathway.
TOOELE VALLEY PATHWAY
3

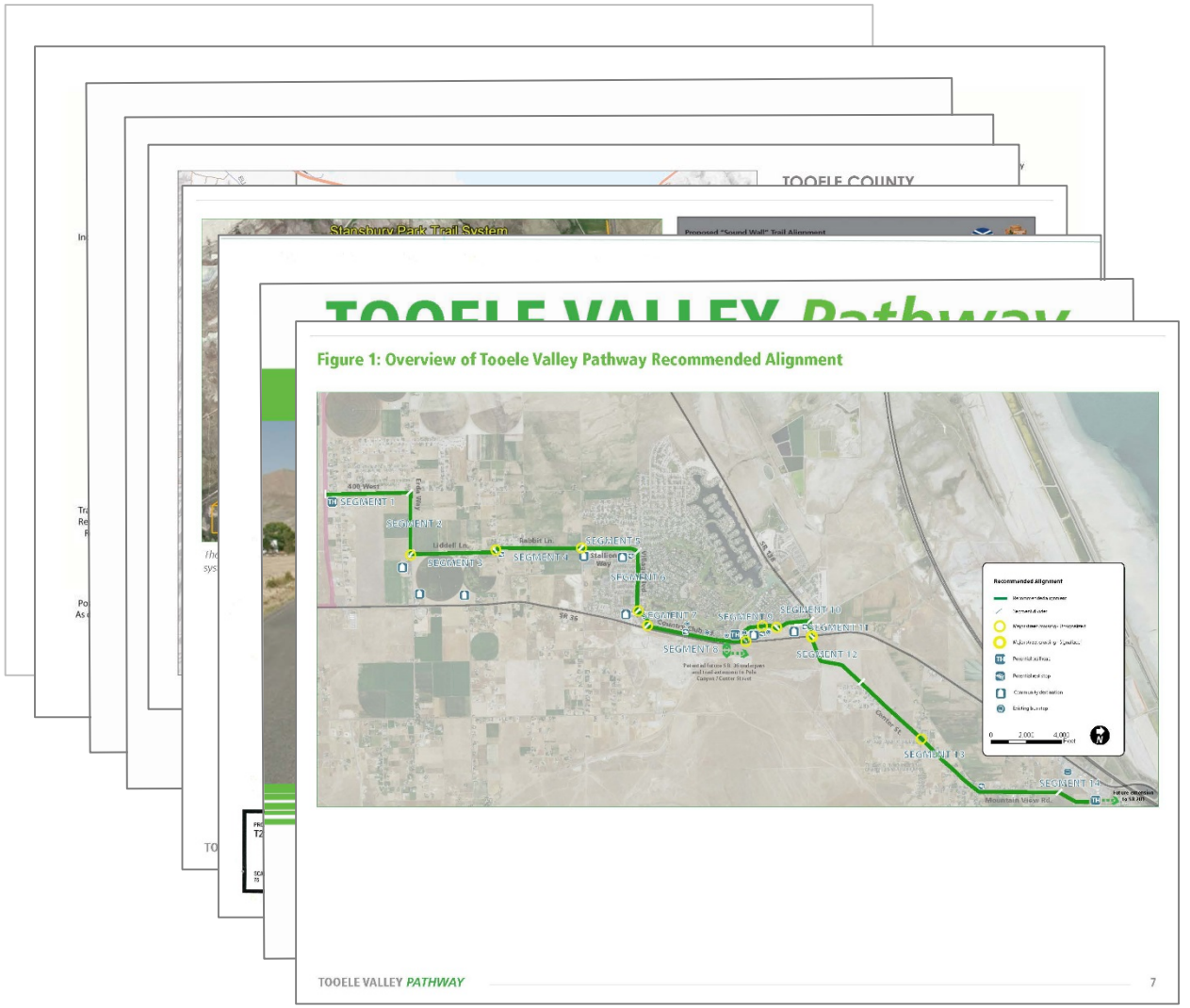
Background


TOOELE COUNTY
Stansbury Park Trail System
Proposed "Sound Wall" Trail Alignment
100'-0" ROW COLLECTOR ROAD CROSS SECTION
SCALE: NONE
100'-0" ROW COLLECTOR ROAD CROSS SECTION
SCALE: NONE
100' ROW COLLECTOR
TOOELE COUNTY ENGINEERING DEPT
APPROVAL
DATE
T2127A 11/30/2016
3 OF 9
TOOELE COUNTY
169 N. Main Street, Unit 1
Tooele, Utah 84074
Phone:435.843.3590
www.ensigneng.com
ENSIGN

Background


TOOELE COUNTY
Stansbury Park Trail System
TOOELE VALLEY Pathway
Master Plan
A vision for an active transportation spine for Tooele Valley
TOOELE COUNTY HEALTH DEPARTMENT
TOOELE COUNTY
MAY 2017

Background

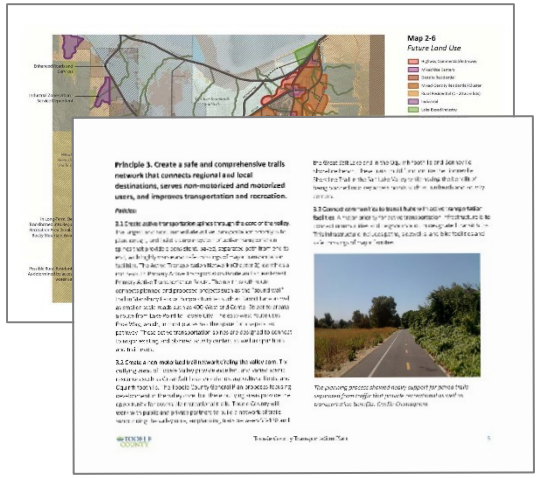

TOOELE COUNTY
Stansbury Park Trail System
Figure 1: Overview of Tooele Valley Pathway Recommended Alignment
SEGMENT 1
SEGMENT 2
SEGMENT 3
SEGMENT 4
SEGMENT 5
SEGMENT 6
SEGMENT 7
SEGMENT 8
SEGMENT 9
SEGMENT 10
SEGMENT 11
SEGMENT 12
SEGMENT 13
SEGMENT 14
Recommended Alignment
TOOELE VALLEY PATHWAY
7

Background


TOOELE COUNTY
Stansbury Park Trail System
Figure 1: Overview of Tooele Valley Pathway Recommended Alignment
Roadway crossings
Crossings of roadways and the traffic they carry constitute a critical design challenge for the Tooele Valley Pathway. These crossings must be designed and built to provide safety for both the trail user and the traffic on the roadway. Key elements of crossing safety include:
visibility;
advance warning;
safe places to wait to cross; and
ease of movement and safety for transitions between the path and the road.
In addition, the pathway's roadway crossings are potential entries into the trail and are opportunities to highlight the pathway with signage and other branding.
Roadway crossings are of three types: major street unsignalized crossings, major street signalized crossings (of which S.R. 36 is the only currently planned one), and minor street crossings.
Unsignalized crossings of major streets
Most major roadway (collector street or above) crossings along the proposed alignment are not controlled by traffic signals. In fact, most are not controlled by stop signs, creating a design challenge to highlight the crossing trail traffic with striping, signage and/or flashing beacons. Most crossings along the alignment are located at intersections (not mid-block), meaning that some traffic will be turning.
Figure 2 provides an illustrative example of a typical proposed unsignalized crossing concept, with best practice elements for visibility, advance warning, safe places to wait or cross, amenities, wayfinding, and branding.
1
2
3
4
5
6
7
8
Figure 2: Typical Unsignalized Major Street Crossing
36
TOOELE VALLEY PATHWAY

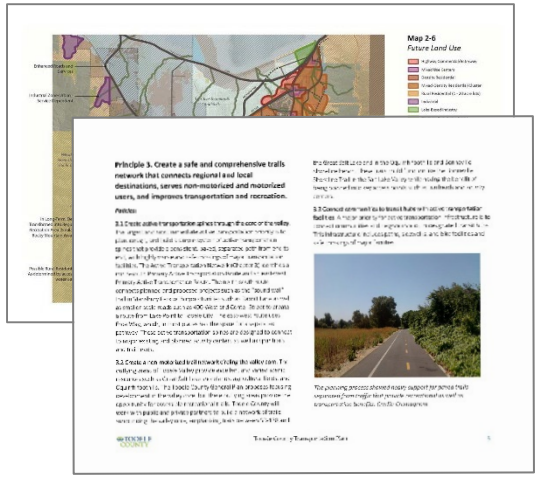
Background

Background

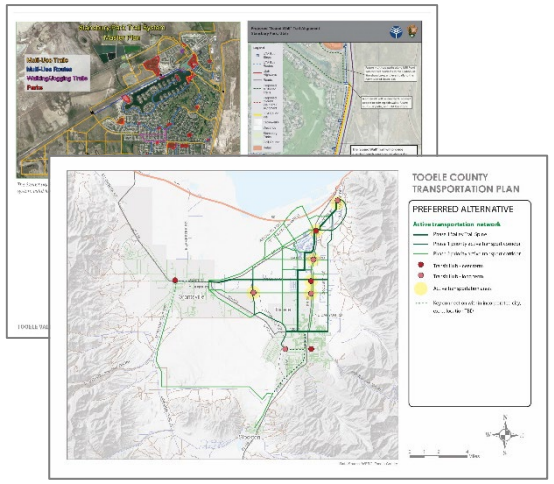


GOALS/POLICIES

Background

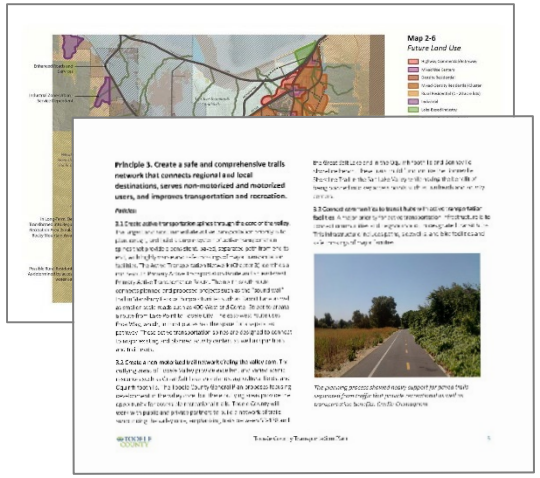


GOALS/POLICIES

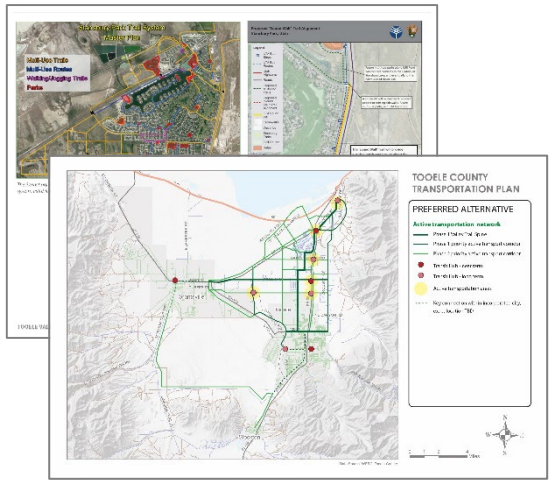


PLANNED NETWORKS

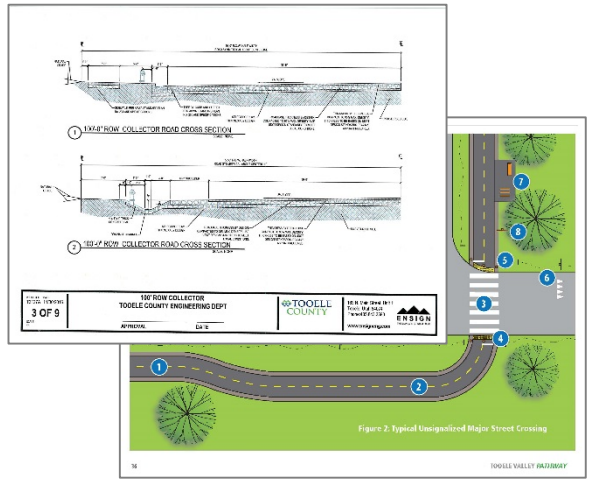
Background



GOALS/POLICIES

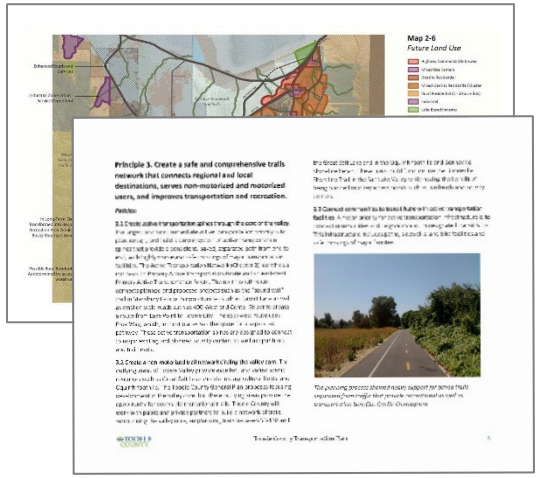


PLANNED NETWORKS

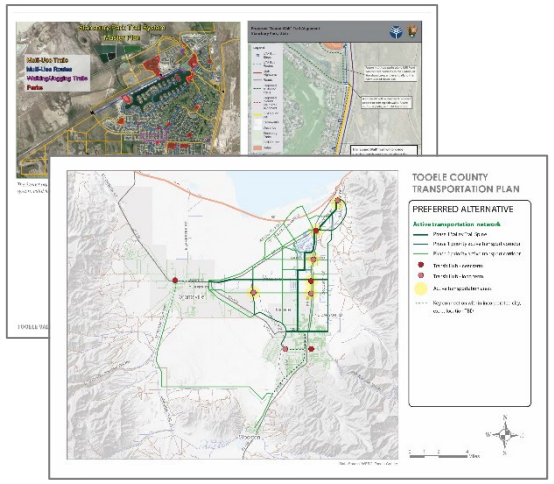


DESIGN GUIDELINES/
STANDARDS

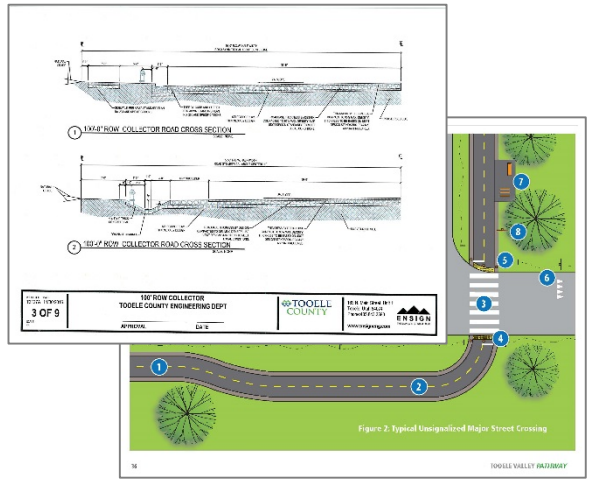
Background



GOALS/POLICIES



PLANNED NETWORKS



DESIGN GUIDELINES/
STANDARDS

Active Transportation Implementation Plan

Plan Outline

- Plan Foundations
  - Active Transportation Goals
  - Community outreach
  - Existing performance assessment
- Vision and Guidance
  - Vision network
  - Facility guidelines
- Action Plan
  - Plan phases
  - Implementation roles

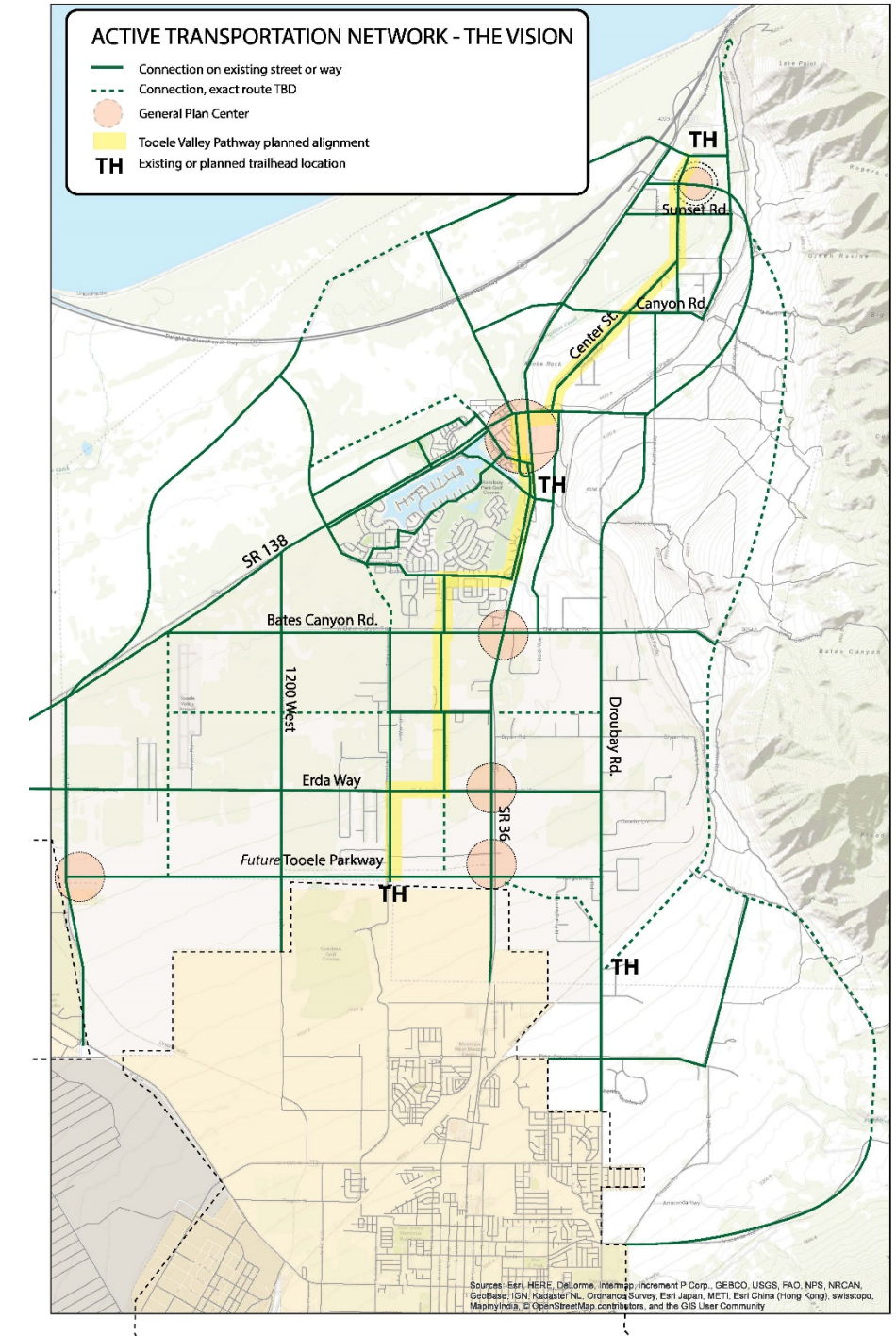
Active Transportation Goals

- Integrate active transportation into new and improved **major transportation facilities**.
- Build active transportation **trunk routes** through the valley.
- Connect Tooele Valley active travelers to **key destinations**.
- Ensure that **new developments** have connected active transportation infrastructure.
- Enable pedestrians and cyclists to **thrive while remaining safe**.
- Increase community **visibility, awareness, and support** of active transportation.

Community Outreach

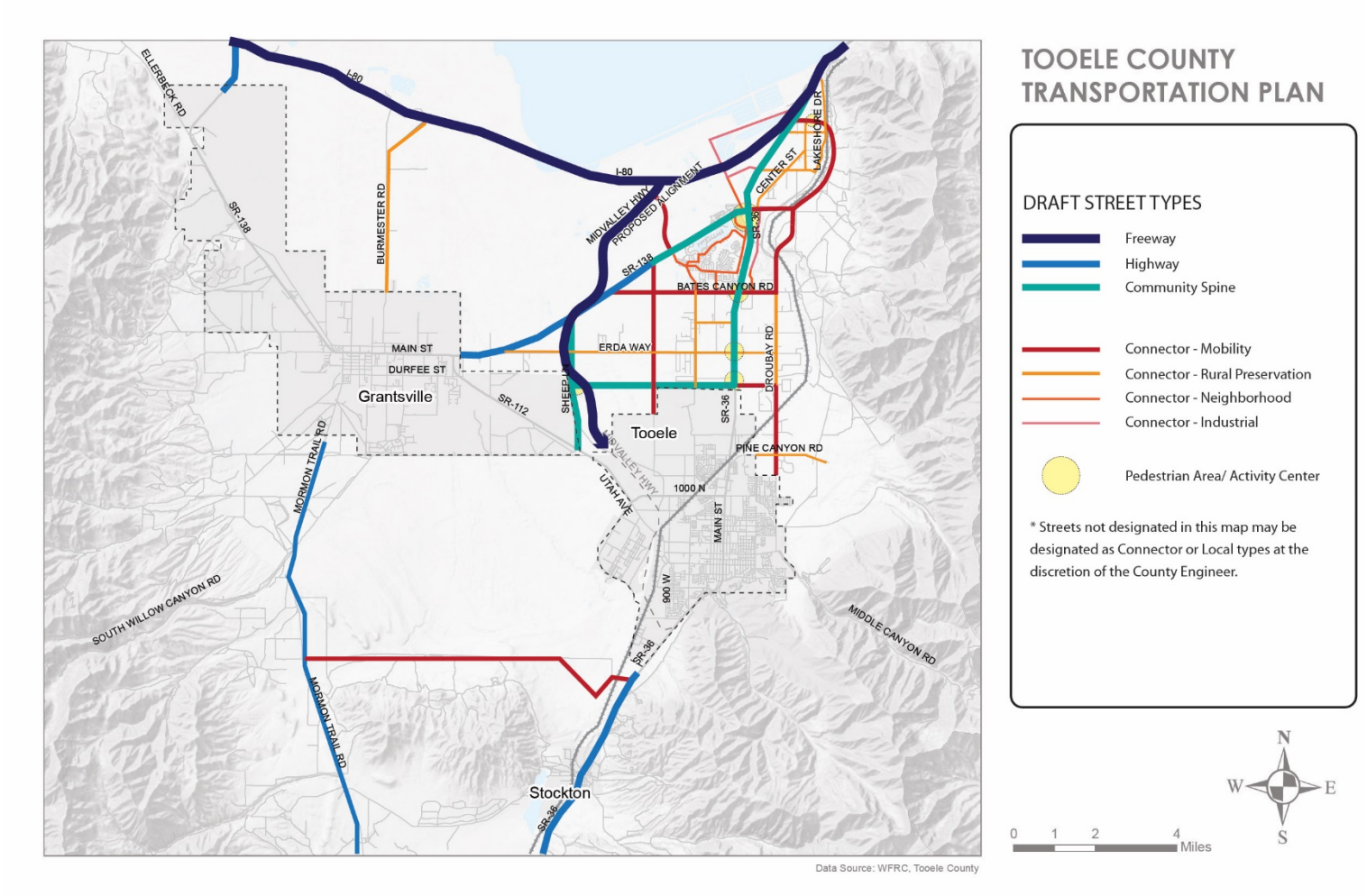
- Two community Open Houses in September and February, at Stansbury Clubhouse
- Approximately 40 attendees at each
- Positive feedback

Vision and Guidance



Vision and Guidance

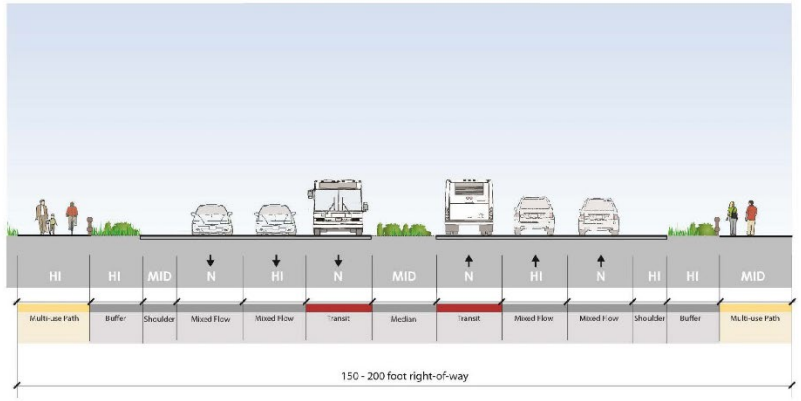
- What gets built where?



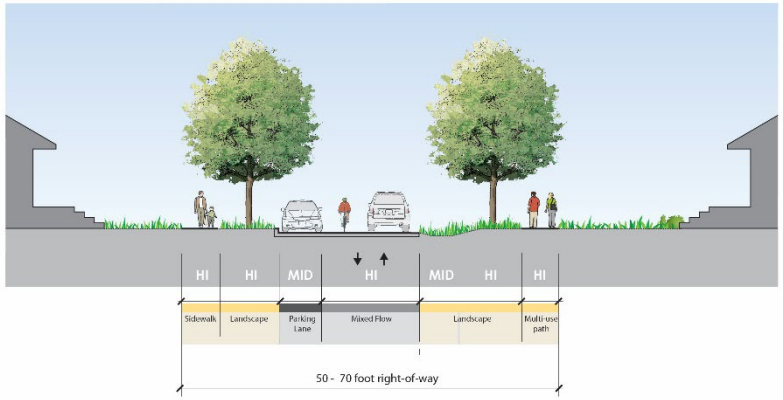
Vision and Guidance

- Network: Street Types

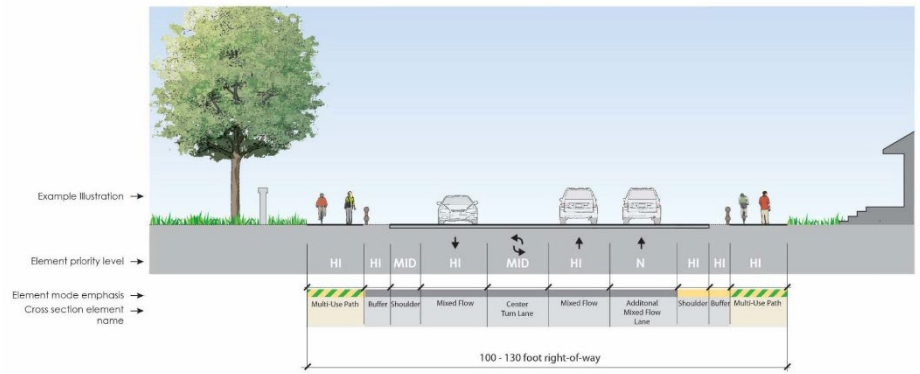
COMMUNITY SPINE - STANDARD



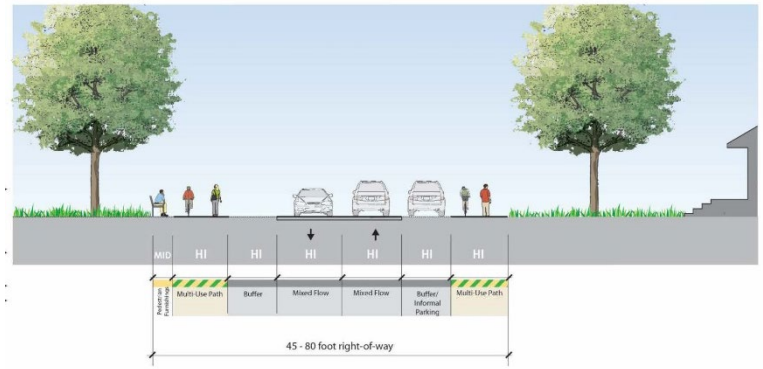
LOCAL STREET



MOBILITY CONNECTOR - STANDARD



RURAL PRESERVATION CONNECTOR - STANDARD



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

Vision and Guidance

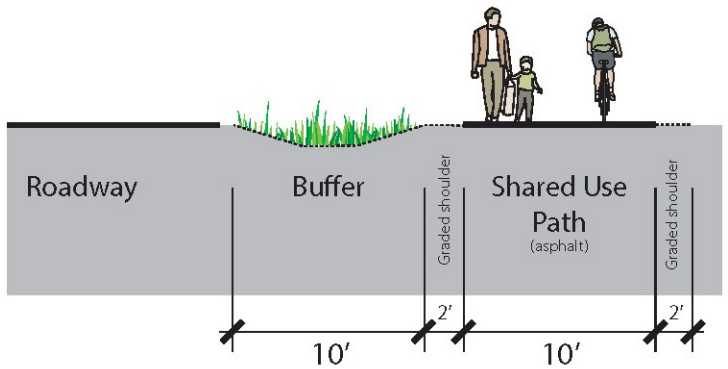
Tooele County Active Transportation Implementation Plan: Active Transportation Facility Design Guidance

		Shared facilities						*Pedestrian-only facilities*			*Bicycle-only facilities*			
		Shared Use Path - Major Buffer	Shared Use Path - Standard Buffer	Shared Use Path - NH	Sidewalk and Raised Bike Lane	Slow street	Advisory Shoulders	Standard sidewalk and buffer	Enhanced sidewalk and buffer	Standard sidewalk with swale	Shared lane markings	Bike Lane	Buffered Bike Lane	Protected Bike Lane
STREET TYPE	Typical max speed													
Highway / Freeway	60-80 mph	One side												
Community Spine - Standard	35-60 mph	Above 35 mph	35 mph & below		35 mph & below									
Community Spine - Center	35 mph	Above 35 mph	35 mph & below		35 mph & below									
Mobility Connector	35 mph													
Neighborhood Connector	30 mph													
Rural Preservation Connector	30 mph		One side OK											
Center Connector	30 mph													
Industrial Connector	35 mph		One side OK											
Local - higher density	25 mph													
Local - lower density	25 mph		One side OK	One side OK		Max 15 mph		One side OK						

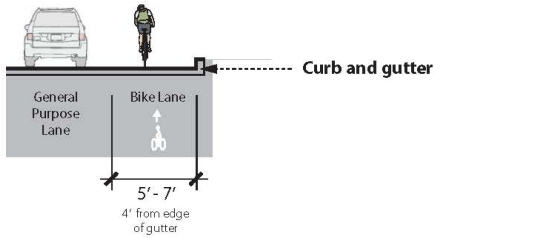
Vision and Guidance

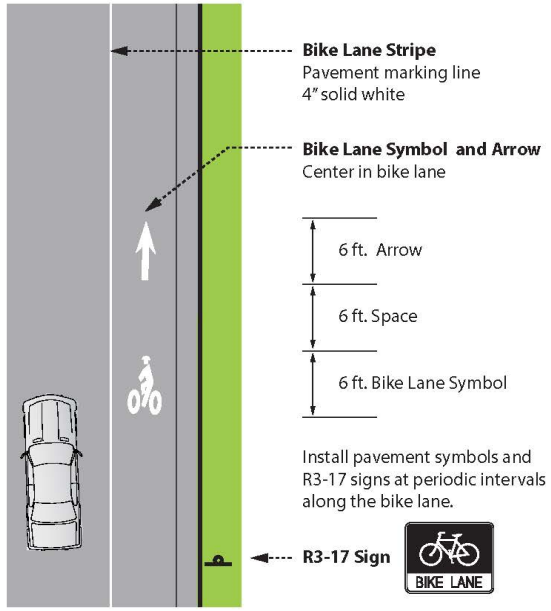
On-street **shared use path** with standard buffer

This facility is designed to run alongside streets with lower amounts of slower-moving traffic. The buffer separating it from the roadway is often a swale that drains the roadway and the path, but it could also be a curb and gutter or other drainage facility. Drainage design should be evaluated case-by-case.



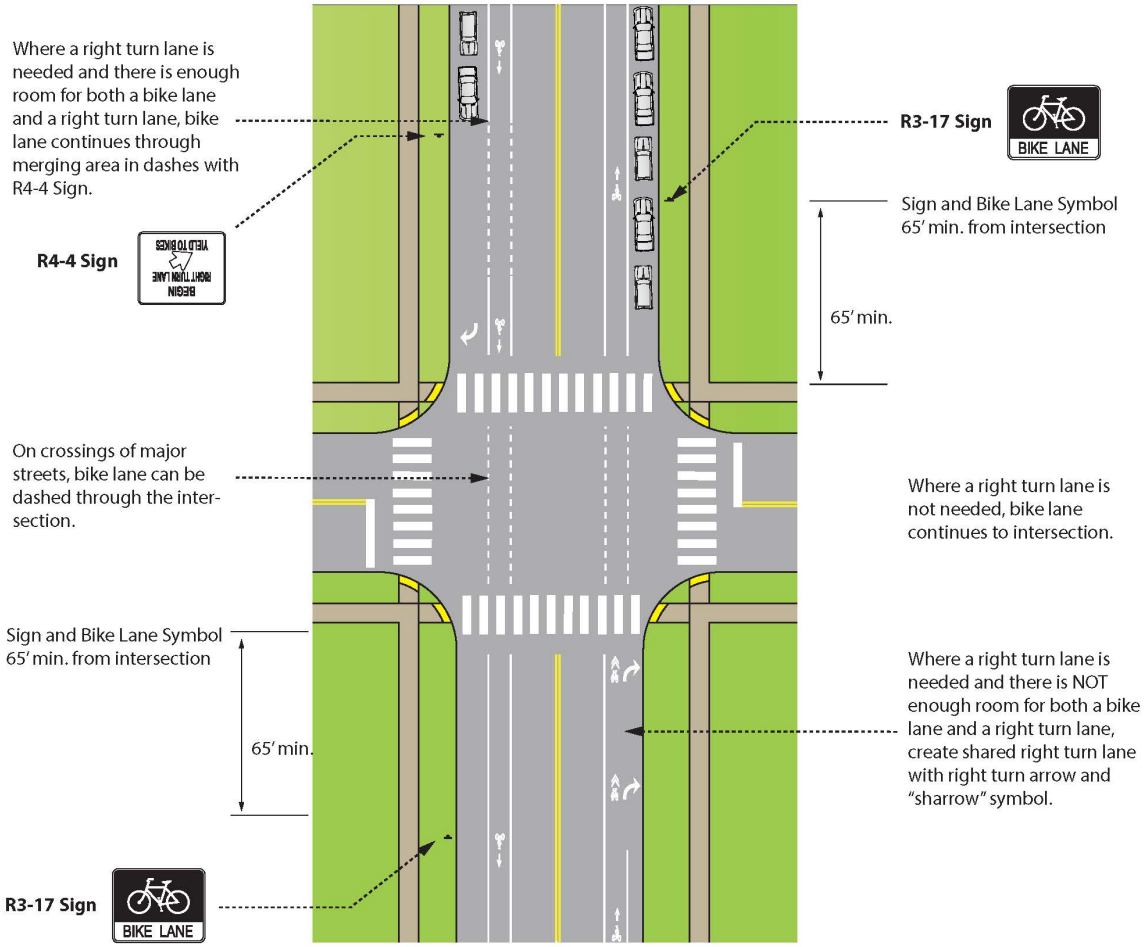
Vision and Guidance



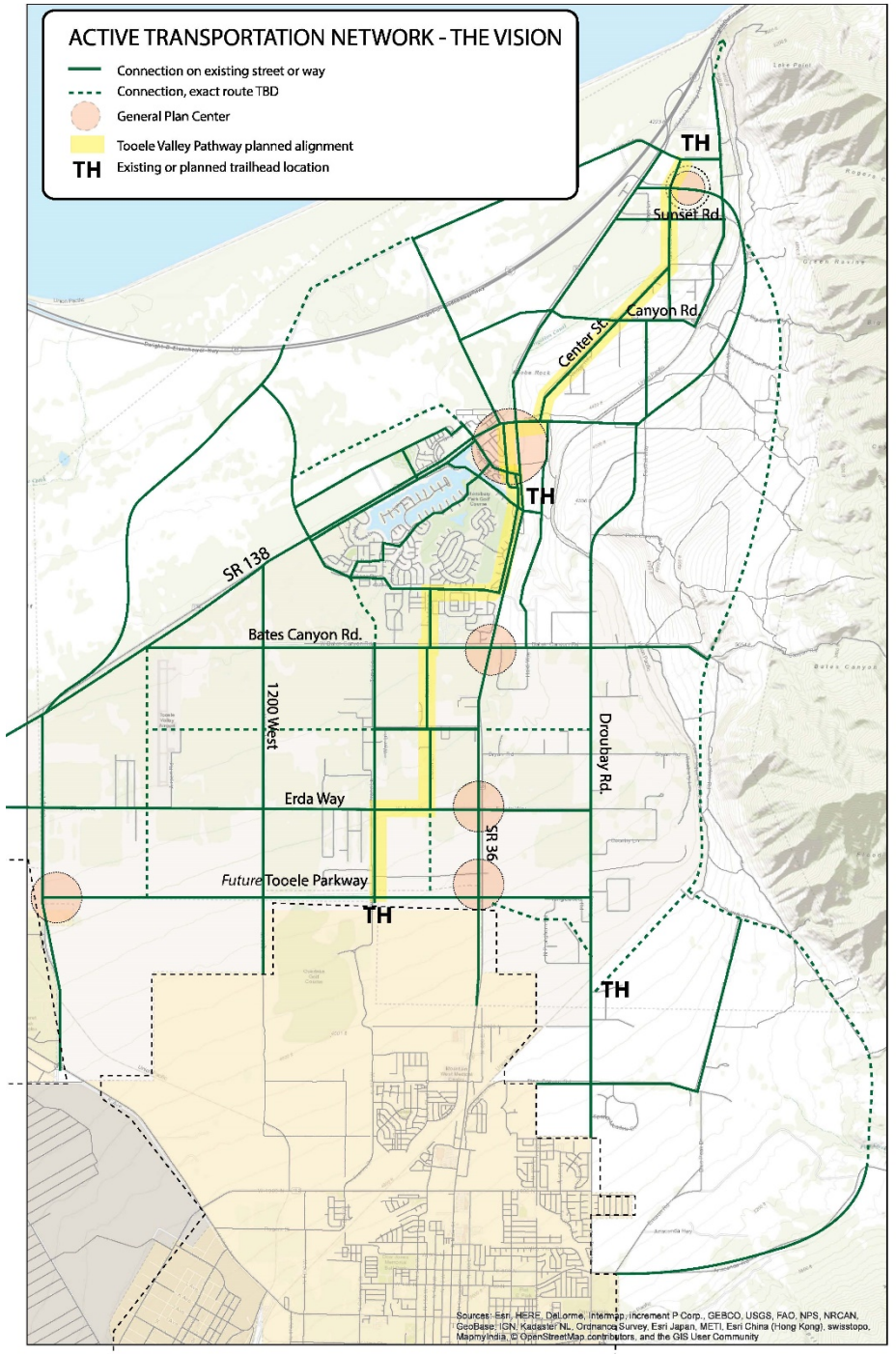


Note: Check current MUTCD for any changes to signs and striping configurations.

Vision and Guidance

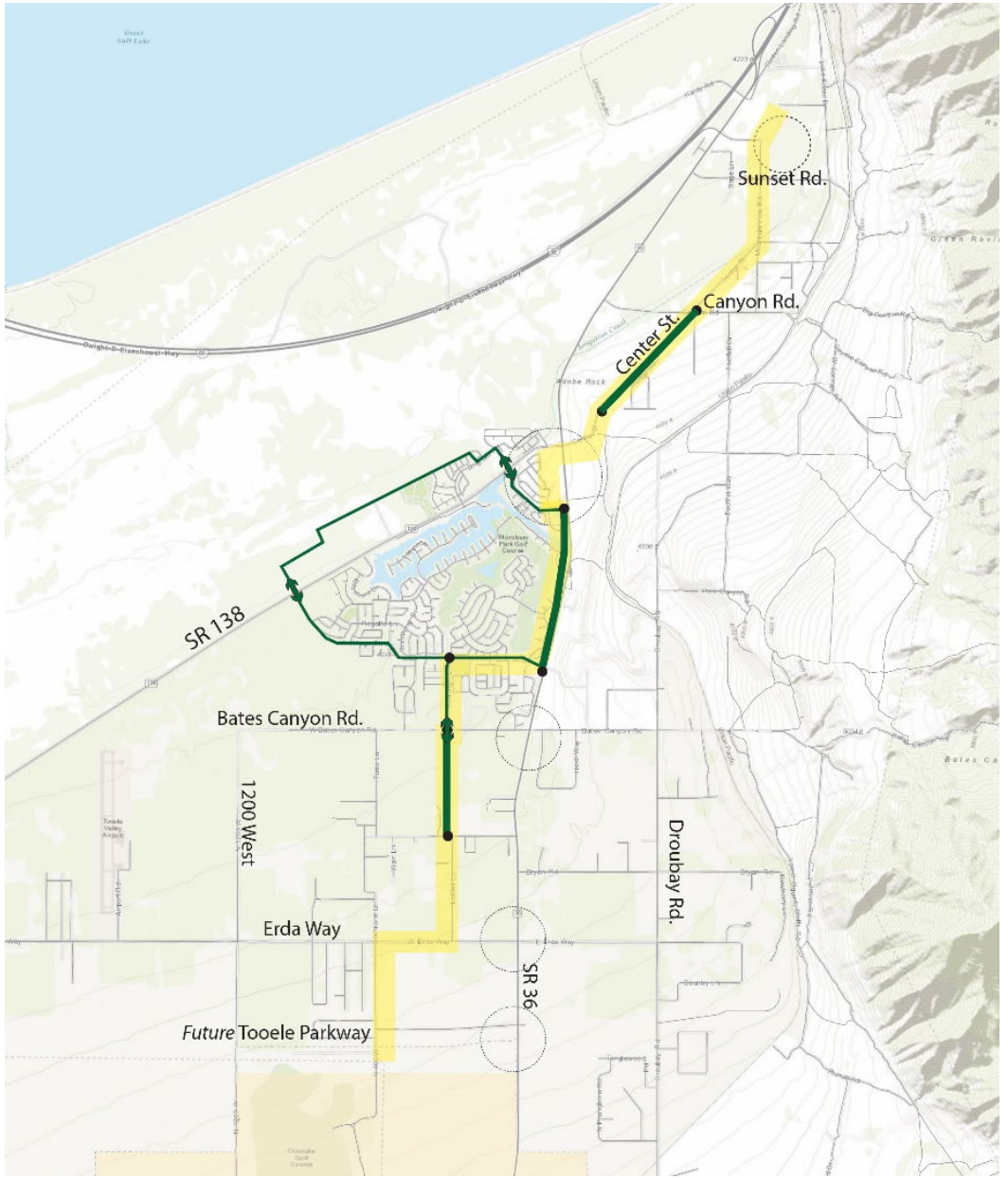


Action Plan


ACTIVE TRANSPORTATION NETWORK - THE VISION
Connection on existing street or way
Connection, exact route TBD
General Plan Center
Tooele Valley Pathway planned alignment
TH Existing or planned trailhead location
TH
Sunset Rd.
Canyon Rd.
Center St.
TH
SR 138
Bates Canyon Rd.
1200 West
Droubay Rd.
Erda Way
SR 36
Future Tooele Parkway
TH
TH
Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

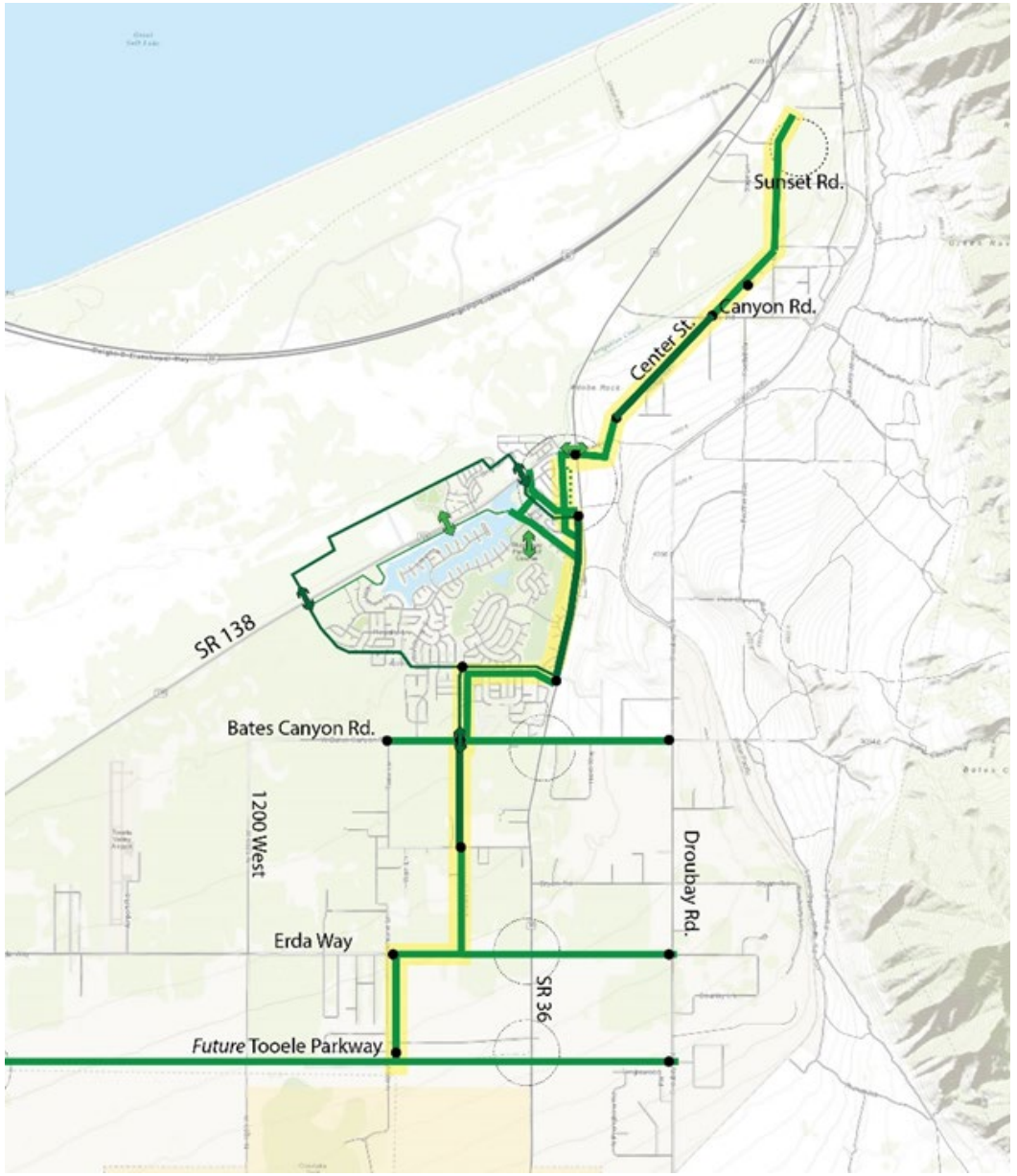
Action Plan

- Phase 1: 1-3 years



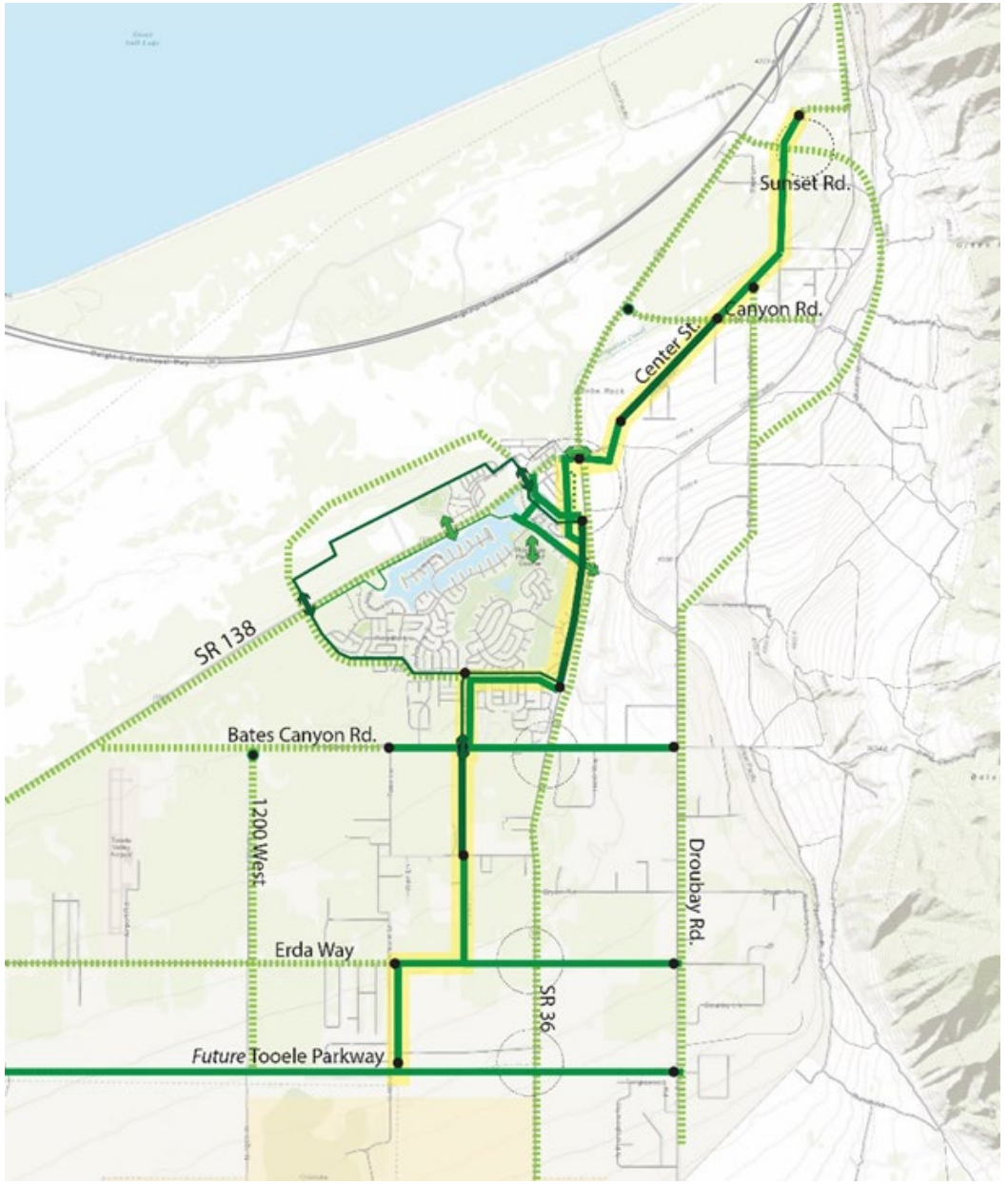
Action Plan

- Phase 2: 4-10 years



Action Plan

- Phase 3: 11 – 20 years



Ordinance changes

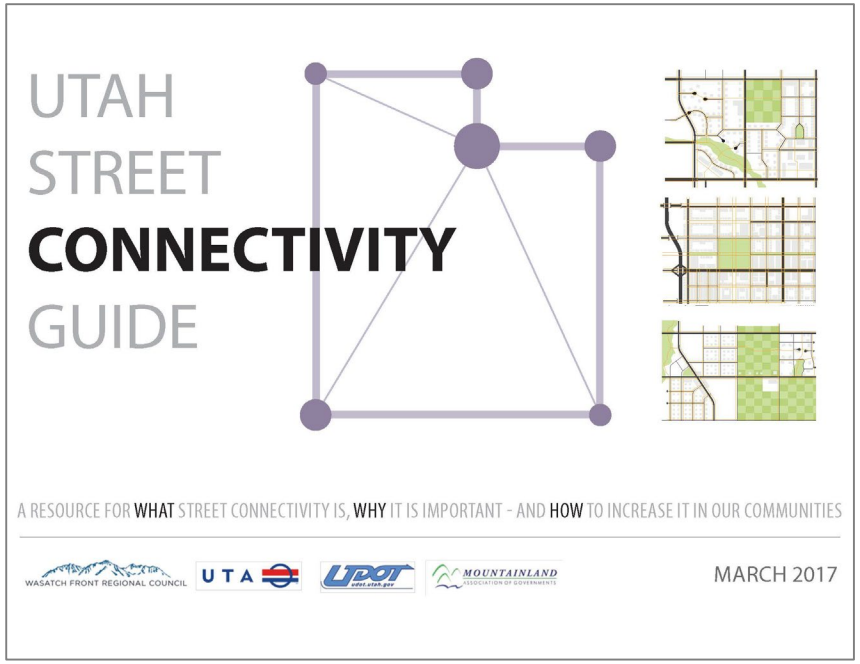
- Plan adoption also included changes to the Tooele County code
  - Active transportation requirements for new developments
  - Street connectivity requirements for new developments

Ordinance changes

	CONTEXT-BASED STANDARDS for CONNECTIVITY METRICS			
TYPOLOGY	*Relative level of connection*	*Network density*	*Ability to connect to destinations*	*Quality for all users (walkability)*
Regional typology	Connectivity index of arterial and above-level streets	Arterial or above intersections per square mile	Average travel-shed percentage for key destinations	Accessibility index for walking half mile from set of community destinations
Region	2	1	100 percent	100 percent
Community typologies	Connectivity index of collector and above-level streets	Collector or above intersections per square mile	Average travel-shed percentage for key destinations	Accessibility index for walking half mile from set of community destinations
Urban community	2	7	100 percent	100 percent
Suburban community	1.8	5	100 percent	100 percent
Rural community	1.6	3	100 percent	100 percent
Neighborhood / district typologies	Connectivity index of all streets	intersections per mile	Average travel-shed percentage for key destinations	Average of highest 5 pedestrian blocks (spacing between pedestrian links)
Residential neighborhood urban	1.7	225	100 percent	Maximum 500 feet
Residential neighborhood suburban	1.5	175	100 percent	Maximum 1000 feet
Residential neighborhood rural	1.5	50	100 percent	Maximum 1500 feet
Downtown district	1.7	225	100 percent	Maximum 350 feet
Campus district	1.5	50	100 percent	Maximum 500 feet
Industrial district	1.5	50	100 percent	Maximum 1500 feet

** Connectivity index for neighborhoods and districts should incorporate surrounding collector/arterial streets along the area boundary, if applicable.*

Ordinance changes



	CONTEXT-BASED STANDARDS for CONNECTIVITY METRICS			
TYPOLOGY	*Relative level of connection*	*Network density*	*Ability to connect to destinations*	*Quality for all users (walkability)*
Regional typology	Connectivity index of arterial and above-level streets	Arterial or above intersections per square mile	Average travel-shed percentage for key destinations	Accessibility index for walking half mile from set of community destinations
Region	2	1	100 percent	100 percent
Community typologies	Connectivity index of collector and above-level streets	Collector or above intersections per square mile	Average travel-shed percentage for key destinations	Accessibility index for walking half mile from set of community destinations
Urban community	2	7	100 percent	100 percent
Suburban community	1.8	5	100 percent	100 percent
Rural community	1.6	3	100 percent	100 percent
Neighborhood / district typologies	Connectivity index of all streets	intersections per mile	Average travel-shed percentage for key destinations	Average of highest 5 pedestrian blocks (spacing between pedestrian links)
Residential neighborhood urban	1.7	225	100 percent	Maximum 500 feet
Residential neighborhood suburban	1.5	175	100 percent	Maximum 1000 feet
Residential neighborhood rural	1.5	50	100 percent	Maximum 1500 feet
Downtown district	1.7	225	100 percent	Maximum 350 feet
Campus district	1.5	50	100 percent	Maximum 500 feet
Industrial district	1.5	50	100 percent	Maximum 1500 feet

** Connectivity index for neighborhoods and districts should incorporate surrounding collector/arterial streets along the area boundary, if applicable.*

Ordinance changes

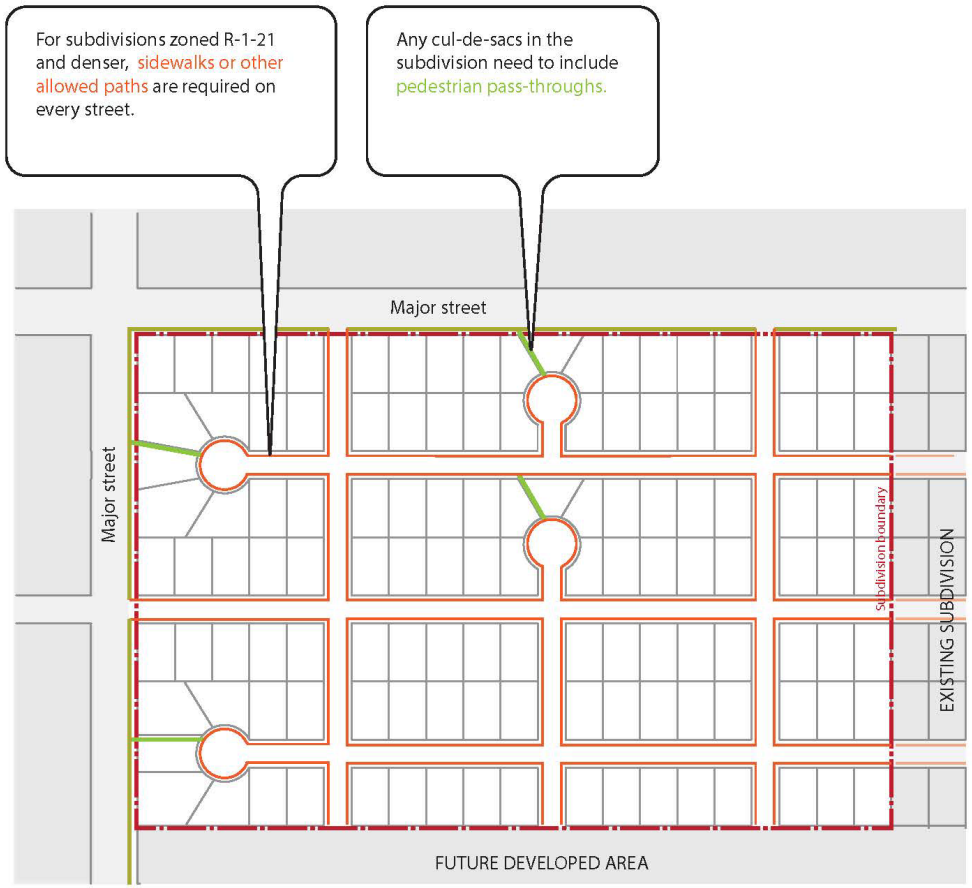
ZONE	***CONNECTIVITY REQUIREMENTS***				
	Internal connectivity			External connectivity	
ZONE	Connectivity index (links per node)	Maximum block length (ft)*	Cul de sac maximum length (ft) **	Maximum spacing of connections to collector and arterial level streets ***	Maximum stub street spacing
R-M-30	1.5	400	0	400	400
R-M-15	1.5	400	0	400	400
R-M-7	1.5	400	0	400	400
R-1-8	1.5	400	200	860	400
R-1-10	1.5	400	275	860	400
R-1-12	1.5	400	275	860	400
R-1-21	1.5	750	400	1320	N/A
RR-1	1.5	N/A	400	1320	N/A
RR-5	1.5	N/A	400	N/A	N/A
RR-10	1.5	N/A	400	N/A	N/A

* there can be one exception to the maximum bock length per 40 lots, where one block face can be up to double the length.

** Every cul-de-sac must have a pedestrian connection to the other side of the block.

*** Excludes connections to UDOT-managed streets

Ordinance changes



EXAMPLE OF PEDESTRIAN CIRCULATION PLAN FOR HIGHER-DENSITY DEVELOPMENTS

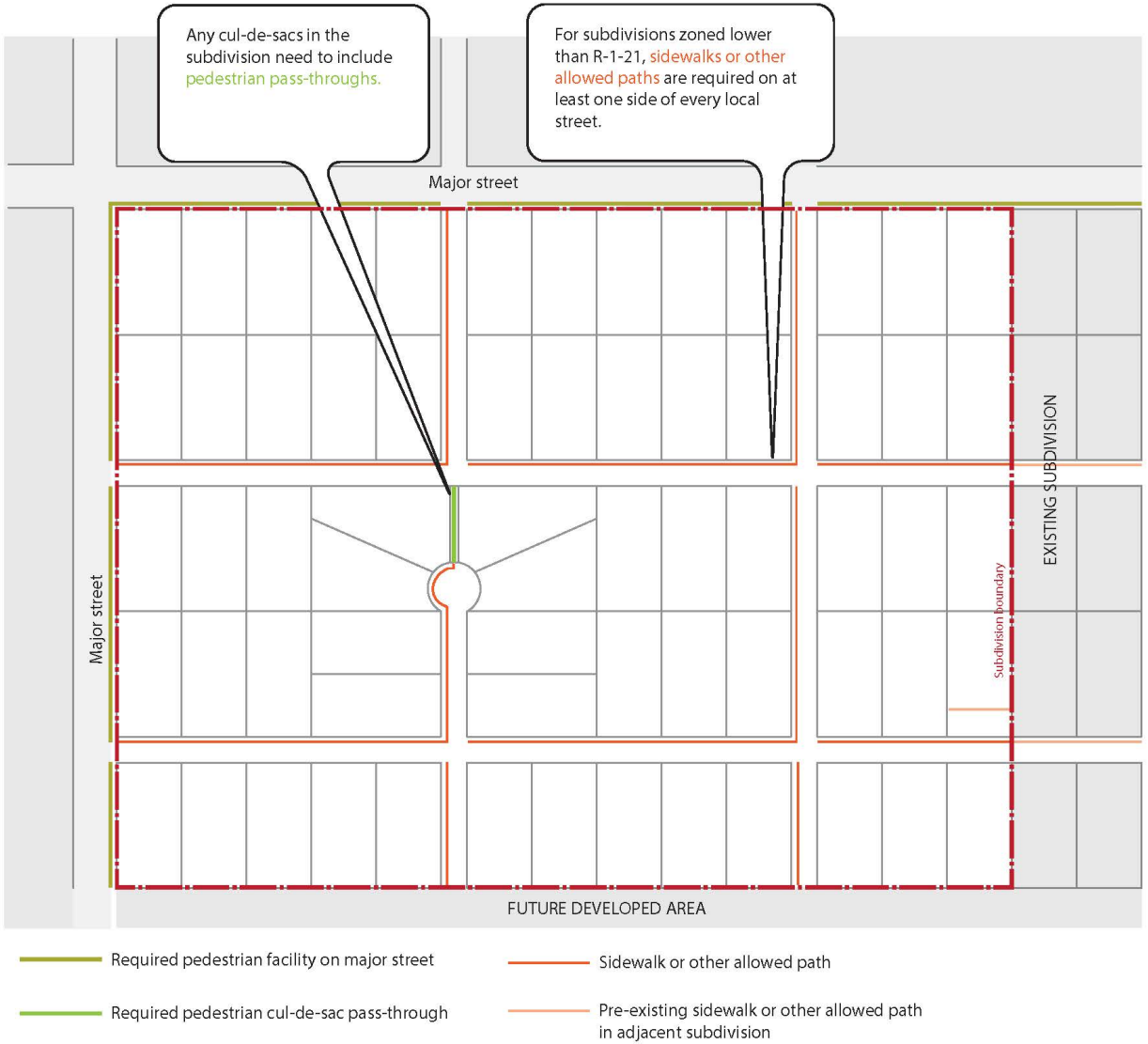
Required pedestrian facility on major street

Required pedestrian cul-de-sac pass-through

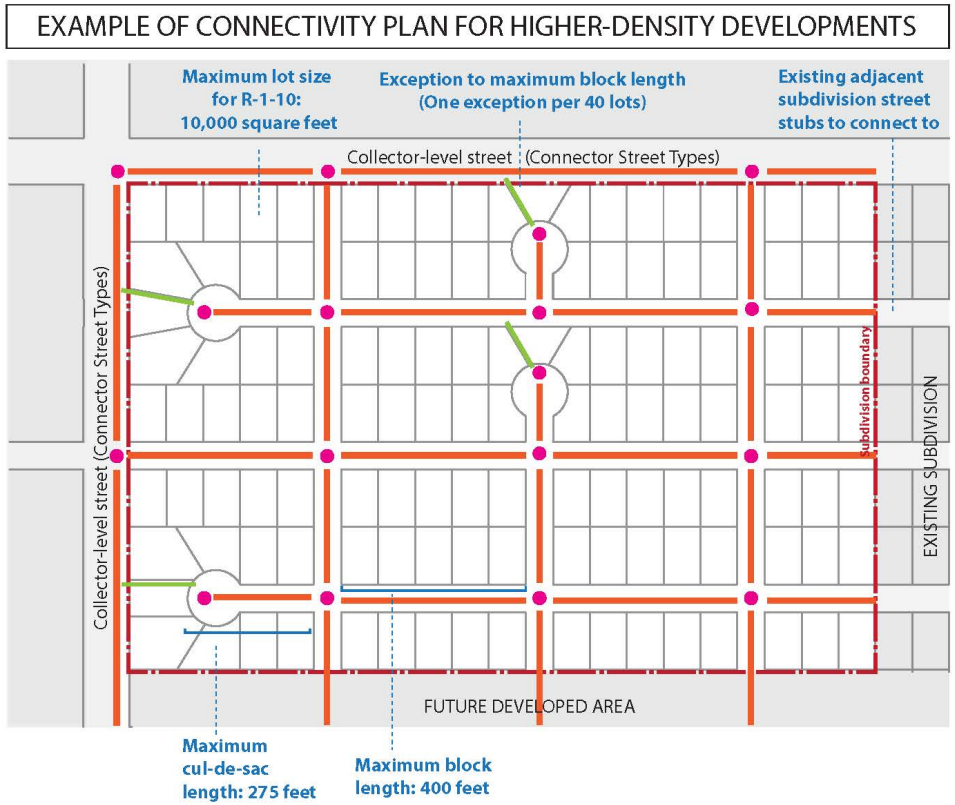
Required sidewalk or other path on both sides of street

Pre-existing sidewalk or other path

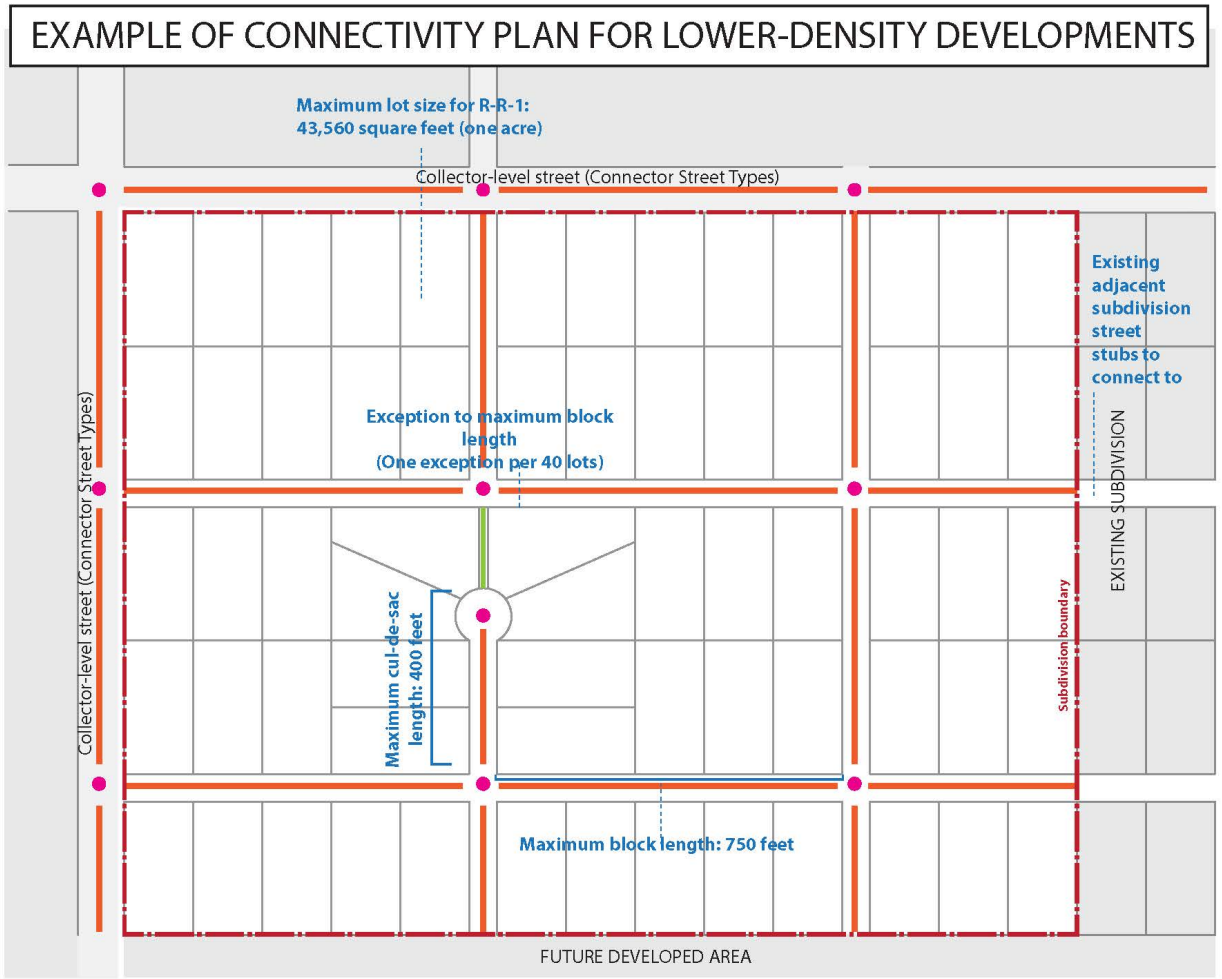
Ordinance changes



Ordinance changes



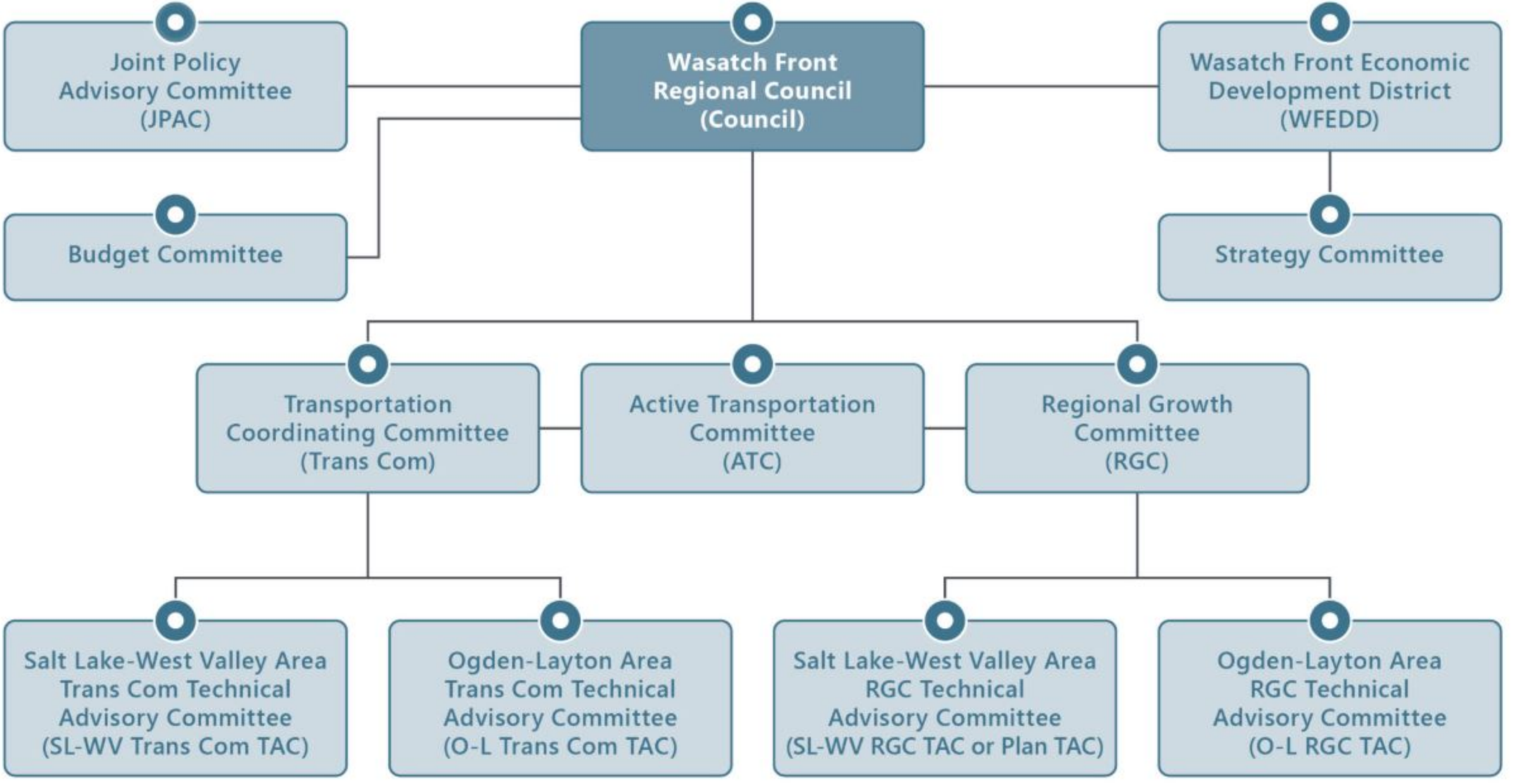
Ordinance changes



REQUIRED LINK-NODE RATIO: 1.5
Links: 18
Nodes: 10
Link-Node Ratio: 1.8

Tooele County Active Transportation Implementation Plan

WFRC | February, 2019


Joint Policy Advisory Committee (JPAC)
Wasatch Front Regional Council (Council)
Wasatch Front Economic Development District (WFEDD)
Budget Committee
Strategy Committee
Transportation Coordinating Committee (Trans Com)
Active Transportation Committee (ATC)
Regional Growth Committee (RGC)
Salt Lake-West Valley Area Trans Com Technical Advisory Committee (SL-WV Trans Com TAC)
Ogden-Layton Area Trans Com Technical Advisory Committee (O-L Trans Com TAC)
Salt Lake-West Valley Area RGC Technical Advisory Committee (SL-WV RGC TAC or Plan TAC)
Ogden-Layton Area RGC Technical Advisory Committee (O-L RGC TAC)