# Tooele City
# Active Transportation Plan

May 2024

Tooele City Est. 1853

alta

TOWNSHIP + RANGE

WASATCH FRONT REGIONAL COUNCIL

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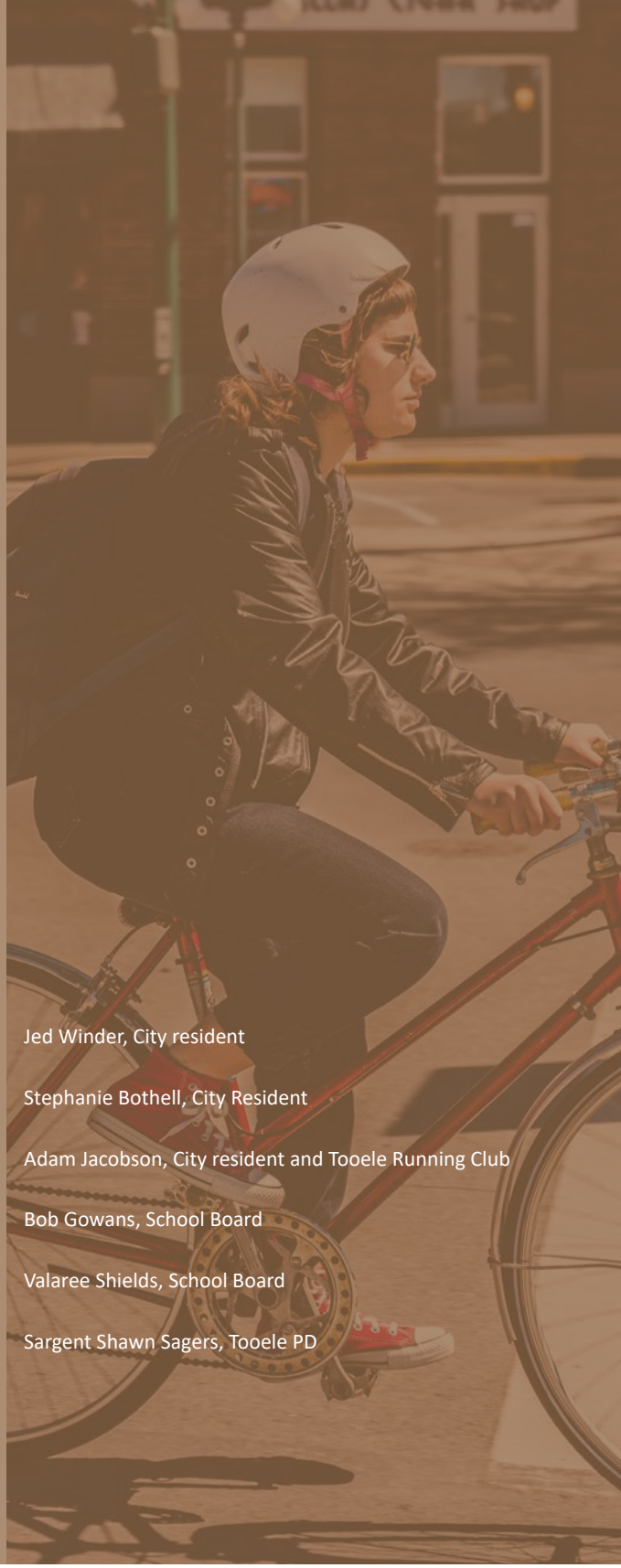

Tooele City Est. 1853 alta TOWNSHIP + RANGE WASATCH FRONT REGIONAL COUNCIL

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- About This Plan

# The Vision

## About This Plan

The City of Tooele is in the process of developing an Active Transportation Plan (ATP) to improve safety and access for walking, biking, and rolling throughout the community. The plan will identify actions that the City can take through both physical infrastructure changes and the implementation of new or updated policies and programs related to active transportation. Funded by the Wasatch Front Regional Council's (WFRC) Transportation Land Use Connection (TLC) program, the Tooele ATP will serve as a guide to city staff, commissions, and elected officials on how to prioritize projects and allocate funding to these projects and related policies & programs.

*Tooele 5K 2022*

### What is Active Transportation?

Active transportation is human-powered mobility, such as walking, biking, or using a personal mobility device such as an electric bicycle, wheelchair, or scooter. Providing safe and comfortable facilities for the use of these modes has the potential to improve access to local destinations and recreational areas, reduce the need for short car trips, improve community health, and provide numerous additional benefits.

### Why is the Plan Important for Tooele?

Like many Utah communities, Tooele's historic development and land use patterns have grown alongside a reliance on motor vehicles as the primary mode of transportation. This growth strategy has left minimal consideration for active transportation modes, including disconnected street network patterns and numerous high-volume, high-speed roads and highways that bisect neighborhoods and commercial centers and limit safe access for those traveling via non-car modes.

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# Tooele Today

- Introduction
- Previous Plans Review
- Getting Around Tooele
- Active Transportation in Tooele Today
- Active Transportation Challenges and Opportunities

# Tooele Today

## Introduction

Tooele City, a community of nearly 38,000 people west of Salt Lake City and the Oquirrh Mountains, is a dynamic, continuously-growing community with a projected population of 66,000 by 2050 (Wasatch Front Regional Council). With this projected growth in mind, Tooele has a great opportunity to begin putting the building blocks in place to continue to build a safe, accessible, and welcoming community to accommodate a growing population.

One critical building block to consider in successfully growing the community is forward-thinking transportation infrastructure, including a robust active transportation network. Providing a broad and approachable network will allow residents to recreate within the community as well as travel to work, run errands, or reach regional destinations without need for a car.

This Active Transportation Plan (ATP) will serve as a guide to city staff and elected officials on how to allocate funding and properly develop roadways that are conducive to multiple modes of transportation. The Plan will provide both infrastructure and program/policy recommendations that support a high quality of life, increase community visibility, awareness, and support of active transportation, and provide strategic implementation resources to support well-informed project decisions.

While the recommendations in this plan may change over time as the population changes and priorities shift, the overarching goals will hold strong in making Tooele a welcoming and approachable community for those using all modes of transportation.

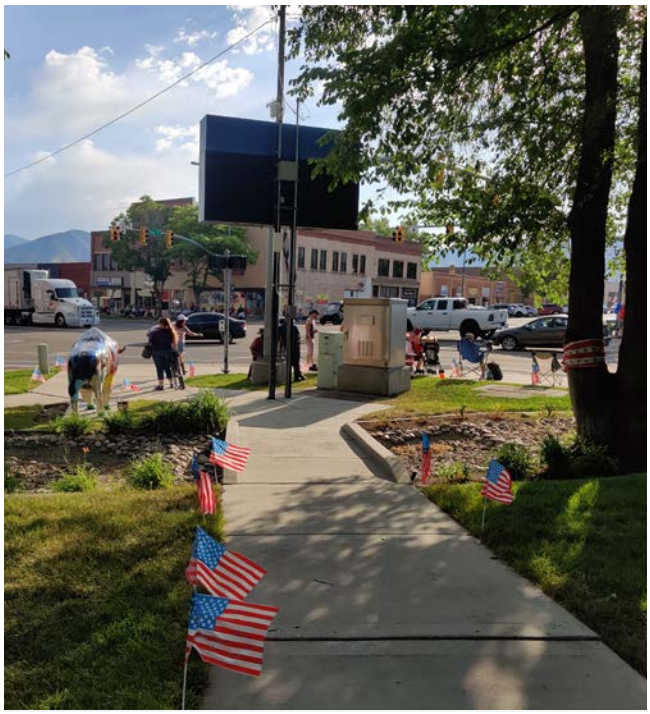


**Figure 1.** *4th of July Parade Celebration, 2023*


## Previous Plans Review

A critical first step in the planning process is analyzing existing plans that have been developed for Tooele. This allows the planning team to understand projects and plans that are currently in the works, and what has been proposed but not yet studied in depth or taken forward into design and implementation.

To understand where Tooele is currently with planning related to active transportation, the following existing plans were reviewed:

### Transportation-Based Plans

- Tooele City Transportation Master Plan (2021)
- Tooele County Active Transportation Implementation Plan (2019)
- WFRC Regional Transportation Plans (2019)
- Tooele County Trails map (ongoing)

### Supporting Plans

- Economic Development Strategic Plan (2021)
- Tooele City General Plan (2020)

The key points from each of these plans is summarized on the following pages, and **Map 2.1** identifies the planned facilities from each plan.

**Figure 2.** *Steering Committee Meeting*

# Transportation-Based Plans

## Tooele City Transportation Master Plan

The Tooele City Transportation Master Plan recommends expanding on the existing shared roadways, bike lanes, and trails to *increase the number of trails and active transportation/ recreation facilities in Tooele City*. To accomplish this, *Tooele should work with the State's Office of Outdoor Recreation, Bike Utah, and other agencies to apply for grants to fund projects.*

## Tooele County Active Transportation Implementation Plan

The primary goals, and linked performance measures for implementing the Tooele County Active Transportation Plan include:

**Goal 1:** *Integrating active transportation into new and improved major transportation facilities*

- Street standards include proper active transportation infrastructure.
- Public streets/roads are compatible for bicyclists and pedestrians.
- Intersection treatments support pedestrians and bicyclists.

**Goal 2:** *Build core active transportation routes through the valley*

- Progress toward active transportation trunk routes through the valley.

**Goal 3:** *Connect active transportation routes to key destinations*

- Connectivity to key destinations.
- Frequency and quality of bike and pedestrian connections across identified barriers.

**Goal 4:** *Keep pedestrians and cyclists comfortable and safe*

- Pedestrian and bicyclist volumes at key locations
- Pedestrian and bicycle activity among the community
- Number and type of bicycle and pedestrian-related crashes.

**Goal 5:** *Increase community visibility, awareness, and support for active transportation*

- Awareness and confidence of the greater community of active transportation as an option
- Support by the greater community of active transportation improvements.
- Tangible, positive examples of active transportation infrastructure in Tooele Valley.

Branching from these goals include an additional set of desired outcomes, including *walkable activity centers, good active transportation access to transit, a trail network around the valley, and regional active transportation connectivity.*

## 2019-50 WFRC Regional Transportation Plan

The 2019-2050 WFRC Regional Transportation Plan provides a guide for transportation growth in the Salt Lake City-West Valley City and Ogden-Tooele Urbanized Areas. While Tooele City does not fall into this region, a recommended Express Bus between Tooele and downtown Salt Lake City is included as part of the plan.

## Tooele County Trails map

The Tooele County Trails Map, available digitally, includes the 20 trails and routes for walking, hiking, running, and biking in Tooele County. These trails and routes are recreational in nature, but are important destinations for active transportation network connections.

# Supporting Plans

## Economic Development Strategic Plan

The Economic Development Strategic Plan provides a vision for future economic growth in Tooele. Part of this growth involves enhanced community access via a variety of transportation options, including active transportation.

The plan suggests fostering community and tourism through connections to recreational facilities, linking residential and non-residential areas through expanded infrastructure, and partnering with regional organizations to advance transportation options

## Tooele City General Plan

The Tooele City General Plan sets the stage for future growth and development in the community. The goal of ***expanding transportation options*** to link major destinations and accommodate a variety of modes, including pedestrian facilities and bikeways, is included in several sections- Land Use (LU), Transportation (TR), and Economic Vitality (EV). Specific goals and objectives related to active transportation include:

**LU 3:** *Develop land use patterns that are compatible with/support a variety of mobility opportunities, choices, and service provisions*

- Encourage non-motorized access and circulation, provide a balance of land uses and development intensities that enable convenient non-automotive trips

**LU 5:** *Promote land use patterns that conserve resources (land, clean air, water, etc.)*

- Integrate land use/transportation policies to promote a decrease in vehicle miles traveled and increase interaction among citizens

**LU 7:** *Encourage land uses that create a sense of community among those who work, live, and play within local neighborhoods*

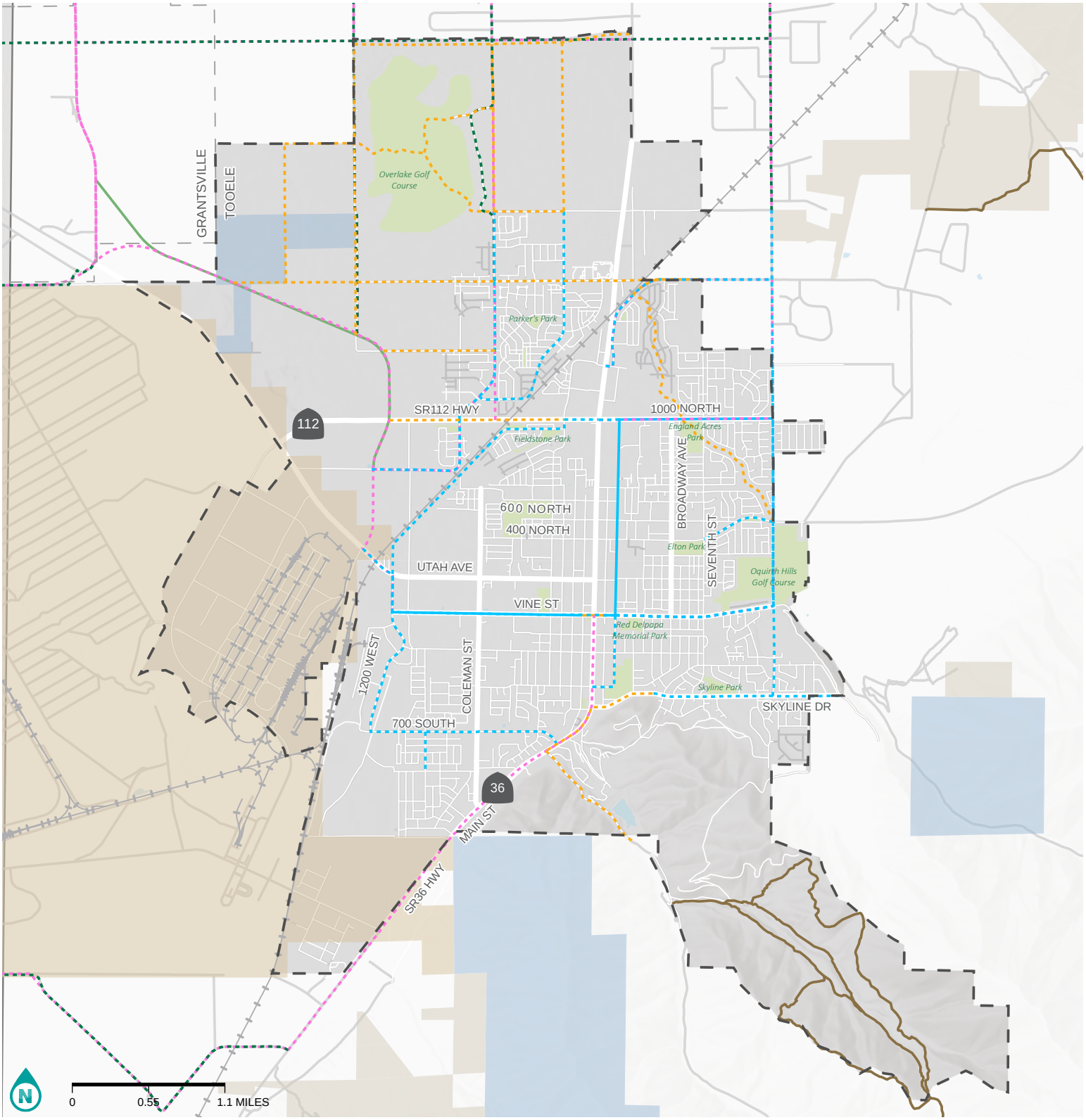
**EV Goal 5:** *Promote non-motorized transportation improvements; provide options for alternative modes of transportation to access commercial, retail, and entertainment centers*

**TR Goal 1:** *Develop a trail system that connects to parks, destinations, and major open spaces*

- Require new developments to provide connectivity of trails with existing and potential adjacent development, support other agencies in the development of regional active transportation connections, promote school site design that encourages active travel

**TR Goal 2:** *Trails should be well maintained; crosswalks where feasible*

- Formalize policies to ensure street crossings are safe/well-marked, develop trails with private development through required fees, land dedication, and construction of facilities; ensure that there are bicycle/pedestrian links to parks and community/recreational facilities




Map 2.1

# EXISTING/PLANNED ACTIVE TRANSPORTATION FACILITIES

**Tooele City**
Active Transportation Plan

## Base Map

- Tooele City Boundary
- Tooele City Parks
- Water
- Dept of Defense
- State Trust Lands
- Bureau of Land Management
- Railroad

## Existing Facilties

- Buffered Bike Lane
- Shared Roadway
- Paved Trail

## Planned Facilities

- Bike Lane
- Shared Roadway
- Bike Routes
- Parallel Bike Path

# Active Transportation in Tooele Today

## Existing Bike Facilities

Tooele City currently has **6.3 miles** of active transportation facilities, including 0.4 miles of shared lanes and 5.9 miles of buffered bike lanes. These facilities are shown previously in **Map 2.1**.

### Shared Lane - 0.4 Miles

A shared lane facility provides a shared space for biking and driving indicated through pavement markings and signage. When a bicyclist is on a shared roadway, they have the right of way, and vehicles must yield to them. A green stripe on some roadways, such as Vine Street, give heightened visibility to bicyclists.

### Buffered Bike Lane - 5.9 Miles

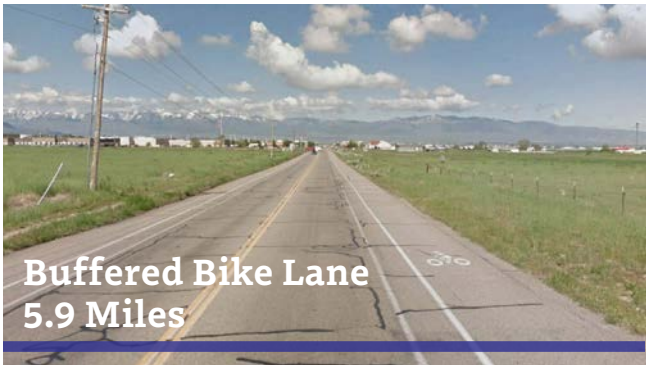
Buffered bike lanes are similar to a standard bike lane (4-7 ft wide and striped with a 6-inch stripe on either side, usually immediately adjacent to a vehicular travel lane), but include an additional striped buffer space (typically 18+ inches) between the bike lane and moving traffic. Buffered bike lanes can also include striped buffers alongside street parking to reduce the potential for doors opening right into the bike lane and causing conflict, though this type of buffer does not currently exist in Tooele.

### Paved Trail - 2.2 Miles

The Mid-Valley Trail in northwest Tooele is a paved trail that follows a former rail alignment. At 2.2 miles, this trail is short, but could potentially be extended further to the northwest. As a new paved trail, the Mid-Valley Trail alignment is near town, making it accessible and ideal for walking, running, hiking, biking, and even horseback riding.

## Previously-Planned Facilities

Additional active transportation facilities have been proposed through previous planning efforts. These planned facilities as well as those that are already existing should be critical pieces in the development of an active transportation network. Previous plans related to active transportation in Tooele are reviewed in greater detail later in this chapter and are highlighted on **Map 2.1**.


# Getting Around Tooele

## Mode Share

Mode share is the percentage of trips taken using a particular mode of transportation (car, transit, bicycle, etc.). The American Community Survey (2021 5-Year Estimates) is used to determine these numbers

### American Community Survey (ACS)

The Census Bureau's American Community Survey (ACS) Journey to Work data measures only the primary transportation mode from home to work, so it excludes information about how people travel that are not in the workforce, those who combine multiple modes, or those who commute using different modes depending on the day, weather, or time of year. ACS data is collected and averaged throughout the year, meaning that rates of walking and bicycling may be higher than the data indicates. Despite its flaws, especially in smaller communities, the ACS is a consistent benchmark of mode choice over longer periods.

**Figure 4** shows Tooele's mode share compared to the average mode share in both the state of Utah and the nation as a whole.

**Figure 3.** *2021 Mode Share in Tooele City, State of Utah, and the United States (Data: ACS 2021 5-Year)*

| | Drive Alone | Carpool | Transit | Walk | Other | Telework |
|---|---|---|---|---|---|---|
| Tooele City | **70.3%** | **16.3%** | **2.4%** | **2.1%** | **1.5%** | **7.4%** |
| State of Utah | 73.4% | 9.1% | 1.8% | 2.1% | 1.5% | 12.1% |
| United States | 75.7% | 7.6% | 2.7% | 2.3% | 1.6% | 10% |

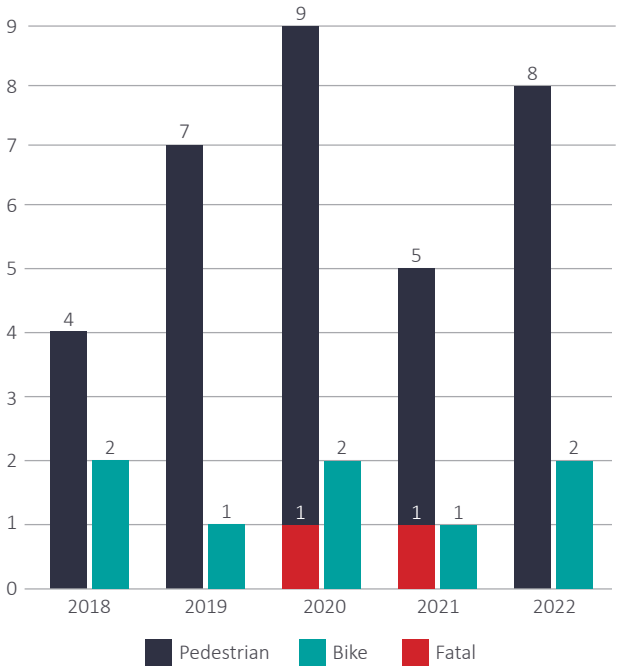
## Collision History in Tooele

A total of 2,032 collisions were reported in Tooele City in the last five years (January 1st, 2018 to December 31st, 2022). Of these, 33 collisions involved pedestrians (1.6% of all collisions, two of which were fatal and 28 of which led to injuries) and nine involved bicyclists (0.4% total, none of which were fatal, and 8 of which led to injuries).

*Bicyclists and Pedestrians comprised 2% of all Fatal Crashes in the City*

Given these numbers, it is evident that pedestrian conflicts are much more frequent, but that bike-related collisions are still a cause for concern. Recorded bike and pedestrian-related collisions from 2018-2022 are shown in **Map 2.3.**

**Figure 4.** *Collisions Involving People Walking or Bicycling in Tooele, 2018-2022 (Data: UDOT, Numetric)*




## Collision Trends

### Intersections

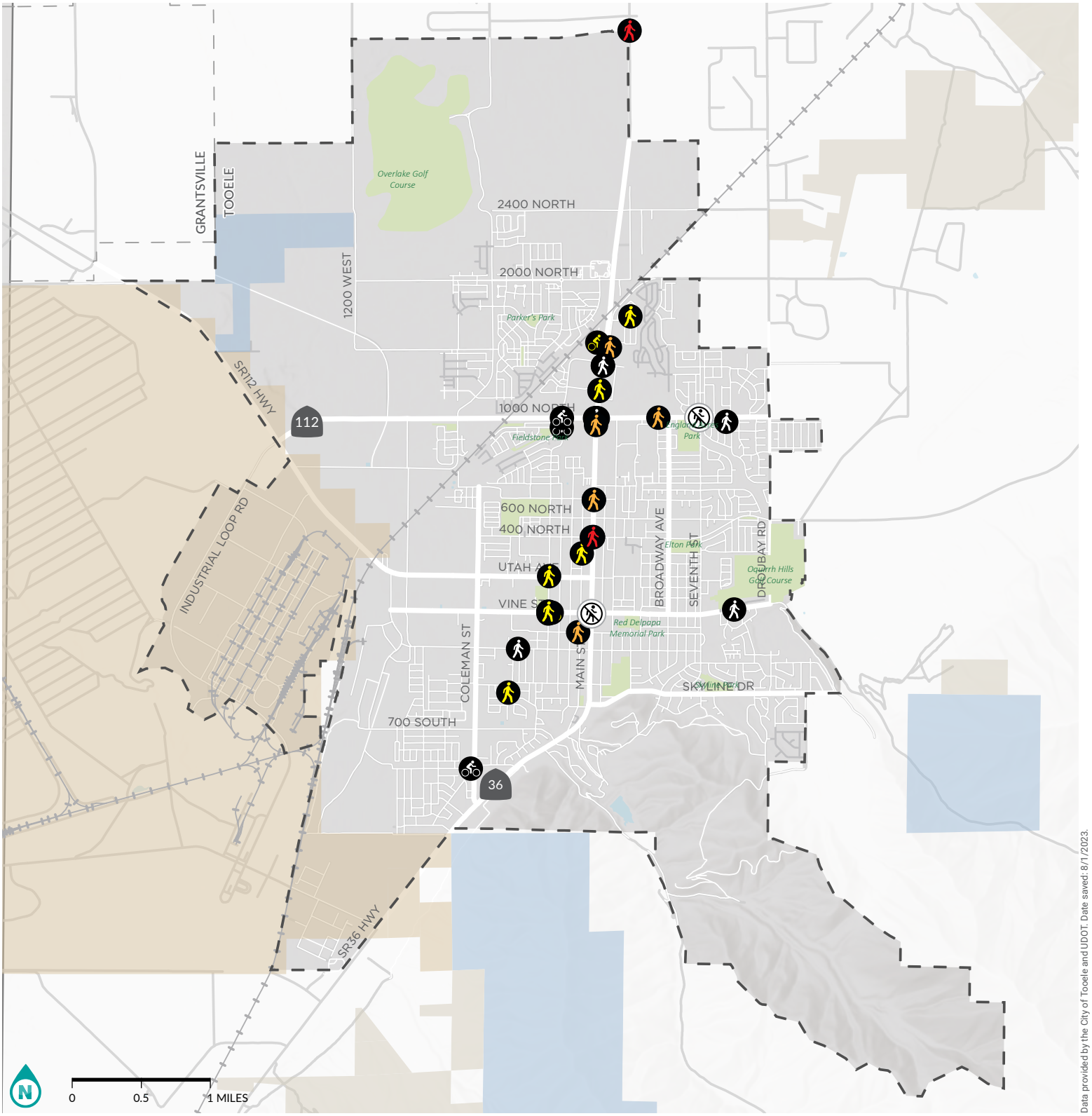
50% of active transportation-related collisions in Tooele occur at 4-leg intersections, and 52% occur as a pedestrian or bike is entering or crossing the roadway. 42% of pedestrian-related collisions occur where there is a marked crosswalk, and 39% occur where there is a traffic control signal. Since many collisions are happening in locations that are typically deemed as safe (marked crosswalk and traffic signal) improving visibility for pedestrians and bicyclists may reduce the likelihood of collisions in the future.

### Travel Direction

38% of active transportation-related collisions occur when cars are traveling straight ahead, and 29% occur when cars are turning right. Traffic calming, limiting right turns on red, education about correct bicycle positioning, and pedestrian islands in the line of sight of motorists could help improve visibility and reduce the severity and number of these types of collisions.

### Visibility

76% of active transportation-related collisions occur during daylight hours, and 85% occur during clear weather conditions. This indicates that factors other than naturally-occurring visibility limitations are leading to the majority of active-transportation-related collisions. As mentioned above, enhancing the visibility of those walking and biking through infrastructure improvements will help to lower the number of collisions.




Map 2.3

# COLLISION ANALYSIS

**Tooele City**
Active Transportation Plan

## Base Map

- Tooele City Boundary
- Tooele City Parks
- Water
- Dept of Defense
- State Trust Lands
- Bureau of Land Management
- Railroad

## Collision Analysis

Pedestrian Crashes

- Fatal
- Suspected Serious Injury
- Possible Injury
- Suspected Minor Injury
- No injury/PDO

Bike Crashes

- Possible Injury
- Suspected Minor Injury

# Active Transportation Challenges and Opportunities

Challenges and opportunities associated with creating a connected and safe active transportation network are explained below and visualized in **Map 2.4**.

## Challenges

### Existing Network Coverage/Access

With just 6.3 miles of active transportation facilities, Tooele is currently lacking substantial active transportation connections. This means many Tooele residents do not have comfortable access throughout their community using active modes.

### Community Barriers

With Main Street/Hwy 36, a five-lane highway, bisecting Tooele into an east and west side, Hwy 112 bisecting Tooele into a north and south side and the railroad creating a northwest/southeast split, Tooele is broken up into various areas that are challenging to move between for those walking and biking.

### Current Active Transportation Use

With limited existing active transportation facilities and historic development patterns that prioritize car access, current active transportation use in Tooele is minimal. This means that as recommendations from this plan are installed and applied, the community will need to learn about and adapt to these new facilities.

## Opportunities

### Future Development

As a rapidly-growing city, Tooele can partner with private developers to incorporate off-street trail connections and, from the beginning, construct street networks that are suitable for walking and biking. The City can leverage the rezoning and entitlements process to require infrastructure and amenities recommended in this plan as part of the approval process.

### Vine Street

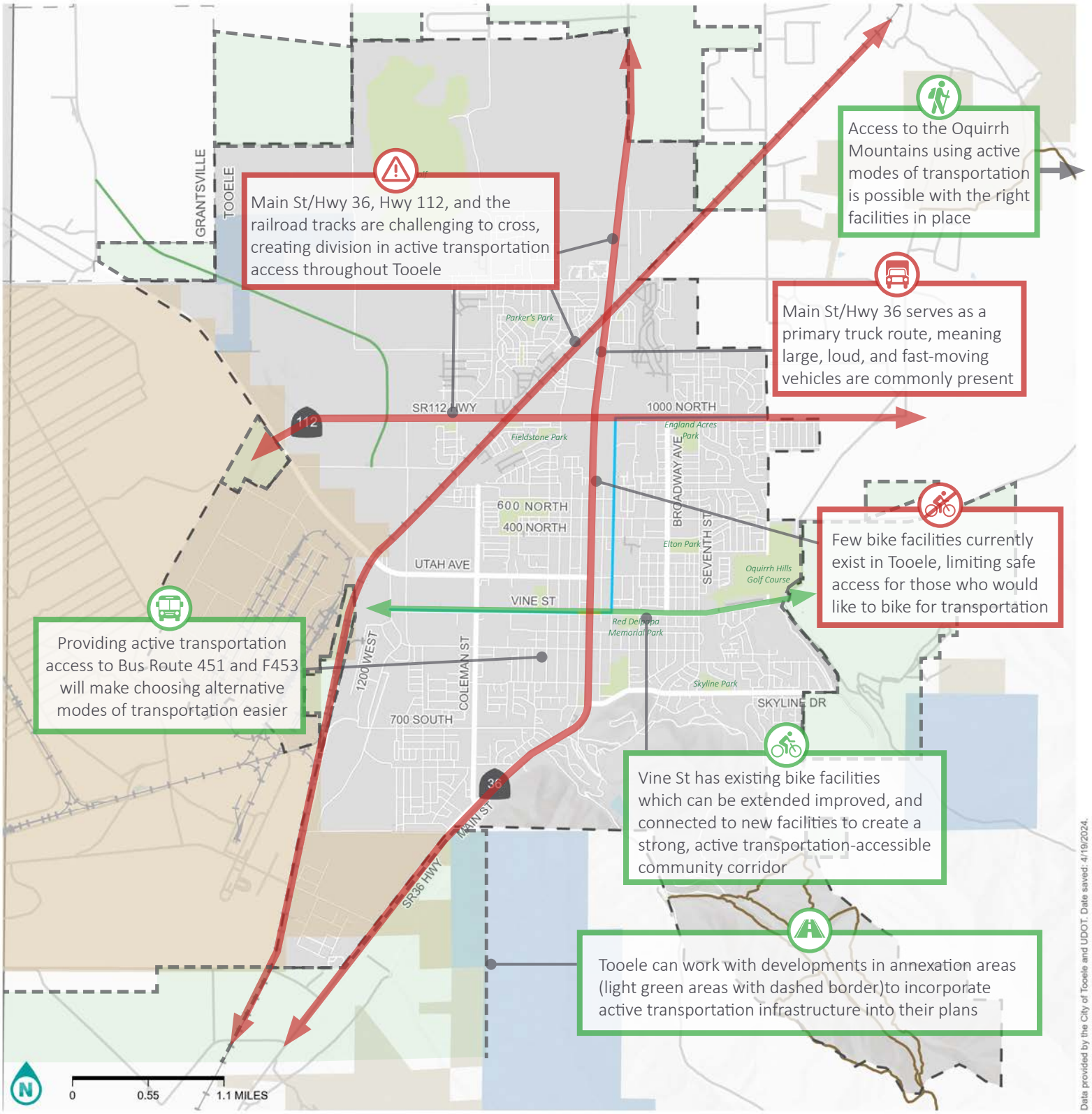
Green striped shared lanes were installed on Vine Street in 2019. This new facility type in Tooele has made active transportation more visible in the community. While this improvement has been successful, the City should look to create a dedicated bike facility that gives people biking their own space within the ROW.

### Integration with Transit

Many individuals from Tooele commute into Salt Lake City and other surrounding communities for work, many on the commuter bus. Providing an active transportation network that connects from all areas of town to the commuter bus route would limit the need to drive to access this route.

### Connections to Recreation

Tooele's proximity to the Oquirrh Mountains means access to recreational activities like hiking, trail running, and mountain biking are close by. However, to connect safely to trailheads in Tooele, most individuals are driving and parking. Providing a broader active transportation network would allow people to get from their home to the trailhead without needing to put their bike on the car bike rack or bring their hiking boots along for the drive. They could instead start their route directly from their home.




Map 2.4

# CHALLENGES AND OPPORTUNITIES

Challenge
Opportunity
Annexation Area (Tooele General Plan)

**Tooele City**
Active Transportation Plan

**Base Map**

- Tooele City Boundary
- Tooele City Parks
- Water
- Dept of Defense
- State Trust Lands
- Bureau of Land Management
- Railroad

**Existing Facilties**

- Buffered Bike Lane
- Shared Roadway
- Paved Trail
- Future Roads

## Active Transportation Gap Analysis

An active transportation network is most successful when facilities connect to destinations spread throughout the community instead of pockets of concentrated facilities in a few areas with gaps in-between. Identifying where active transportation gaps exist will help guide project recommendations, and, once facilities are installed, will make active transportation more accessible to people in all areas of Tooele.

### Bike Network Gaps

Currently, three streets in Tooele (Vine St, Main St, and 1000 N) have dedicated bike facilities. Additionally, an unpaved trail segment is located in northwest Tooele, but it doesn't connect to the city center or other major community destinations. With just these four facilities, the vast majority of Tooele neighborhoods experience a gap in connecting to bike-specific facilities.

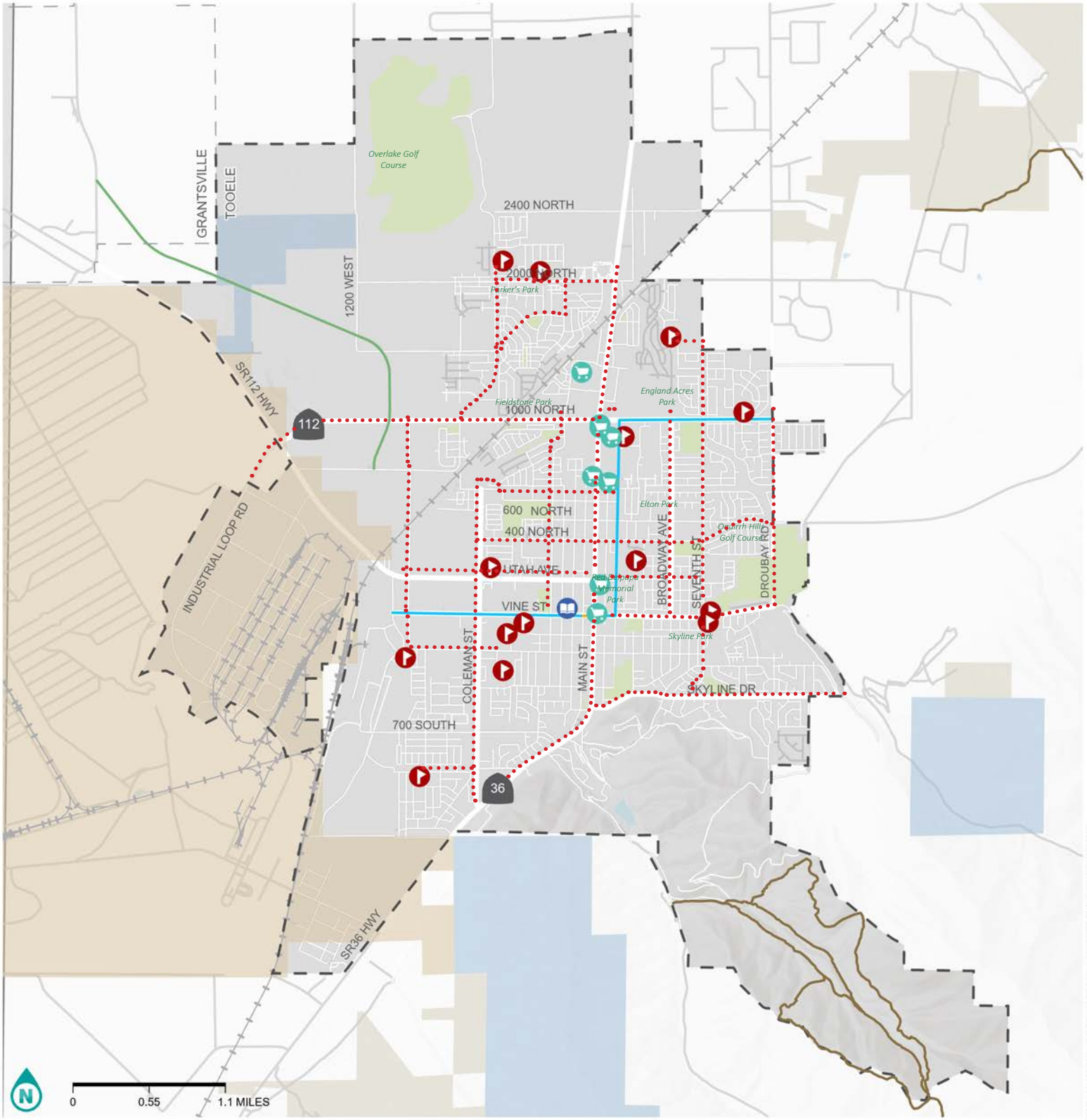
These gaps are highlighted in **Map 2.5**, with red dotted lines indicating corridors that would provide direct access to community destinations, but that currently do not have bike facilities. When making recommendations for new facilities in Tooele, filling these gaps will be a major priority in the creation of a complete active transportation network.

### Walking Network Gaps

By reviewing sidewalk locations in Tooele, shown in **Map 2.6**, most neighborhood areas have sidewalks on one or both sides of the street. But when it comes to connecting between neighborhoods, many of these neighborhoods are sidewalk islands with limited or no external connections.

Sidewalk gaps are especially apparent in central and west Tooele, primarily in industrial areas, along corridors with new developments going in, and on smaller roads that serve primarily as alleyways between more major streets. However, there are also sidewalk gaps in fully-developed residential and commercial areas. These gaps, especially corridors without sidewalks on either side of the road (highlighted in red in **Map 2.6**), should be prioritized to connect all areas of town for those walking for transportation or recreation.

**Figure 5.** *Residential street in Tooele, 1st St, with no sidewalks on either side of the road. Source: Google Earth*




Map 2.5

# BIKEWAY NETWORK GAP ANALYSIS

Facility Gap

**Tooele City**
Active Transportation Plan

**Base Map**

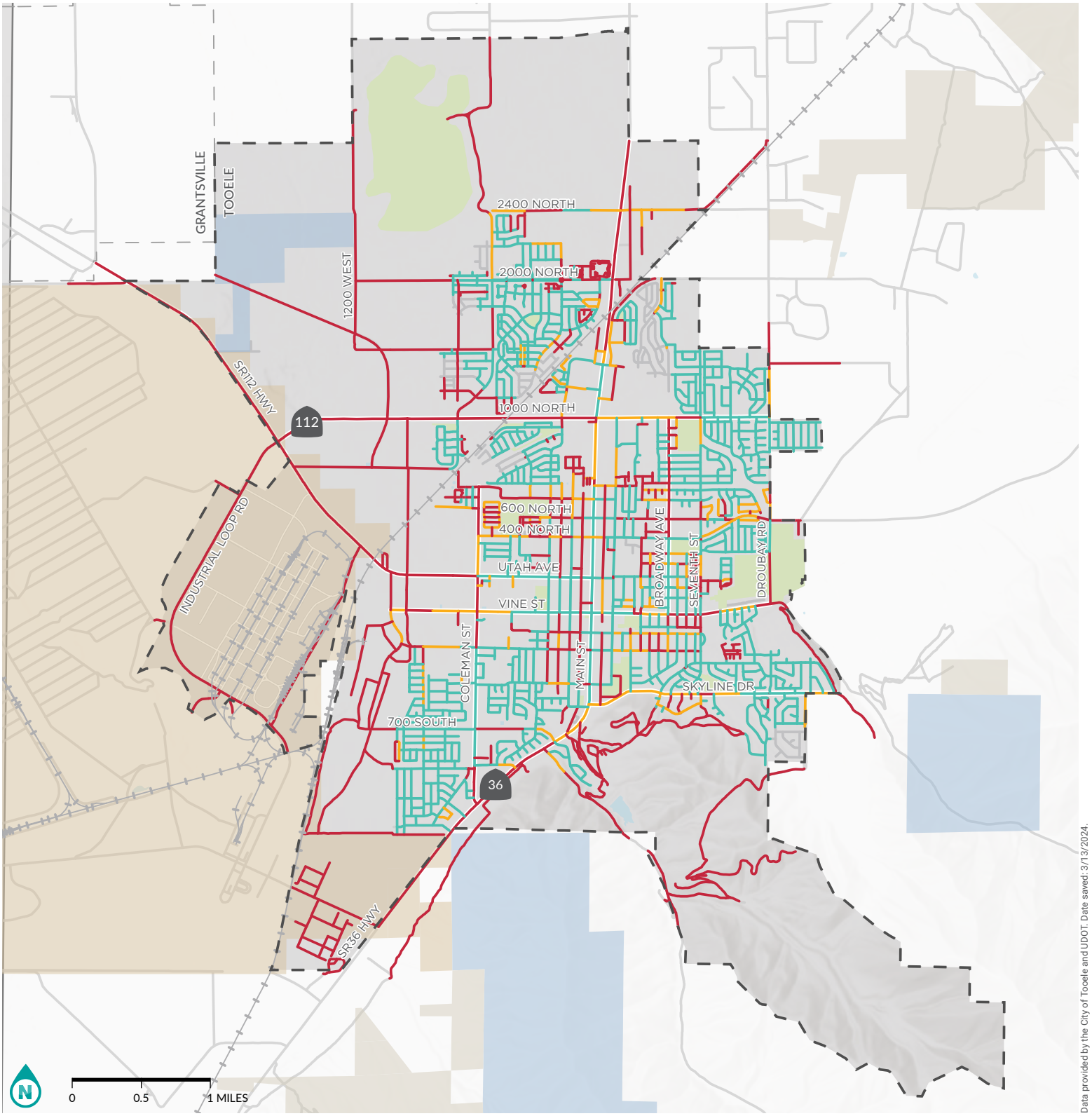
- Tooele City Boundary
- Tooele City Parks
- Water
- Dept of Defense
- State Trust Lands
- Bureau of Land Management
- Railroad

**Destinations**

- Grocery Stores
- Libraries
- Schools

**Existing Facilities**

- Buffered Bike Lane
- Shared Roadway
- Paved Trail




Map 2.6

# PEDESTRIAN NETWORK GAP ANALYSIS

**Tooele City**
Active Transportation Plan

**Base Map**

- Tooele City Boundary
- Tooele City Parks
- Water
- Dept of Defense
- State Trust Lands
- Bureau of Land Management
- Railroad

**Sidewalk Presence**

- Complete on both sides
- Incomplete on one side
- Incomplete on both sides
- Future Roads

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## The Case for Active Transportation

While cities across the American West, including Tooele, share a legacy of urban and transportation systems designed for optimal automobile use, this often results in driving alone being the dominant mode of travel. Active Transportation provides a myriad of benefits to the community including:

# Benefits to the Community

### Connectivity

A high-quality active transportation network helps connect people to their neighbors and community destinations such as schools, parks, and outdoor recreation opportunities.

### Main Street

Creating a quality walking environment and bike access to Main Street often yields high returns on investment through economic diversification, recreational tourism, increased property values, and small business opportunities.

### Safety

Speed management is important in reducing crashes and crash severity. Active transportation infrastructure, education, and programming can improve safety, comfort, academic performance, physical activity, and reduce traffic congestion.

### Heritage, Culture, & Place

Walkable and bikeable communities can increase awareness of local heritage and provide a small town feeling which can help create a sense of belonging and desire for the preservation of places that are important to the local community.

### Health

A connected active transportation network can provide safer and more comfortable travel options for all ages and abilities, which is linked to supporting mental and physical well-being.

### Recreation

Active transportation infrastructure can be used for recreation, improving the appeal of an area as a destination and place to live, while also preserving natural capital critical to the local economy.

## Plan Goals & Vision

Guided by a collaborative effort between community stakeholders, City staff, and City residents, the Tooele Active Transportation Plan (ATP) Steering Committee identified key goals to shape the future of active transportation in Tooele. These goals served as the compass, informing both specific recommendations and the overall vision of the plan:

- Goal 1 - Leverage and Expand existing active transportation assets:
  - Tooele City has a good sidewalk network. Focus on addressing areas with sidewalk gaps and expanding bicycle infrastructure to create a connected active transportation network.
- Goal 2 - Integrate active transportation into the culture and practices of the city
  - All city departments can consider how decision-making can improve Tooele's active transportation environment.
- Goal 3 - Leverage private development to support active transportation and human scale environments:
  - Encourage high-quality active transportation infrastructure and connections that are accessible to the public as part of new developments.
- Goal 4 - Create key connections through priority corridors and links to community destinations:
  - Focus on connecting important locations such as schools, parks, and neighborhoods through safe active transportation infrastructure.
- Goal 5 - Engage the Community Through Active Transportation Promotion and Partnerships:
  - Partner with community organizations, schools, and employers to encourage more active transportation participation in Tooele City.

Through extensive discussions and careful consideration of these key goals, the Steering Committee arrived at the following shared vision for Tooele's active transportation future:

**Vision:**

*The Tooele Active Transportation Plan will shape a more accessible, connected, safe, and welcoming active transportation environment. The plan will create connections within Tooele City, to recreation opportunities, and to the county-wide active transportation network, while promoting Tooele's diverse heritage.*


- 03 -

# Community Outreach

- Outreach Overview
- Phase I: Listening
- Phase II: Feedback & Direction

# Community Outreach

## Outreach Overview

The Tooele Active Transportation Plan will only be successful if direction and recommendations are lead by the community. To accommodate this critical input, a two-phase community outreach process was planned to take place throughout the duration of the plan's creation.

A summary of what we heard from the community during each phase (Phase I: Listening and Phase II: Feedback & Direction) is included on the following pages, and a full breakdown of outreach responses is available in **Appendix C**.

*Public Outreach Event at 2023 Women's Health Expo*

*Steering Committee #1 - Visioning Workshop*

*Public Outreach Event at the Tooele July 4th Celebration*

# Phase I: Listening

## Outreach Process

During Phase I of the community outreach process, a community survey and interactive map were created (available both in print and digitally) to gain an understanding for general community desires related to active transportation, as well as specific routes or ideas for establishing a successful active transportation network in Tooele. This section provides a summary of what we heard from these input tools.

### Community Survey Summary

The Phase I Community Survey, completed by 64 individuals, collected information about feelings toward active transportation in general, as well as specifically in Tooele. This survey revealed that the majority of participants walk, bike, or roll for recreation ***weekly***, but ***rarely*** do so for transportation. The primary factors that hold them back from using active transportation more often include bikeways, trails, or sidewalks not connecting them to where they need to go, feeling unsafe interacting with vehicle traffic, and the fact that driving feels more convenient. However, they'd like to be able to walk, bike, or roll for transportation to stay active, have fun and socialize, and to spend more time outdoors.

Making improvements to the active transportation network is very important to 59% of participants. Some of the most desired improvements include improved street lighting, better crosswalks and other intersection improvements, and more designated bike and pedestrian facilities.

The main findings of this survey are illustrated in **Figure 7**, and full survey results are included in **Appendix A**.

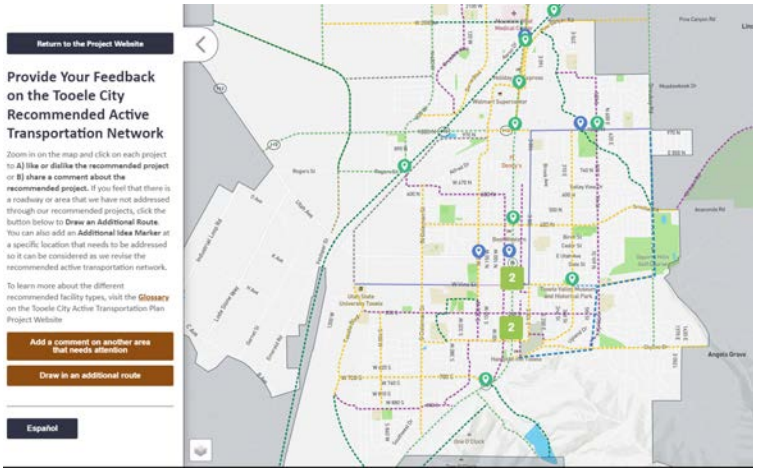



**Figure 6.** *Interactive Web map for Public Input*

**Figure 7.** *Community Outreach Phase I - Web Map Summary*

## Survey 1 Results Summary

**64** Unique Survey Participants

**Relation** to Tooele City (64 respondents)

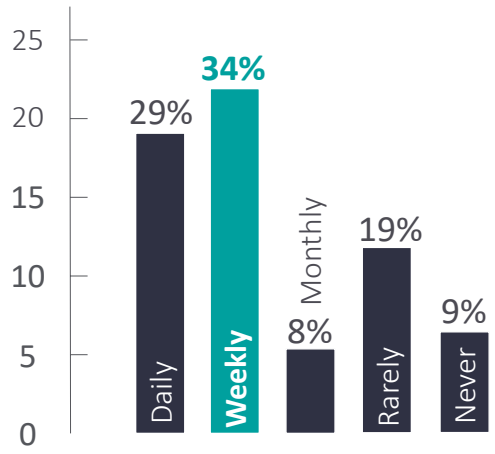
**92%** **Live in**

30% Work in

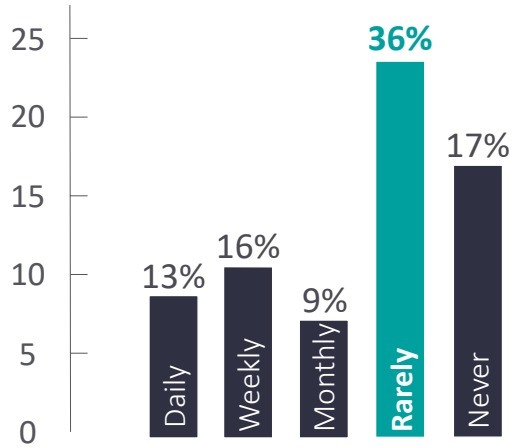
11% Visit Often

2% Visit Occasionally

Frequency of walking, biking, or rolling for **recreation** (64 respondents)




Frequency of walking, biking, or rolling for **transportation** (64 respondents)




Top Reasons Preventing the Use of Active Transportation (64 respondents)

**58%** **Bikeways, trails, or sidewalks do not connect to where I want to go**

**50%** **I feel unsafe interacting with vehicle traffic**

**45%** **Driving is more convenient**

36% I usually travel with kids

31% The distance I have to travel is too far

Have you ever felt **unsafe biking** in Tooele? (64 respondents)

**Yes 67%**

No 33%

Have you ever felt **unsafe walking** in Tooele? (64 respondents)

**Yes 63%**

No 37%

How would you generally **describe yourself when it comes to riding a bicycle**? (64 respondents)

6%

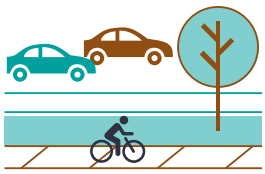
*Strong & Fearless*

I don't mind sharing the road with cars, even without a dedicated bike lane

33%

*Enthused & Confident*

I prefer separated bikeways, but I'm comfortable riding in regular bike lanes or on paved shoulders



**44%**

Interested but Concerned

**I'm not very comfortable riding in bike lanes, and may choose to ride on the sidewalk even when bike lanes are present. I would like to ride a bike more, but I'm concerned about safety**

17%

*Not Interested*

I'm not currently interested in using a bicycle to get around

Top 3 **desired uses for bikeways, paved trails, and sidewalks** (64 respondents)

**#1** **Recreation & Exercise** **98%**

**#2** Get to local parks, trailheads, or rec centers 80%

**#3** Visit friends, social events, or entertainment 42%

Top 3 **reasons for wanting to walk, bike, or roll** (64 respondents)

**#1** **Stay active and improve health/ fitness** **92%**

**#2** Pleasure, fun, or socializing 80%

**#3** Spend time outdoors 75%

How **important is it** to you that **Tooele City invests in improving active transportation infrastructure?** (64 respondents)

| **Very important** | Somewhat important | Neutral | Somewhat unimportant | Not at all important |
|---|---|---|---|---|
| **59%** | 23% | 11% | 2% | 5% |

**Desired improvements** to make walking, biking, or rolling more comfortable (64 respondents)

**Improved street lighting - 69%**

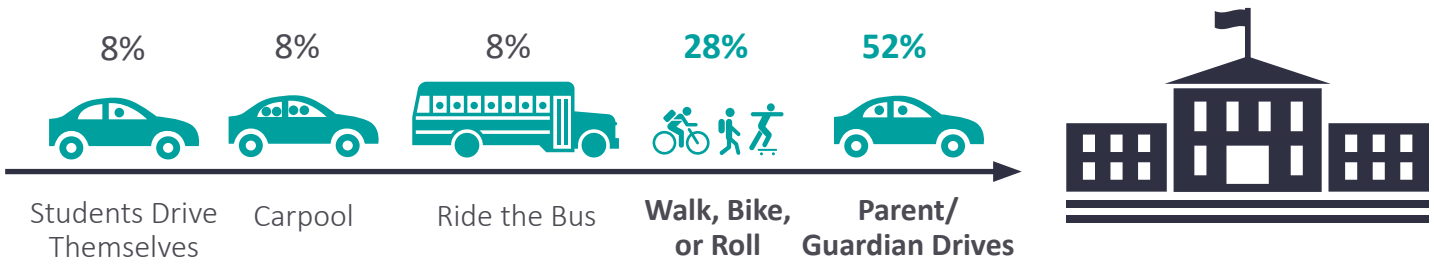
**Better crosswalks and other intersection improvements - 68%**

**More designated bike and pedestrian facilities (ex. bike lanes, trails, sidewalks) - 66%**

Increased enforcement of traffic laws- 44%

Education campaigns for drivers and cyclists/ pedestrians - 23%

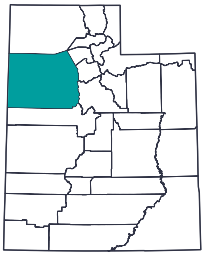
**How children get to school** (of participants with school-aged children) (35 respondents)



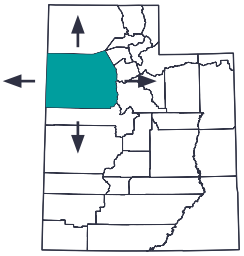
## Survey 1 Demographics Summary

Where respondents **live** (64 respondents)

**Tooele City**
**83%**



Tooele County (Grantsville, Erda, Stansbury Park, Stockton, etc.)
14%

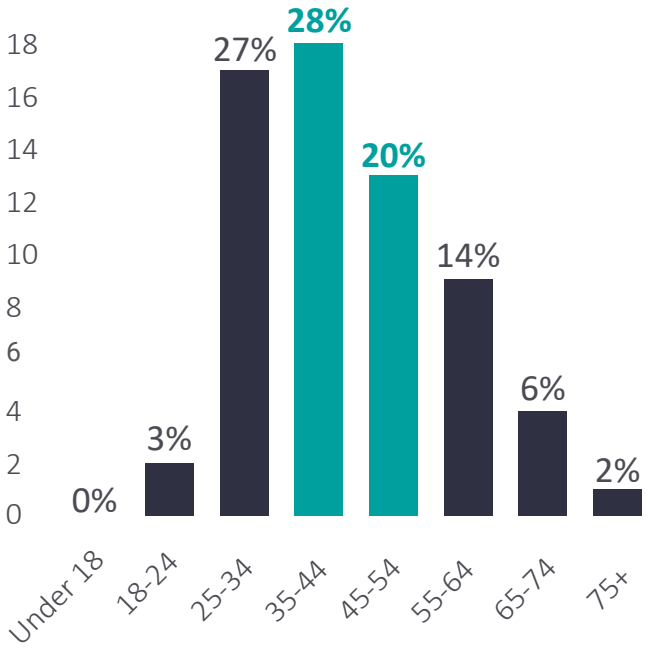


Outside of Tooele County
3%

**How respondents describe themselves**
(64 respondents)

**White/Caucasian - 89%**
Would rather not say - 8%
Hispanic/Latino - 3%
Black or African American - 0%
Asian - 0%
Native American or Alaska native - 0%
Native Hawaiian/Pacific Islander - 0%
Other- I describe myself as: 0%

**Age** Of respondents (64 respondents)




**Gender**
(64 respondents)

**Female - 64%**
Male- 36%

**Housing Status**
(64 respondents)

**Homeowner - 91%**
Renter - 8%
Other - 2%

# Phase I: Map Responses & Key Takeaways

## Outreach Process

### Interactive Map Summary

70 individuals provided input on the interactive map by adding desired routes, marking prominent destinations, and indicating where challenges and opportunities are present throughout Tooele City for establishing a successful active transportation network.

A map of the feedback provided is included in **Map 3.1**.

## What we Heard

- Expand and improve active transportation assets into culture and practices of the city
- "Bikeways, trails, or sidewalks do not connect to where I want to go" / "I feel unsafe interacting with vehicle traffic"
- Desired uses for people include: Recreation/Health Fitness/ Accessing local parks or community centers

## What we Proposed

### Make it convenient

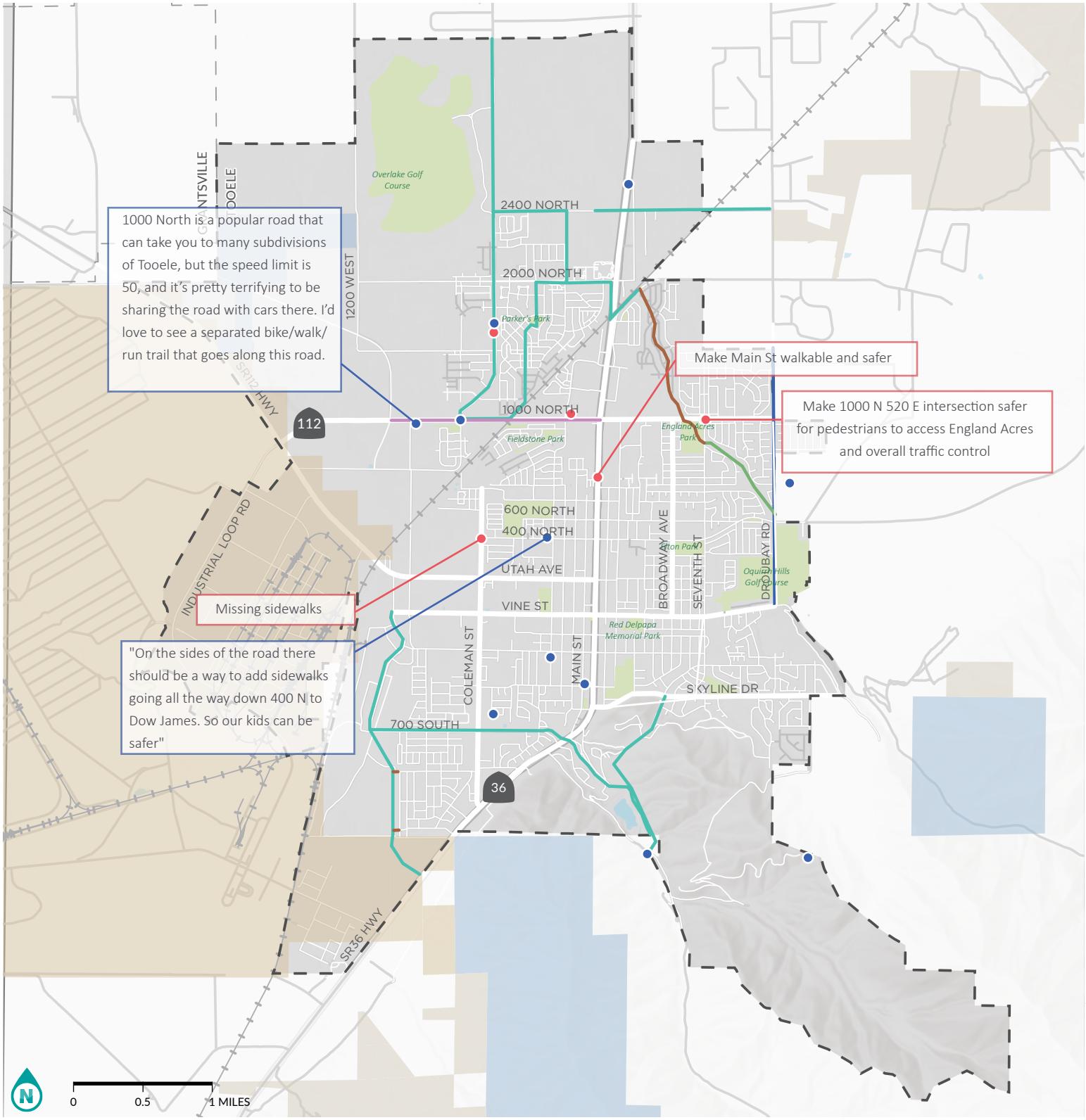
- Enhance network to grant people freedom of choice when it comes to exercising, recreating, and/or commuting.

### Make it Connected and Safe

- Create key connections through priority corridors and links to community destinations
- Create a safe and connected active transportation network for Tooele City's residents and visitor

### Make it Accessible for All

- Increase health and activity by improving access to local and regional amenities.




**Map 3.1**

# PUBLIC INPUT

**Tooele City**
Active Transportation Plan

## Base Map

- Tooele City Boundary
- Tooele City Parks
- Water
- Dept of Defense
- State Trust Lands
- Bureau of Land Management
- Railroad

## Active Transportation Facilities

- Walking/Biking Barrier
- Walking/Biking Destination
- Suggested Connection
- Suggested Bike Lane
- Suggested Sidepath
- Suggested Sidewalk
- Suggested Trail

# Phase II: Public Engagement Map

The second online interactive map prompted participants to A) like, dislike, and/or comment on recommended projects. B) add additional input on facilities that weren't represented in the first round of recommendations.

## What we Heard

- Extend England Acre Trail north and consider a pedestrian underpass like Stansbury Park's.
- Install a 4-way stop at the intersection of 200 W and Utah Avenue due to speeding concerns.
- Repair deteriorated sidewalk along Utah Avenue.
- Provide a safe crossing option for pedestrians over the railroad tracks on Main St

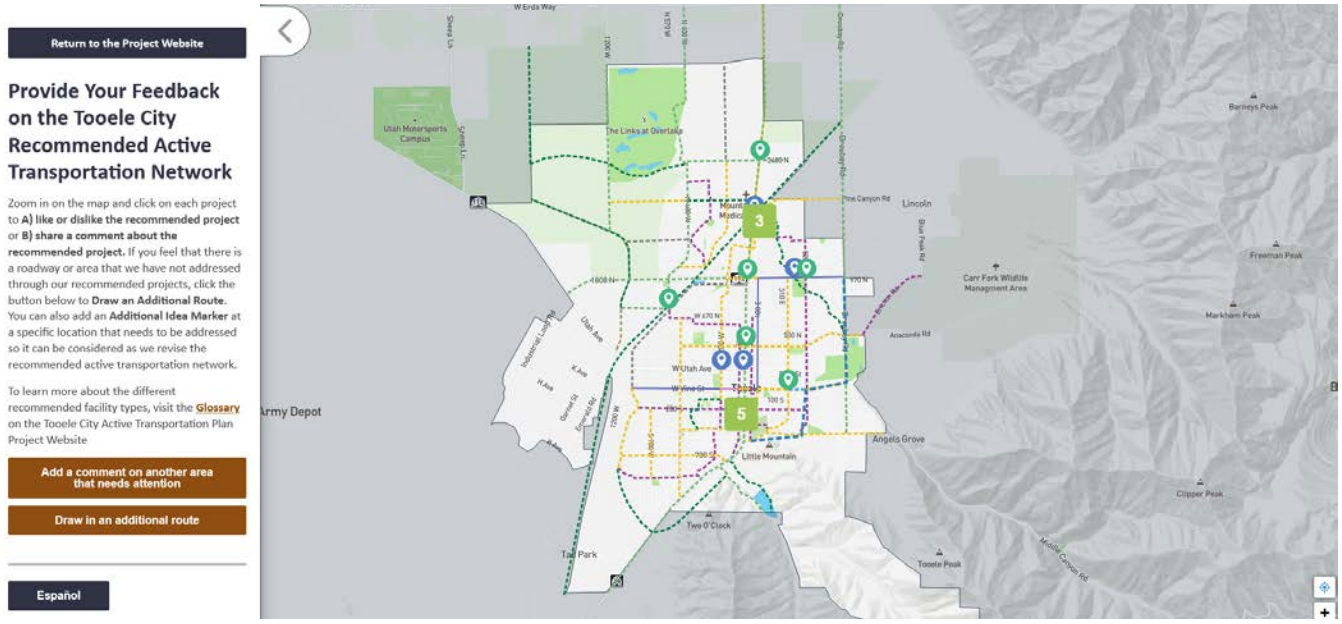
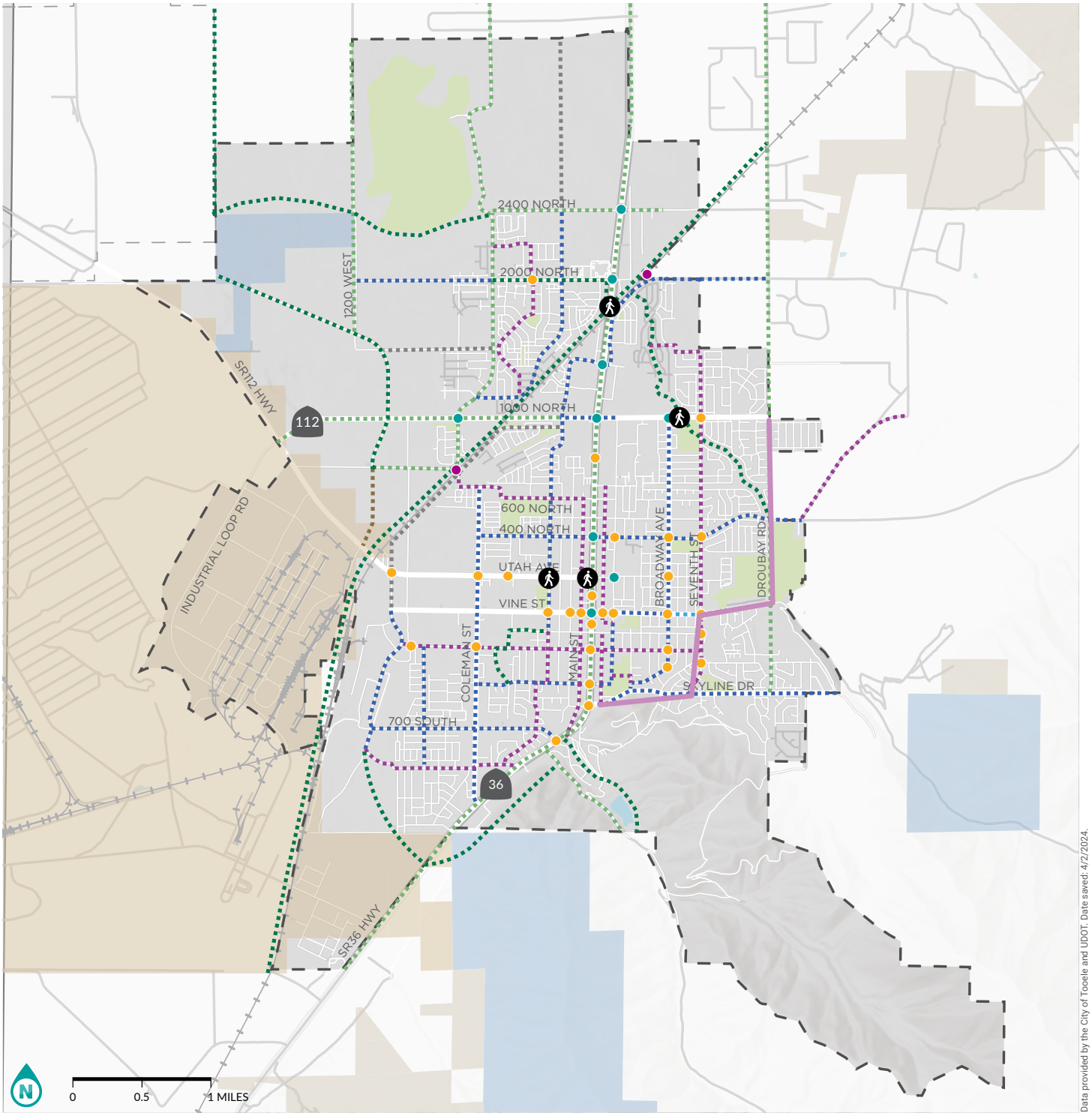



**Figure 8.** *Interactive Web map for Phase 2 of Public Input*




Map 3.2

# PUBLIC INPUT

**Tooele City**
Active Transportation Plan

**Base Map**

- Tooele City Boundary
- Tooele City Parks
- Water
- Dept of Defense
- State Trust Lands
- Bureau of Land Management
- Railroad

**Active Transportation Facilities**

- Public Input
- Public Input

**Proposed Spot Improvements**

- Grade-Separated Crossing
- Intersection Improvement
- Crossing Improvement

**Proposed Bike Facilities**

- Neighborhood Byway
- Standard Bike Lanes
- Buffered Bike Lane
- Sidepath
- Shared Use Path
- Unpaved Trail
- Undetermined Facility

# Phase II: Listen & Learn - Active Transportation Tour

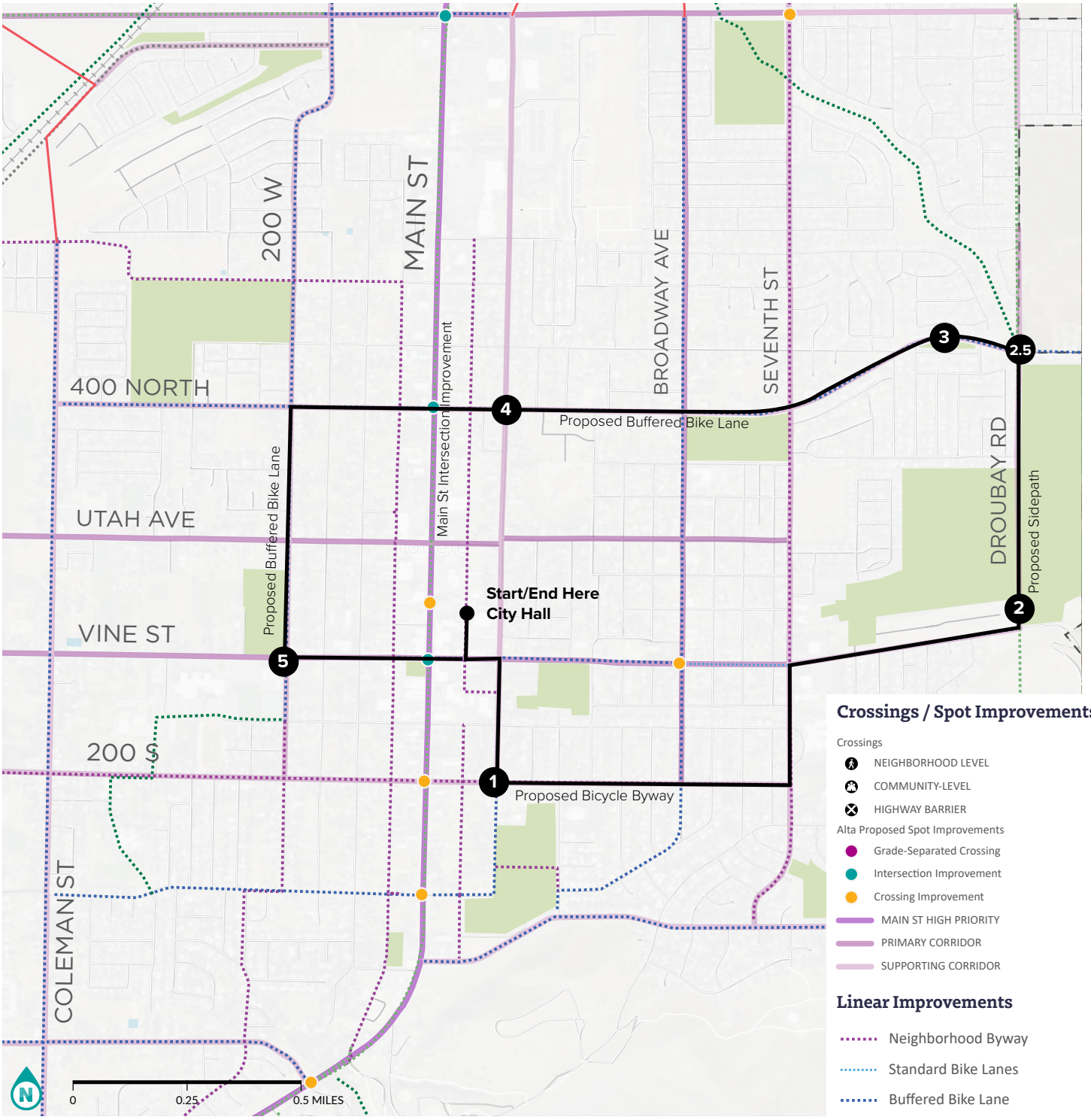
## Tour & Workshop Details

In mid-2023, the project team hosted a day of engagement. Steering committee members embarked on a bike tour, exploring potential project sites and areas for improvement firsthand. This hands-on experience, highlighted in **Map 3.3**, helped identify key locations and opportunities.

The workshop further engaged participants through photo simulations, showcasing how proposed enhancements could transform real spaces in Tooele. These simulations are visualized on the pages 36.

**Figure 9.** *AT Tour Debrief*

**Figure 10.** *AT Tour Bike Ride*




Map 3.3

# ACTIVE TRANSPORTATION TOUR

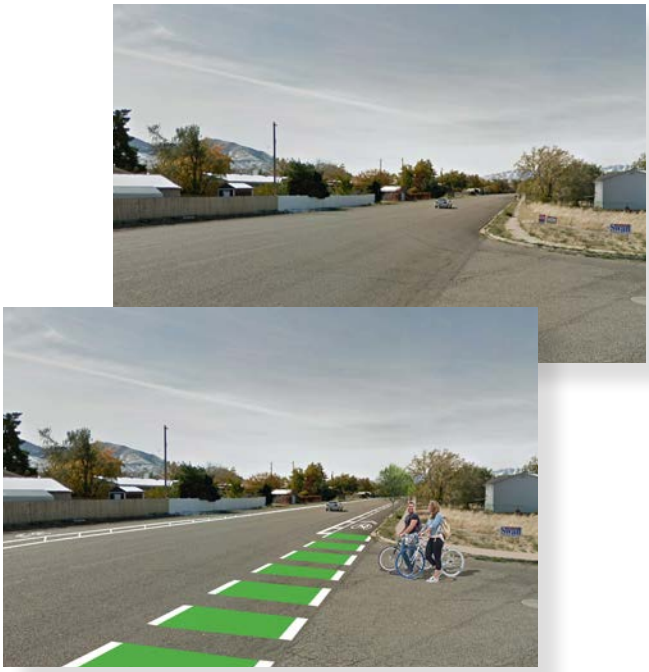
**Tooele City**
Active Transportation Plan

## Stopping Points & Discussion

1. **200 S: Bike Facility - Proposed Bicycle Byway**
2. **Droubay Rd: Bike Facility - Sidepath**
2.5. **Droubay Rd: Start of England Acres Trail**
3. **Smelter Rd / 400 S: Bike Facility - New Sidewalks / Proposed Buffered Bike Lane**
4. **Main St / S.R.36 - Crossing and streetscape Enhancements**
5. **Vine St: Primary Corridor Significance for pedestrian connections**

## NEIGHBORHOOD BYWAY - 200 S

Neighborhood Byways, also known as bicycle boulevards, are low volume, low speed neighborhood streets. Even though bicyclists share the street with cars, bicyclists are prioritized through the use of pavement markings, special signage, and traffic calming infrastructure that either reduces traffic volumes or slows speeds. More intensive than other crossing treatments, but may be necessary in certain conditions.



## BUFFERED BIKE LANES - SMELTER RD / 400 N

Buffered Bike Lanes are similar to standard bike lanes, but they include additional striping that creates a buffer (18-36”) between motorists and bicyclists.

## SIDEPATH- DROUBAY RD

Shared Use Paths, also known as pathways or trails, are multi-use, two-way facilities that are completely separated from motor vehicle traffic. They can run through parks, along streams and rivers, railroad corridors, or other off-street corridors.

Sidepaths are similar to shared use paths, but they run adjacent to roadways when appropriate and feasible.

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- 04 -

# Recommendations

- Introduction
- Methodology & Facility Guidance
- Recommended Bike Network
- Recommended Sidewalk Network Improvements
- Spot Improvements
- Recommended Policies & Programs

# Recommendations + Prioritization

## Introduction

The Tooele Active Transportation Plan envisions a city where walking, biking, and rolling are safe, accessible, and enjoyable for everyone. To realize this vision, the ATP presents a series of prioritized recommendations for infrastructure improvements and policy changes. These recommendations prioritize key connections, leverage existing assets, and promote active transportation as a central part of Tooele's culture. Recognizing the city's dynamic nature, these recommendations serve as adaptable guidelines, ready to evolve as Tooele grows and changes.


**Figure 11.** *Tooele Main Street Gateway Signage*

## Methodology

The plan identifies five key goals to guide the development of the active transportation network.

**Goal 1: Leverage and Expand Existing Assets:**
Recommendations focus on addressing gaps in the sidewalk network and expanding bicycle infrastructure to seamlessly connect existing assets, creating a more robust and accessible network.

**Goal 2: Integrate Active Transportation into City Culture:**
Recommendations include policy changes encouraging city departments to prioritize active transportation in decision-making, fostering a culture that supports walking, biking, and rolling.

**Goal 3: Leverage Private Development:**
Recommendations encourage new developments to incorporate high-quality active transportation infrastructure and connections, promoting vibrant and human-scale environments that prioritize people over cars.

**Goal 4: Create Key Connections:**
Recommendations prioritize creating safe and reliable corridors linking schools, parks, neighborhoods, and other key destinations, promoting healthy and sustainable travel choices.

**Goal 5: Engage the Community:**
Recommendations include partnering with community organizations, schools, and employers to promote active transportation initiatives and encourage widespread participation, fostering a culture of health and well-being for all.

# Types of Bicyclists

It is important to consider bicyclists of all skill levels when planning a network of bikeways. Infrastructure should allow for a comfortable experience for the greatest number of users and user types as possible.

There are four general types of bicyclists[1]

- "Highly confident" bicyclists will typically ride anywhere regardless of road or weather conditions, ride faster than other user types, prefer direct routes, and will typically choose to ride on the road, even if shared with vehicles, over separate bikeways like shared use trails.
- "Somewhat confident" bicyclists are fairly comfortable riding bike lanes with passing traffic, but typically prefer low traffic streets or physically separated bikeways or trails, when available.
- "Interested but Concerned" bicyclists comprise the majority of the population (approximately 60%) and are interested in using a bicycle for transportation, but concerned about safety, especially interacting with motor vehicles. This demographic will typically only ride on quiet neighborhood streets or physically separated routes. If they don't perceive conditions as safe, they choose not to ride.
- "Not currently interested" individuals will not ride a bicycle under any circumstances, either due to physical disability or overall lack of interest.

Highly Confident

1-3%

Comfortable riding with traffic; will use roads without bike lanes

Somewhat Confident

5-10%

Prefer more separated facilities, but comfortable riding in bike lanes or on paved shoulders

Interested but Concerned

50-60%

Often not comfortable with bike lanes - may prefer sidewalks even if bike lanes are provided; prefer separated facilities or quiet residential streets. May not bike at all if facilities do not meet perceived comfort.

Not Currently Interested

30%

Physically unable or not currently interested in using a bicycle to get around

1 According to a survey conducted by People for Bikes, nearly half of American adults (47 percent) would like to ride a bicycle more often, and 43 percent would be more likely to ride if bikeways were physically separated from motor vehicles, confirming that the potential for higher ridership is present, but that a lack of comfortable infrastructure is a major barrier.

## Facility Selection

The process of bikeway selection involves an analytical process that considers the broader network and roadway context while drilling down on a specific corridor. It starts with identifying the desired bikeway type and then refines the selection based on real-world conditions like available right-of-way and budget. The chosen bikeway type significantly impacts the level of comfort and, consequently, the number of people who will benefit from it.

Figure 4 provides guidance on how motor vehicle volume and speed should be taken into account to determine the bikeway type that will best serve the "Interested but Concerned" bicyclist[1].

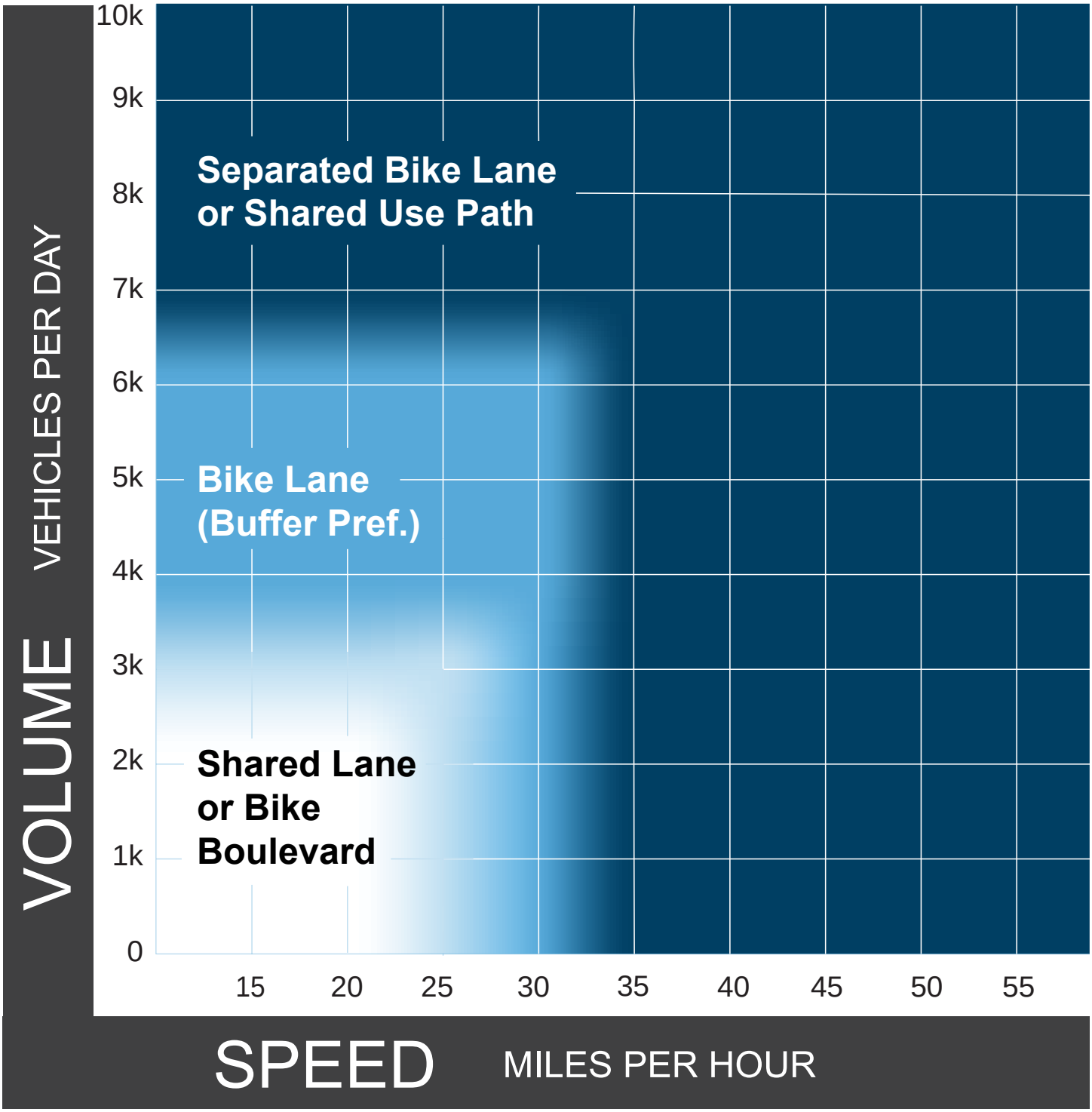
In general, the higher the speed and volume of a road, the more protective the recommended bikeway. The following recommendations are suggested based on speed and volume:

1. Shared lanes or bicycle boulevards are suitable for the lowest speeds and volumes.
2. Bike lanes are recommended for low speeds and low to moderate volumes.
3. Separated bike lanes or shared-use paths are suitable for moderate to high speeds and high volumes.

Since the design user is the "Interested but Concerned" cyclist, the most appropriate recommendation might be a more protective facility than necessary for a "Highly Confident" or "Somewhat Confident" design user.

1 For a more detailed discussion on selecting bikeway types based on traffic volume and speed, refer to the Federal Highway Administration (FHWA) Bicycle Facility Selection Guide FHWA Bicycle Facility Selection Guide. This guide is considered industry best practice for selecting safe and appropriate bicycle facilities.

**Figure 12.** *Preferred Bikeway Type for Urban, Urban Core, Suburban and Rural Town Contexts from FHWA 2019 Bikeway Selection Guide*




Note:
1. Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
2. Advisory bike lanes may be an option where traffic volume is <3K ADT.
3. See page 32 for a discussion of alternatives if the preferred bikeway type is not feasible.

# Recommended Bike Network

The following pages highlight the various types of new facility types recommended for Tooele and indicate where they will be located to form a strong bike network throughout the community. With an existing 6.3 miles of bike facilities, the total network mileage with all recommendations would total over 87 miles.

Existing facility types have been added onto, including:

- Buffered Bike Lanes: 21.5 Miles
- Unpaved Trail: 0.6 Miles

Additionally, there are a total of four miles of undetermined facilities recommended. This means there is further studies will need to be completed to determine which facility type would be most effective

## Proposed New Facility Types

The following facility types are included in the recommended network and are new to Tooele.

### Standard Bike Lanes

While Tooele already has buffered bike lanes, standard bike lanes are the same but without a buffer. These are only used in constrained conditions where a buffer space will not fit.

### Neighborhood Byway

A neighborhood byway is a quiet neighborhood street with low vehicle volumes & speeds. Bicyclists are prioritized by managing speeds and volumes via traffic calming elements. Signage and pavement markings are also incorporated. These improvements will need to be determined on a case-by-case basis, studied, and recommended by the Engineering Department.

### Sidepath

Sidepaths or trails, are paved off-street pathways that run alongside roadways and are designed to accommodate two-way, non-motorized travel.

### Shared Use Path

Shared Use Paths or trails, are paved off-street pathways, completely separated from roadways and designed to accommodate two-way, non-motorized travel.




## Neighborhood byways, explained further

Neighborhood byways, also referred to as bicycle boulevards, are a shared street, or mixed traffic facility on which bicyclists and motor vehicles share the same space; however, they may require more investment than simply incorporating pavement markings (sharrows) and bicycle signage. In order to achieve a level of comfort for most people on a bicycle, neighborhood byways often employ vehicle speed and traffic management strategies (also known as traffic calming) to prioritize bicyclists and pedestrians along the corridor.

Neighborhood streets that already experience low vehicular speeds and volumes are good candidates for neighborhood byways. Special consideration is needed when neighborhood byways cross major streets, and will often require enhanced crossing treatments.

Some examples of traffic calming elements include:

- Curb bulbouts and pinch points
- Speed humps/bumps/cushions
- Neighborhood traffic circles
- Raised crosswalks and intersections
- Chicanes (lateral shifts in traffic flow)
- Traffic diverters
- Pedestrian refuge islands and raised medians
- Street narrowing
- Street trees

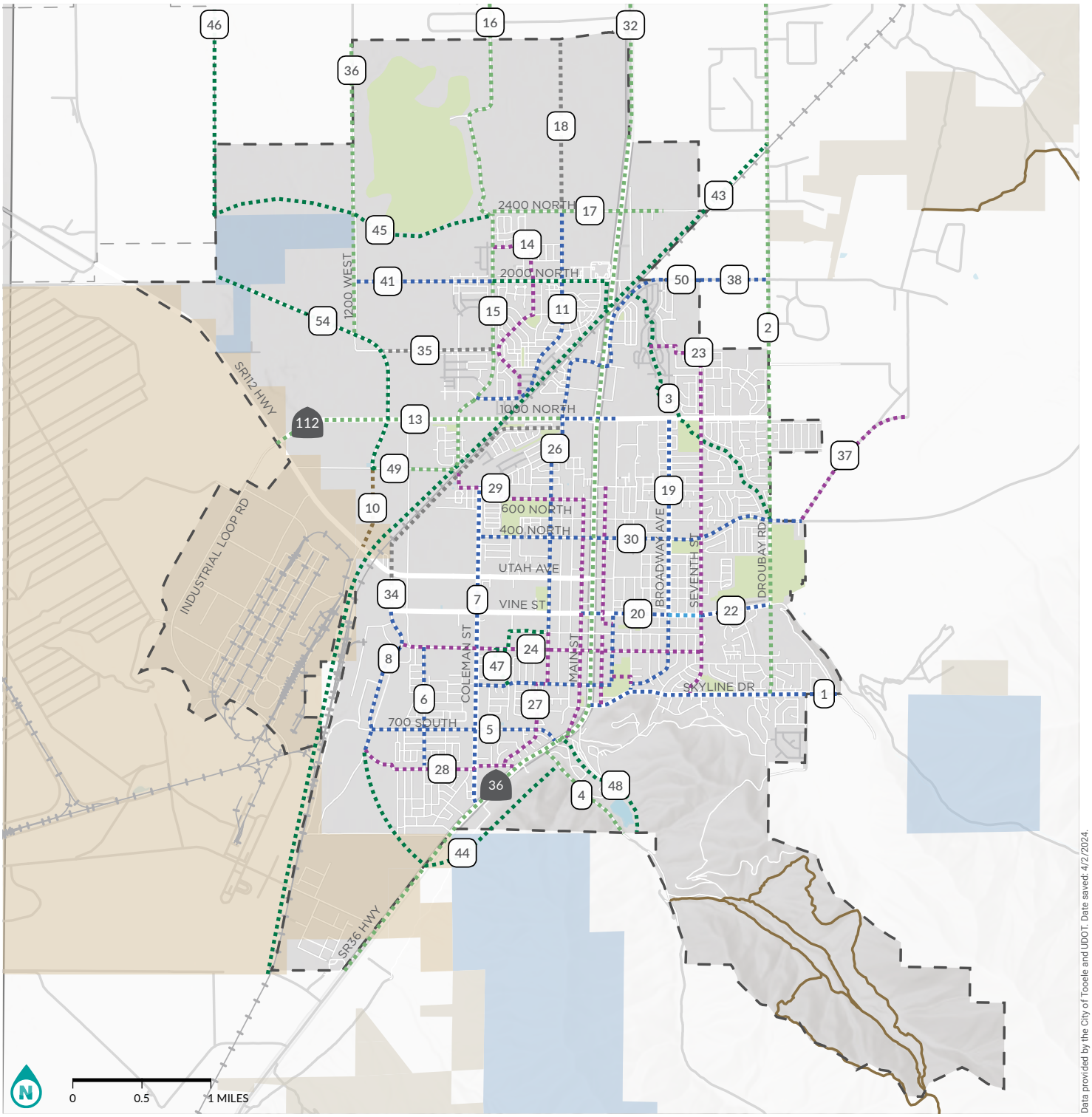
DESIGN GUIDANCE BASED ON:

NACTO Urban Street Design Guide: https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/
AASHTO Guide for the Development of Bicycle Facilities P.4-33
FHWA Bikeway Selection Guide


*Bike Ramp Bulbout to Crossing - SLC, UT*


*Speed Bump / Signage / Pavement Marking example- SLC, UT*

The following maps and tables (**Tables 2-4**) present proposed linear bicycle and pedestrian-specific enhancements in both map and tabular formats. They include project notes, designated extents and facilities, mileage, and any associated spot improvements. These resources aid in identifying potential spot improvements that could align for synergistic implementation.




Map 4.1

# RECOMMENDED BIKE FACILITIES

**Tooele City**
Active Transportation Plan

**Base Map**

- Tooele City Boundary
- Tooele City Parks
- Water
- Dept of Defense
- State Trust Lands
- Bureau of Land Management
- Railroad

**Active Transportation Facilities**

**Proposed Bike Facilities**

- Neighborhood Byway
- Standard Bike Lanes
- Buffered Bike Lane
- Sidepath
- Shared Use Path
- Unpaved Trail
- Undetermined Facility

**Table 2. Linear Bicycle Recommendations**

| PROJECT # | PROJECT NAME | EXTENTS: FROM | EXTENTS: TO | FACILITY TYPE | PROJECT NOTES | MILEAGE | ASSOC. SPOT IMPROVEMENTS |
|---|---|---|---|---|---|---|---|
| 1 | Skyline Dr Buffered Bike Lanes | Main St | Dirt Rd | Buffered Bike Lane | 2 lanes with 940 AADT, 14-20' Shoulders could be restriped as buffered bike lanes; recommended project in general plan (standard bike lanes) | 1.812 | |
| 2 | Droubay Rd | Erda Way | Skyline Dr | Sidepath | 1100 AADT and 2 lanes; 100' wide road, could add standard bike lanes as well as sidepath on east side; recommended as standard bike lanes in general plan; consider extending north as development occurs | 5.491 | |
| 3 | East Tooele Trail | 2000 N | E Smelter Rd | Shared Use Path | Part of general plan recommendation, shared use path connecting between neighborhoods | 2.140 | |
| 4 | Settlement Canyon Rd Trail | Main St | Settlement Canyon Trailhead | Sidepath | Use existing ROW alongside Settlement Canyon Rd to construct 10' sidepath; narrower where necessary | 0.843 | |
| 5 | 700 S Buffered Bike Lanes | 1100 W | Main St | Buffered Bike Lane | 2-lane roadway over 40'; most homes along this segment have large driveways, lessening need for on-street parking; add buffered bike lanes; recommended as standard bike lanes in general plan; also recommended in public input as a trail | 1.357 | 11 |
| 6 | 900 W Buffered Bike Lanes | 200 S | Timpie Rd | Buffered Bike Lane | 2-lane roadway over 40', 6,000 AADT; most homes along this segment have large driveways, lessening need for on-street parking; add buffered bike lanes; recommended as standard bike lanes in general plan south of 700 S | 0.856 | |
| 7 | Coleman St Buffered Bike Lane | 650 N | Main St/SR 36 | Buffered Bike Lane | 2-lane roadway over 40' wide, 6,000 AADT, most fronting properties have large driveways; recommend buffered bike lanes, striping two 11-12' lanes and adding buffered bike lanes on either side; alternative: add intensive traffic calming for bike boulevard | 2.297 | |
| 8 | 1100 W Buffered Bike Lanes | Vine St | 700 S | Buffered Bike Lane | 3-lane roadway with 1100 AADT; Use existing shoulder to add buffered bike lanes; lanes could be narrowed in some locations | 1.101 | |
| 9 | Vine St Buffered Bike Lanes | 50 W | Garden St | Buffered Bike Lane | Remove green shared lane striping, use existing shoulder area for buffered bike lanes to continue the buffered bike lanes to the west and east; | 0.159 | 9 |
| 10 | Extended Mid-Valley Trail | Rogers St | Utah Ave | Unpaved Trail | Continue trail south; north part of land owned by Tooele County, south part privately owned; consider paving to create shared use path | 0.574 | |
| 11 | Berra Blvd Buffered Bike Lanes | 2400 N | Franks Dr | Buffered Bike Lane | 2-lane roadway, 60+ ft wide (no curb and gutter yet on east side), 560 AADT; Add buffered bike lanes; general plan recommended standard bike lanes | 1.771 | |
| 12 | 1000 N Buffered Bike Lanes | 200 W | 100 E | Buffered Bike Lane | Extend 1000 N buffered bike lanes to the west; as traffic volumes increase, consider adding raised buffer to create protected bike lanes | 0.402 | 1 |
| 13 | 1000 N Sidepath | SR 112 | 200 W | Sidepath | If land ownership shown on Tooele County GIS Interactive Web Map is accurate, space should be available to add a sidepath along 1000 N on north or south side of road; tie in to mid-town trail; recommended as shared lane in general plan | 2.102 | |
| 14 | 170 W & Drysdale Neighborhood Byway | 2200 N | Berra Blvd | Neighborhood Byway | Recommend neighborhood byway; add traffic-calming features, especially narrowing features | 1.559 | |
| 15 | 400 W/Franks Dr Buffered Bike Lanes | 2400 N | 1000 N | Sidepath | 3-lane roadway, 60', 3000 AADT; Recommend striping buffered bike lanes; recommended as standard bike lanes in UDOT Unified Plan / Parking prohibited (parking may be preserved add key location with buffered bike lanes). | 1.413 | |

| PROJECT # | PROJECT NAME | EXTENTS: FROM | EXTENTS: TO | FACILITY TYPE | PROJECT NOTES | MILEAGE | ASSOC. SPOT IMPROVEMENTS |
|---|---|---|---|---|---|---|---|
| 16 | Overlake Links Sidepath | Erda | 2400 N | Sidepath | Add sidepath along road; sidepath recommended in Tooele General Plan, also suggested during public input | 2.196 | |
| 17 | 2400 North | 400 W | 540 E | Sidepath | Undetermined facility, based on how roadway develops; provides connection to business area in north Tooele - preference for sidepath facility. Likely this should be a side path or a parking protected facility | 1.235 | 8 |
| 18 | Berra Blvd Extension | Northern Tooele Boundary | 2400 N | Undetermined Facility | Extend Berra Blvd facility to the north; depends on development of this roadway; work with Erda to create continuous north south connection, especially with Excelsior Academy in Erda | 1.215 | |
| 19 | Broadway Buffered Bike Lanes | 1000 N | Skyline Dr | Buffered Bike Lane | 2-lane, 50' roadway, 1,100 AADT; stripe buffered bike lanes; could consider adding traffic calming and creating neighborhood byway as a less-intensive treatment | 2.138 | 2 |
| 20 | Vine St Buffered Bike Lanes | 100 E | Broadway Ave | Buffered Bike Lane | Continue striped buffered bike lanes to Broadway; consider shifting to standard bike lane by Red Delpapa Memorial Park to allow for parallel parking | 0.388 | 2 |
| 21 | Vine St Bike Lanes | Broadway Ave | Seventh St | Standard Bike Lanes | Continue facility on Vine St; recommend buffered bike lanes, but see many fronting properties that park on Vine | 0.239 | 2 |
| 22 | Vine St Buffered Bike Lanes (East) | Seventh St | Droubay Rd | Buffered Bike Lane | Extend Vine St buffered bike lanes to connect to Droubay Rd buffered bike lanes; roadway widths (~32-40') should allow for striped buffered bike lanes | 0.507 | |
| 23 | Seventh St Neighborhood Byway | 1480 N | Skyline Dr | Neighborhood Byway | Add traffic-calming features, signage, and intersection improvements to accommodate bikes and pedestrians | 2.914 | 12 |
| 24 | 200 S Neighborhood Byway | 1100 W | Seventh St | Neighborhood Byway | Use wide roadway to create neighborhood byway; add traffic-calming features, signage, and intersection improvements to accommodate bikes and pedestrians | 2.161 | 4 |
| 25 | Garden St Bike Route | 100 S | Skyline Dr | Neighborhood Byway | Add signage to connect 400 S facilities to Skyline Dr and consider add crossing improvements on | 0.139 | |
| 26 | 200 W Buffered Bike Lanes | Droubay Rd | 100 S | Buffered Bike Lane | Wide roadways and <2,000 AADT volumes will accommodate buffered bike lanes. Two potential options - 1) Bike lanes with parallel parking configuration 2) Protected Bike Lane 5', 2' buffer; parking on west side of street. | 3.134 | 10, 7, 6 |
| 27 | 200 W Neighborhood Byway | 100 S | 900 S/Timpie Rd | Neighborhood Byway | Connecting from proposed 200 W buffered bike lanes; add traffic-calming features, signage, and intersection improvements to accommodate bikes and pedestrians | 1.155 | |
| 28 | 900 S/Timipie Rd Neighborhood Byway | 1100 W | Main St | Neighborhood Byway | Add traffic-calming features, signage, and intersection improvements to accommodate bikes and pedestrians | 1.147 | |
| 29 | 600 N Neighborhood Byway | Coleman St | 400 N | Neighborhood Byway | Add traffic-calming features, signage, and intersection improvements to accommodate bikes and pedestrians; shift down to 400 N to cross with the recommended 400 N facility | 1.353 | 13 |

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| PROJECT # | PROJECT NAME | EXTENTS: FROM | EXTENTS: TO | FACILITY TYPE | PROJECT NOTES | MILEAGE | ASSOC. SPOT IMPROVEMENTS |
|---|---|---|---|---|---|---|---|
| 30 | 400 N Buffered Bike Lanes | Coleman St | Ericson Rd | Buffered Bike Lane | Volumes range from 2,000- 4,100 AADT, widths allow for buffered bike lanes if parking is removed from one side; fronting properties have driveways; Add buffered bike lanes along 400 N; connects to existing bike lanes east of town | 2.365 | 5 |
| 31 | 100 E Buffered Bike Lanes | Vine St | Main St | Buffered Bike Lane | Continue existing buffered bike lane facility south, then west to connect to Main St | 0.641 | 3 |
| 32 | S Main St Sidepath | Southern Tooele boundary | Village Blvd | Sidepath | Add sidepath on east side of Main St where feasible; add markings where path crosses driveways | 10.211 | 8, 7, 6, 1, 5, 14, 9, 4, 3, 11 |
| 33 | 400 S Buffered Bike Lanes | Coleman St | Main St | Buffered Bike Lane | Extend buffered bike lanes from the east of Main St; provide improved crossing at Main St | 0.809 | |
| 34 | Future Roadway Facility | 200 W | Vine St | Undetermined Facility | Facility for new roadway recommended as part of Tooele general plan; standard bike lanes recommended; assess as roadway goes in and traffic volumes are recorded | 2.058 | 13 |
| 35 | County Rd 634 Facility | Mid-Town Trail | 400 W | Undetermined Facility | Recommended as shared roadway in Tooele General Plan | 0.790 | |
| 36 | 1200 W Sidepath | North Tooele boundary | Mid-Valley Trail | Sidepath | Recommended as parallel bike path in UDOT Unified Plan- unfunded and a shared roadway in Tooele General Plan; | 2.110 | |
| 37 | Ericson Rd/Blue Peark Dr Bike Route to Pine Canyon | Smelter Rd | 2000 E | Neighborhood Byway | Add signage to indicate bike route connecting to the Pine Canyon Trailhead | 1.114 | |
| 38 | 2000 N/Droubay Rd bike lanes | 520 E | Droubay Rd | Buffered Bike Lane | Stripe bike lanes connecting to Droubay Rd | 0.496 | |
| 39 | W 2000 N | 400 W | Main St | Shared Use Path | Add sidepath on north side of road in place of winding sidewalk; constrained section approaching Main St; | 0.831 | |
| 40 | West of Main Street | 2000 N | RR Tracks/1810 N | Shared Use Path | Connect trail from 2000 N to proposed crossing at the RR tracks | 0.211 | |
| 41 | W 2000 N | 1200 W | 400 W | Buffered Bike Lane | 58’ wide roadway, 2 lanes; could stripe 11’ lanes, add 6’ bike lanes and 2’ buffer on each side and include planted medians like the segment east of 400 W includes; no need for on-street parking as no homes front this corridor | 0.979 | |
| 42 | Tooele City Cemetery Connection | 100 E | 200 E | Neighborhood Byway | Add signage indicating that bikers/walkers are present; add wayfinding to make a clear connection | 0.188 | |
| 43 | Tooele Rail with Trail | S Mountain Rd | Droubay Rd | Shared Use Path | Add a rail with trail along rail corridor throughout Tooele City | 7.280 | 10, 7, 13 |

| PROJECT # | PROJECT NAME | EXTENTS: FROM | EXTENTS: TO | FACILITY TYPE | PROJECT NOTES | MILEAGE | ASSOC. SPOT IMPROVEMENTS |
|---|---|---|---|---|---|---|---|
| 44 | South Tooele City New Trail | Unknown name | Settlement Canyon Rd | Shared Use Path | Trail noted at second steering committee meeting | 2.181 | |
| 45 | Water Easement Trail | Grantsville | 400 W | Shared Use Path | Trail noted at second steering committee meeting | 2.094 | |
| 46 | Midvalley Hwy Trail | Grantsville | TBD | Shared Use Path | Trail noted at second steering committee meeting; UDOT hwy project, alignment not yet selected | 1.507 | |
| 47 | School Connection | 400 S | 200 W | Shared Use Path | Provide trail/sidepath connection through West Elementary campus, along north side of 200 S, up Tooele Junior High School driveway, and along 100 S to connect with 200 W. | 0.786 | |
| 48 | Settlement Canyon Creekside Trail | Main St | Dark Trail Trailhead | Shared Use Path | Shared Use Path along creek where feasible, then around the reservoir; recommended on public input map | 0.906 | |
| 49 | 400 W/Franks Dr Buffered Bike Lanes | 2400 N | 1000 N | Sidepath | 3-lane roadway, 60', 3000 AADT; Recommend striping buffered bike lanes; recommended as standard bike lanes in UDOT Unified Plan | 1.132 | 13 |
| 50 | 200 W Buffered Bike Lanes | Droubay Rd | 100 S | Buffered Bike Lane | Wide roadways and <2,000 AADT volumes will accommodate buffered bike lanes; could be adjusted to separated bike lanes in some instances, especially more heavily commercial areas | 0.267 | |
| 51 | Main St | 400 N | Main St | Neighborhood Byway | Add signage indicating that bikers/walkers are present; add wayfinding to make a clear connection | 1.518 | |
| 52 | N Garden St | 700 N | 100 E | Neighborhood Byway | Consider incorporating crossing improvements on East/West roads with signalized intersections, specifically targeting locations such as Vine St, Utah Ave, 400 N, and 600 N. | 1.070 | |
| 53 | Main St | 50 W | 700 S | Sidepath | Add sidepath on west side of Main St to connect bike boulevard from 50 W south to future signalized intersection at Main St / 700 S. | 0.125 | 11 |
| 54 | Midvalley Connector | Midvalley Connector (city limits) | Rogers St | Shared Use Path | Enhance to paved shared use path | 2.230 | |

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# Pedestrian Network Classification

This section presents initial recommendations for prioritizing street corridors within the pedestrian network These corridors are categorized into three groups based on their significance to the overall network and potential for improvement:

## MAIN STREET / S.R. 36

Main Street improvements should focus on providing safe crossings and buffering people from moving traffic; most pedestrian related crashes occur on this corridor. This corridor would also be treated differently among the highway, commercial, and historic Main Street segments.

*Crossings with median and pedestrian refuge*


*Wide sidewalks and tree / landscape buffers*


*Pedestrian hybrid beacons*


*Downtown streetscape*

## PRIMARY PEDESTRIAN CORRIDORS

Primary Pedestrian Corridors are the streets that provide the most basic and important framework of walking connections around the Tooele community. Along with Main Street, these corridors connect the town's activity centers, as well as many other destinations, and provide links across barriers.

*Wayfinding signs*


*Corridor traffic calming*

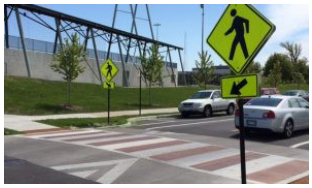

*High-visibility crossing with flashing beacon*


*Sidewalks with trees and landscape buffers*


*Directional curb ramps*

## SUPPORTING PEDESTRIAN CORRIDORS

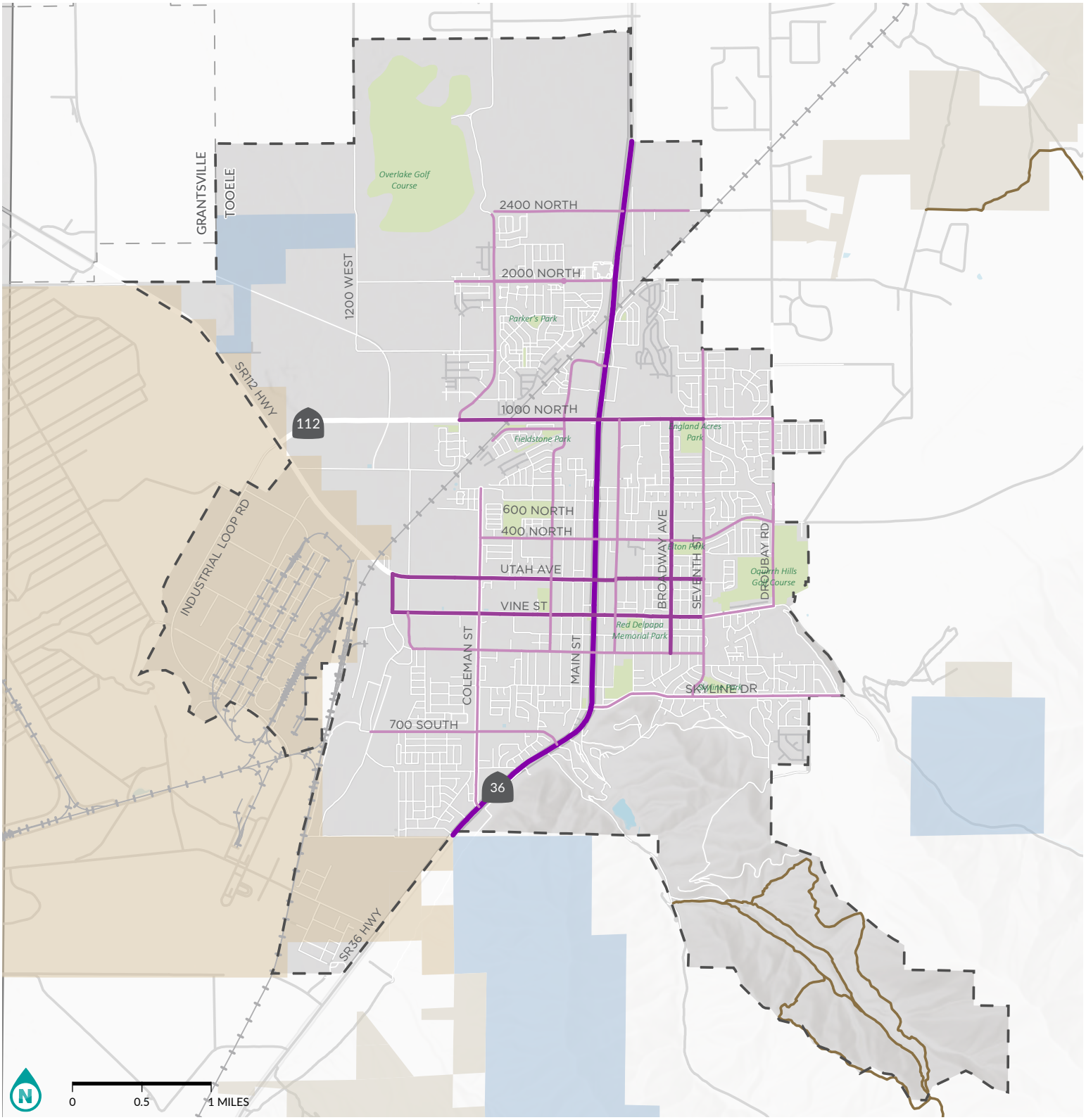
Supporting Pedestrian Corridors help fill out the network with viable, quieter streets to use to access other pedestrian links or destinations. They focus primarily on completing sidewalks and crossings and slowing traffic along them.


*Raised crossings*


*Neighborhood Byways*


*Neighborhood traffic calming*


*Fill sidewalk gaps*




Map 4.2

# PEDESTRIAN NETWORK CLASSIFICATION

**Tooele City**
Active Transportation Plan

**Base Map**

- Tooele City Boundary
- Tooele City Parks
- Water
- Dept of Defense
- State Trust Lands
- Bureau of Land Management
- Railroad

**Active Transportation Facilities**

**TooelePedestrianCorridors**

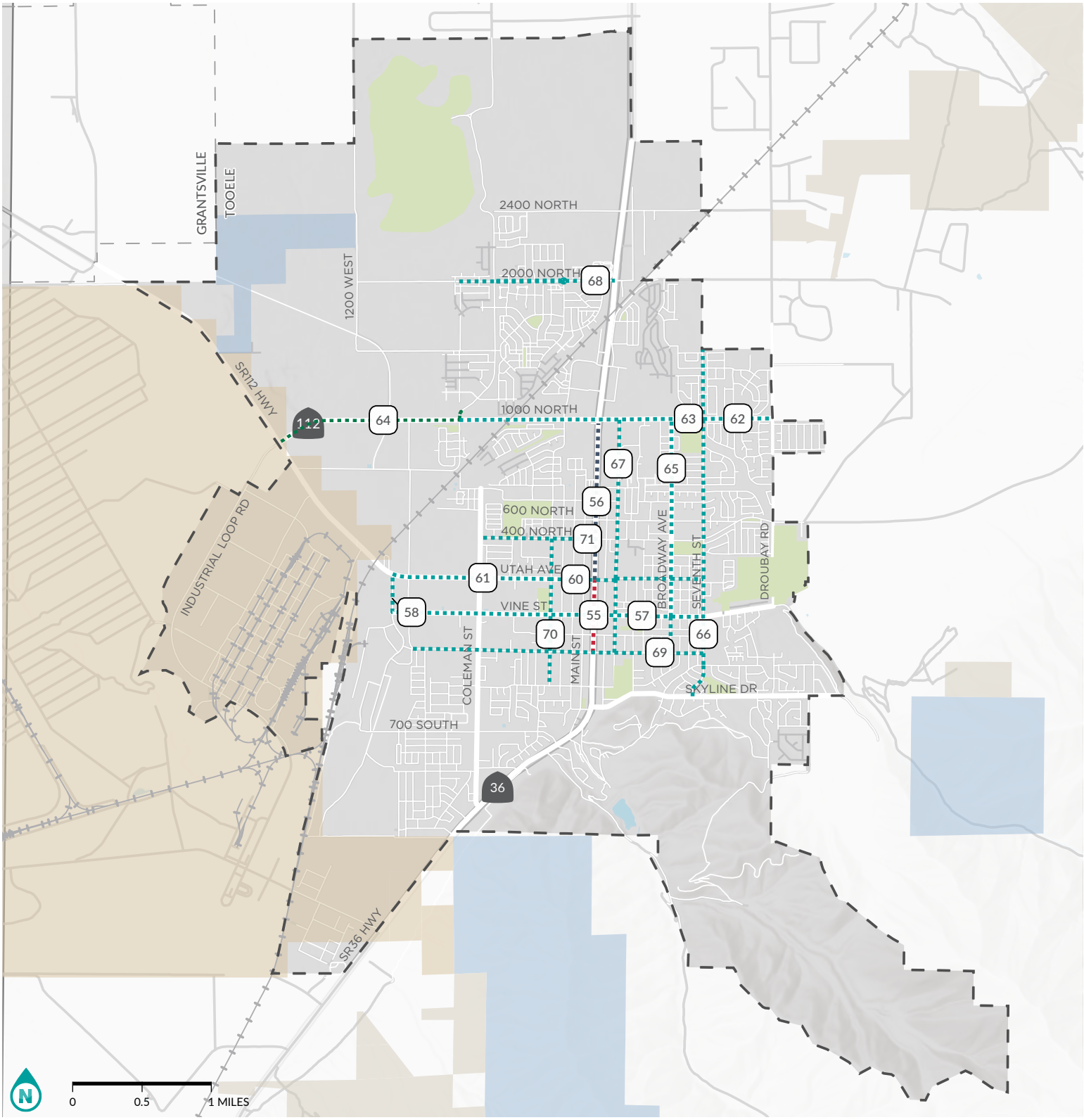
- MAIN ST HIGH PRIORITY
- PRIMARY CORRIDOR
- SUPPORTING CORRIDOR

## Recommended Pedestrian Network Improvements

This section recommends potential improvements to enhance the pedestrian experience in Tooele. Recommendations stem from the street corridor prioritization from the previous page. The focus is on creating a safe, accessible, and attractive network for walking throughout the city. The proposed improvements include:

- **Improved Infrastructure:** Filling sidewalk gaps on major roads and high-traffic areas, upgrading crosswalks with better signage and lighting, and designating pedestrian zones in high-traffic areas.
- **Enhanced Streetscapes:** Incorporating landscaping, wider sidewalks, benches, shade trees, and decorative lighting to create a more inviting pedestrian environment.

A map outlining these proposed improvements is available (**Map 4.3**). Implementing these changes can encourage walking as a viable transportation option, improve public health, and revitalize the urban environment. **Table 3** details implementation notes.




Map 4.3

# RECOMMENDED PEDESTRIAN IMPROVEMENTS

**Tooele City**
Active Transportation Plan

**Base Map**

- Tooele City Boundary
- Tooele City Parks
- Water
- Dept of Defense
- State Trust Lands
- Bureau of Land Management
- Railroad

**Active Transportation Facilities**

**Pedestrian-Focused Linear Recommendations**

- Sidewalks
- Streetscape Improvements
- Traffic Calming
- Sidepath

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**Table 3. Linear Pedestrian Focused Recommendations**

| PROJECT NUMBER | PROJECT NAME | EXTENTS: FROM | EXTENTS: TO | FACILITY TYPE | PROJECT NOTES | MILEAGE | ASSOC. SPOT IMPROVEMENTS |
|---|---|---|---|---|---|---|---|
| 55 | Core Main Street | 200 North | 200 South | Streetscape Improvements | Add street trees, furniture, wayfinding signage, etc. | 1.812 | 2, 20, 42, 3, 1 |
| 56 | North Main Street commercial Gateway Segment | 1000 North | 200 North | Traffic Calming | Elements beyond listed spot improvements, including street trees, median, planted Bulbouts, etc. | 5.491 | 8, 20, 4, 6, 7 |
| 57 | Vine Street (East) | 7th Street | Main Street | Sidewalk; Streetscape Improvements; Traffic calming | Fill in sidewalk gaps with 6-7 ft sidewalk (Broadway to Pinehurst Ave); repair existing sidewalks where necessary; add street scape improvements; add traffic calming features (e.g. Landscaped Bulbouts) | 2.140 | 33, 17, 18, 29, 3 |
| 58 | Vine Street (West) | Main Street | 1100 West | Sidewalk; Streetscape Improvements; Traffic calming | Fill in sidewalk gaps with 6-7 ft sidewalks (2nd West to 1100 West); repair existing sidewalks where necessary; add streetscape improvements; add traffic calming features (e.g. Landscaped Bulbouts) | 0.843 | 3, 14, 15, 16, 23 |
| 59 | Utah Avenue (East) | 7th Street | Broadway | Sidewalks | Fill in minor sidewalk gaps & curb ramps; add east/west crosswalk striping at intersections | 1.357 | 28 |
| 60 | Utah Avenue (Central) | Broadway | 200 West | Sidewalks; Streetscape improvements | Fill in gaps and improve existing sidewalks to have 6-7 ft sidewalks; street furniture; landscaping | | 19, 20, 28 |
| 61 | Utah Avenue (West) | 200 West | 1100 West | Sidewalks; Streetscape improvements | Complete sidewalks from 530 West to 1100 West; add east/west crosswalk striping at intersections | 0.856 | 21, 22, 23 |
| 62 | 1000 North (East) | Droubay | 520 East | Sidewalks, Streetscape improvements | Secondary pedestrian corridor: standard sidewalk with streetscape improvements | 2.297 | 54 |
| 63 | 1000 North (Central) | 520 East | 600 West | Sidewalks; Streetscape improvements; Traffic calming | Primary pedestrian corridor: 10 ft sidewalk, traffic calming, Bulbouts, streetscape improvements | 1.101 | 6, 24, 26, 54 |
| 64 | 1000 North (West) | 600 West | Highway 12 | Sidepath | | 0.159 | 24 |
| 65 | Broadway | 1000 North | 200 South | Sidewalks | Primary pedestrian corridor: fill in sidewalk gaps with 10 ft sidewalks; slowly update where possible | 0.574 | 23, 33, 37, 45, 2 |
| 66 | 7th Street | 1480 North | Skyline Drive | Sidewalks | Fill in sidewalk gaps | 1.771 | 33, 34, 23, 35, 54 |
| 67 | 100 East | 1000 North | 200 South | Sidewalks | Primary pedestrian corridor: fill in sidewalk gaps with 10ft sidewalks where space permits | 0.402 | 18, 19, 36 |
| 68 | 2000 North | Droubay Road | Mantle Way | Sidewalks | Secondary pedestrian corridor: standard sidewalk with streetscape improvements; striped crosswalks on all neighborhood intersections | 2.102 | 9, 38 |
| 69 | 200 South | Tooele Blvd | 7th Street | Sidewalks | Fill in sidewalk gaps; update existing sidewalks and add landscape buffers as road or adjacent land use gets updated | 1.559 | 30, 40, 41, 42 |
| 70 | 200 West | 400 North | 400 South | Sidewalks | Traffic Calming; repair existing sidewalks where necessary | 1.413 | 14 |
| 71 | Coleman Avenue | 400 North | Main Street | Sidewalks | Fill in sidewalk gaps | 2.196 | 7 |

## Spot Improvements

An active transportation network is only as successful and safe as the quality of its intersections. Unsafe intersections can make an otherwise safe, accessible, and continuous route dangerous and disconnected. For this reason, major intersections that are part of Tooele's recommended active transportation network were reviewed for optimal safety and comfort-enhancing improvements. **Map 4.3** identifies location-specific spot improvements that achieve connectivity where barriers may currently exist. These improvements will need to be determined on a case-by-case basis, studied, and recommended by the Engineering Department. **Table 4** details implementation strategies with notes for each recommendation.

### Spot Improvements by Type


#### Intersection Improvements (9 total)

Intersection improvements focus on making entire intersections safer and more efficient for all users, including vehicles, cyclists, and pedestrians. These typically involve larger-scale changes that affect the flow of traffic through the intersection. Intersection improvements include features like sidewalk bulbouts, traffic circles, added/updated signalization, leading pedestrian intervals, etc.


## Crossing Improvements (30 total)

Crossing improvements focus specifically on enhancing the safety and visibility of pedestrian and cyclist crossings along roads. These can be implemented at intersections or even mid-block crossings. These improvements, may include: striped/raised crosswalks, signage, improved lighting, overhead crossing signals, etc..

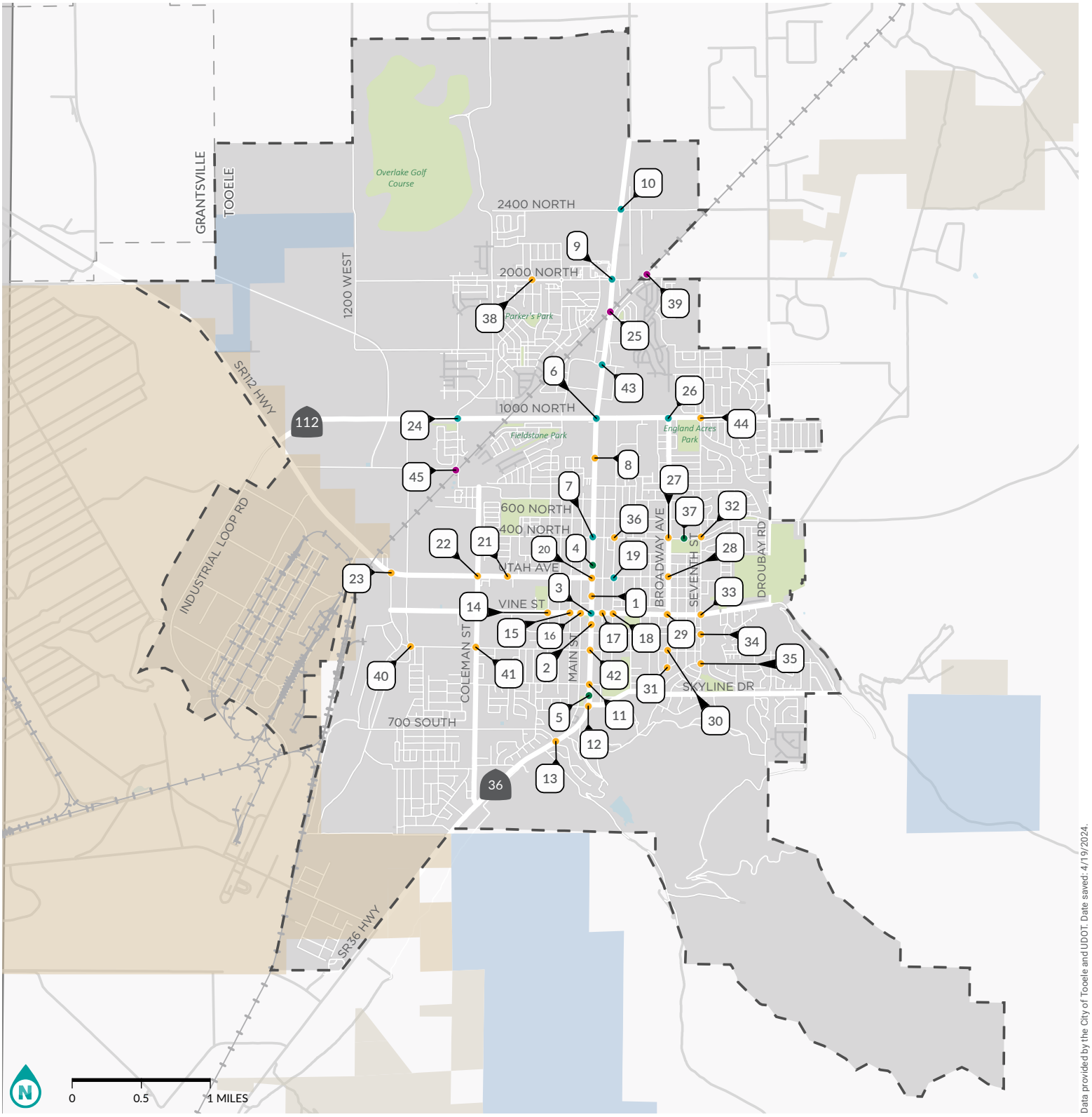

## Grade-Separated Crossings (3 total)

Underpasses (tunnels) or overpasses (bridges) remove possible conflicts caused by railroad tracks or busy roadways. These treatments are more intensive than other crossing treatments, but may be necessary in certain conditions.


## Gateway Features (3 total)

A gateway feature in urban design is a visually distinctive collection of elements that announces and defines the entrance to a specific district, neighborhood, or area within a city. It acts as a marker, setting the tone and character for the place one is entering. These elements can go beyond typical street scape improvements and may include:

- Landscaped medians or traffic circles
- Monumental arches or structures
- Distinctive signage or lighting
- Changes in pavement materials or colors




**Map 4.4**

# RECOMMENDED SPOT IMPROVEMENTS

**Tooele City**
Active Transportation Plan

## Base Map

- Tooele City Boundary
- Tooele City Parks
- Water
- Dept of Defense
- State Trust Lands
- Bureau of Land Management
- Railroad

## Recommended Active Transportation Facilities

### Proposed Spot Improvements

- Grade-Separated Crossing
- Intersection Improvement
- Crossing Improvement
- Gateway Treatment

**Table 4. Spot Improvements**

| SPOT IMPROVEMENT # | LOCATION | IMPROVEMENT TYPE | INFRASTRUCTURE TYPE | BIKE IMPLEMENTATION NOTES | LINEAR BIKE FACILITY ASSOCIATION | PEDESTRIAN FACILITY ASSOCIATION | PEDESTRIAN IMPLEMENTATION NOTES |
|---|---|---|---|---|---|---|---|
| 1 | City Hall | Crossing Improvement | PHB across Main Street | | 32 | 55 | Existing traffic signal; create safe crossing opportunities for bikes/peds on 1000 N; consider bike detection / user-activated actuators and a Leading Pedestrian Interval. |
| 2 | County Building | New Crossing | PHB across Main Street | PHB if traffic volumes/ distances allow it | 32 | 55 | Improve crossing of Vine St for those on Broadway; consider bike/ped-oriented signal (PHB/RRFB) if volumes (currently 12,000 on Vine) permit |
| 3 | Vine & Main Street | Intersection Improvement | Bulbouts | | 9, 32 | 55, 57, 58 | Create safe crossing opportunities for bikes/peds on 400 S; add PHB or RRFBs |
| 4 | VASA Fitness on Main Street | Gateway Treatment | Gateway Feature, Bulbouts, median island | | 32 | 56 | Create safe crossing opportunities for bikes/peds on 200 S; add PHB or RRFBs |
| 5 | Comfort Inn on Main Street | Gateway Treatment | Gateway Feature, Bulbouts, median island | | 32 | | Existing traffic signal; create safe crossing opportunities for bikes/peds on 400 N; consider bike detection / user-activated actuators. |
| 6 | 1000 North & Main | Intersection Improvement | Bulbouts, advanced ped phase | | 12, 32 | 56, 63 | Existing traffic signal; create safe crossing opportunities for bikes/peds; consider bike detection / user-activated actuators. |
| 7 | 400 North & Main | Intersection Improvement | Bulbouts, advanced ped phase | | 30, 32 | 56, 71 | Create crossing opportunity that gets people across Main St and RR |
| 8 | Big O Tire on Main Street | New Crossing | PHB across Main Street, ped islands | | 32 | 56 | Existing signalized intersections without pedestrian signals. Create safe crossing for 2400 N facility across Main St to access Park & Ride |
| 9 | 2000 North & Main Street | Intersection Improvement | Complete crossing | Add new east/west crossing on South side of intersection; might eventually turn into 4 way crossing (lots of new development happening on east side of Main Street) | 32, 40 | 68 | Existing traffic signal; improve crossing experience for those using Main and Vine; consider bike detection / user-activated actuators. |
| 10 | 2400 N & Main Street | New Crossing | Ped intersection infrastructure (lights, striping, etc.) | Redesign intersection to add pedestrian crossing infrastructure on all sides (crosswalks, signal); reduce all curb radii; remove free right turn lane from 2400 North onto Main Street | 17, 32 | | Potential utility project could facilitate an under or overpass |
| 11 | 400 South & Main Street | New Crossing | PHB across Main Street), Bulbouts | | 31, 32, 33 | | Future signal. Create safe crossing opportunities for bikes/peds on 700 S connecting to the Reservoir and related recommended trails. |
| 12 | Skyline Drive & Main Street | New Crossing | PHB or RRFB across Main Street | PHB across Main Street preferred if warranted with advanced warning striping; striped crossing over Skyline Drive | 1, 32 | | Create safe crossing opportunities for bikes/peds on 520 E connecting to England Acres Park; add PHB or RRFBs |
| 13 | 700 South & Main Street | New Crossing | PHB or RRFB across Main Street | PHB across Main Street preferred if warranted with advanced warning striping; striped crossing over 700 South & Memory Lane | 5, 32, 53 | | Create a connection across the railroad |
| 14 | 200 West & Vine Street | Crossing Improvement | Bulbouts at all corners | | 26 | 58, 70 | |
| 15 | 100 West & Vine Street | New Crossing | RRFB across Vine Street with high visibility markings | RRFB with high visibility markings across Vine Street for library access | | 58 | Enhance mid-block crossing; consider median refuge island |

| SPOT IMPROVEMENT # | LOCATION | IMPROVEMENT TYPE | INFRASTRUCTURE TYPE | BIKE IMPLEMENTATION NOTES | LINEAR BIKE FACILITY ASSOCIATION | PEDESTRIAN FACILITY ASSOCIATION | PEDESTRIAN IMPLEMENTATION NOTES |
|---|---|---|---|---|---|---|---|
| 16 | 50th West & Vine Street | Crossing Improvement (New Crossing | Striped Crosswalk | north/south legs | 9, 51 | 58 | |
| 17 | Garden Street & Vine Street | Crossing Improvement (New Crossing) | Striped Crosswalk | All 4 legs | 52 | 57 | |
| 18 | 100 East & Vine Street | Crossing Improvement (New Crossing) | RRFB across Vine Street with high visibility markings | All 4 legs; RRFB for north/south legs | 20, 31 | 57, 67 | |
| 19 | Utah Ave & 100 East | Intersection Improvement | Relocate stop signs and markings | Offset intersection with 4-way stop sign; pull back 100 East stop signs; add crosswalks (“north- east- north”) | | 60, 67 | |
| 20 | Utah Ave & Main Street | Crossing Improvement | Bulbouts | Add Bulbouts at all corners to reduce curb radii and crossing distances | 32 | 55, 56, 60 | |
| 21 | Tahoe Street (@ Utah Ave) | Crossing Improvement (New Crossing) | High visibility crossing | Add new high visibility crossing across Tahoe Street because hi visibility crossing at Powell Street does not have curbcut | | 61 | |
| 22 | Utah Ave & Coleman Street | Crossing Improvement | | Complete last crosswalk leg with high visibility crosswalk markings; add Bulbouts to calm traffic and reduce crossing distances for school children; add RRFB (school zone crossing- has crossing guard) | 7 | 61 | |
| 23 | Utah Ave & 1100 West | Crossing Improvement (New Crossing) | Future crossing; facility type undetermined | If 1100 West continues north, add a new crossing to align with new street and potential bike facilities | 34 | 58, 61 | |
| 24 | 1000 North & 600 West | Crossing Improvement (New Crossing) | Fully signaled intersection | Add fully signaled intersection with sidewalk Bulbouts for easy access to across 1000 North | 16, 49 | 63, 64 | |
| 25 | 1000 North @ RR crossing | Crossing Improvement (New Crossing) | RR crossing for ped/bike | East/west crossing on south side to access Copper Lower Park; pedestrian bridge along RR for north/south access | | | |
| 26 | Broadway & 1000 North | Crossing Improvement (New Crossing) | Fully signaled intersection | If land north of 1000 North develops, add fully signaled intersection | 19 | 63, 65 | |
| 27 | Broadway & 400 North | Crossing Improvement | Striped Crosswalk | Align improvements with city’s plans to update intersection corners (directional curbs, new gutters) | 19, 30 | 65 | |
| 28 | Broadway & Utah Avenue | Crossing Improvement | Bulbouts | | 19 | 59, 60, 65 | |
| 29 | Broadway & Vine | Crossing Improvement | RRFB across Vine Street | | 19, 20, 21 | 57, 65 | |
| 30 | Broadway & 200 East | Crossing Improvement | Striped Crosswalk | | 19, 24 | 65, 69 | |
| 31 | Broadway & 4th Street | Crossing Improvement | Stop signs, Striped crosswalks | Add three way stop; stripe crosswalks | 19 | | |

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| SPOT IMPROVEMENT # | LOCATION | IMPROVEMENT TYPE | INFRASTRUCTURE TYPE | BIKE IMPLEMENTATION NOTES | LINEAR BIKE FACILITY ASSOCIATION | PEDESTRIAN FACILITY ASSOCIATION | PEDESTRIAN IMPLEMENTATION NOTES |
|---|---|---|---|---|---|---|---|
| 32 | 7th Street & Smelter Road | Crossing Improvement | RRFB, Bulbouts, Striped Crosswalk | | 23, 30 | 66 | |
| 33 | 7th Street & Vine Street | Crossing Improvement | Bulbouts | School crossing; has 4-way stop | 21, 22, 23 | 57, 66 | |
| 34 | 7th Street & 100 South | Crossing Improvement | Bulbouts | School zone | 23 | 66 | |
| 35 | 7th Street & Upland Drive | Crossing Improvement | Striped Crosswalk, 4-way stop | Finish striping crosswalks; add 4-way stop | 23 | 66 | |
| 36 | 100 East & 400 North | Crossing Improvement | Striped Crosswalk; RRFB | RRFB across 400 North | 30 | 67 | |
| 37 | 400 North at Elton Park | Gateway Treatment | | Redesign 400 North at Elton Park; add 10 ft sidewalk; streetscape improvements; angled parking; align with 400 North plans shared during bike tour | 30 | | |
| 38 | 2000 North & 170 West | Crossing Improvement | RRFB | School crossing; has 4-way stop | 14, 19 | 68 | |
| 39 | 2000 North & Rail Road | Crossing Improvement (New Crossing) | Grade separated crossing | Lots of new development north of 2000 North and east of Main Street; multiple opportunities to create crossing over RR corridor | 26, 43 | | |
| 40 | 200 South & 1000 West | Crossing Improvement | Road realignment; 3 way stop; RRFB | Realign intersection and add three way stop sign; stripe crosswalks; add RRFB across 200 South | 24 | 69 | |
| 41 | 200 South & Coleman | Crossing Improvement | 4 way stop; striped crosswalks | Add missing crosswalk legs; add 4 way stop | 7, 24 | 69 | |
| 42 | 200 South & Main Street | Crossing Improvement | PHB Light, bulbouts | School crossing, add PHB, bulbouts | 24, 32 | 55, 69 | |
| 43 | 1280 N & Main St | Intersection Improvement | 1280 N Facility | | 26, 32 | | Existing traffic signal; create safe crossing opportunities for bikes/peds; consider bike detection / user-activated actuators. |
| 44 | 1000 N & 520 E | Crossing Improvement | England Acres Park | | 23 | 62, 63, 66 | Create safe crossing opportunities for bikes/peds on 520 E connecting to England Acres Park; add PHB or RRFBs |
| 45 | Rogers St / W Tooele Blvd | Grade-Separated Crossing | Railroad Crossing | | 29, 34, 43, 49 | | Create a connection across the railroad |

# Recommended Policies & Programs

Developing a robust active transportation network requires more than just infrastructure. Policy and program initiatives play a crucial role in fostering its usage and success within Tooele City. These non-infrastructure elements, encompassing policy adoption, participation-promoting programs, and other strategic actions,significantly impact the network's effectiveness.

Tooele City recognizes the benefits of active transportation and has implemented various policies and plans to promote it. This next section summarizes these efforts in seven policy areas that are each influenced by a range of plans, codes, programs, and other specific policies:

1. **General Promotion of Active Transportation:** The City of Tooele envisions promoting active transportation through collaboration with partner agencies, education, encouragement, and infrastructure development.
2. **Connectivity:** New developments must connect to existing and future trails, while the General Plan mandates sidewalks and street continuity.
3. **Sidewalks & Pedestrian Environment:** Sidewalks are required in new developments, but coverage varies across the city. Policies promote pedestrian safety and accessibility through sidewalk width, crosswalk presence, and quality design.
4. **Bike Facilities:** Limited existing facilities include shared lanes, buffered bike lanes, and a planned trail connection. The County's Active Transportation Plan prioritizes bike-supportive design and the City aims to expand its network.
5. **Development Support:** Policies encourage pedestrian-oriented development, mixed-use patterns, and on-street parking solutions. Quality development is emphasized, with discouraged elements like excessive asphalt and dominant structures.
6. **Broader Network:** Regional coordination for land use and transportation is prioritized. The City's transportation network is mostly local and minor collector streets, with upgrades planned for some. New developments maintain a grid-like pattern.
7. **Programming:** While the County plan lacks specifics, the City's Master Plan recognizes the importance of promoting active and multi-modal transportation.

This chapter outlines key initiatives that will not only help facilitate the construction of active transportation facilities, but also make them safer and more convenient for the Tooele City community. By implementing these strategies, we can move beyond pavement and paths to build a future where active transportation is a natural and enjoyable choice for all.

# Recommended Policies & Programs

This chapter outlines key initiatives that will not only help facilitate the construction of active transportation facilities, but also make them safer and more convenient for the Tooele City community. By implementing these strategies, we can move beyond pavement and paths to build a future where active transportation is a natural and enjoyable choice for all.

### Challenges to Navigate:

While the foundation is laid, several hurdles stand in the way:

- **Limited existing network: Current** infrastructure offers insufficient coverage and accessibility, a result of historical development patterns.
- **Low current use:** Active transportation remains underutilized across the city, requiring proactive measures to promote its benefits.
- **Implementation gap:** General Plan aspirations haven't yet fully translated into concrete action steps.
- **Lack of partnership:** Engaging a broader network of stakeholders could bolster efforts and resources.

### Opportunities to Leverage:

Despite the challenges, exciting opportunities await:

- **Future development:** New projects can integrate active transportation facilities, creating a network as they grow.
- **Existing street connectivity:** Building upon established policy regarding connectivity within new developments holds promise.
- **Planned County network:** Integrating Tooele's network with planned county-wide infrastructure would create a wider system.
- **Vine Street bike facilities:** Expanding upon existing infrastructure like Vine Street's bike lanes paves the way for further progress.
- **Transit network synergies:** Active transportation facilities can complement and enhance the existing transit network.
- **Recreation connections:** Additional links to recreational areas encourage active modes of travel for leisure activities.
- **Complete Streets Policy:** Implementing such a policy would ensure all streets consider the needs of all users, not just cars.

# Policies

## Street Connectivity Standards

Strong connections are crucial for a positive active transportation experience. Streets serve as the community's backbone, shaping its character and influencing how people move within it. While Tooele is on growth trajectory, prioritizing connected streets makes active travel more viable and convenient alongside new development.

While a strong street network is key for active transportation, its benefits extend far wider. Efficient street layouts can mean faster emergency response times, while improved connectivity allows residents to ditch their cars more often, leading to cleaner air and less traffic congestion. Easy connections between different areas also make reaching destinations by foot or bike more convenient, promoting healthy lifestyles and a more engaged community.

Communities such as Lehi have adopted similar street connectivity standards as part of their City development code. Links to the UDOT Street Connectivity Guide and Lehi Standards are included below:

- Utah Street Connectivity Guide
- Lehi Connectivity Standards (section 37.040)

## Bike Parking

Bicyclists need a safe and convenient place to secure their bicycles when they reach their destination. This may be short- or long-term parking for employees, students, residents, and commuters.

Safe and convenient bike parking is crucial for cyclists, whether they're running errands, working, or studying.

**General Tips:**

- Place racks at least 2 feet from curbs to avoid car doors and allow easy access.
- Leave 4 feet between racks for comfortable maneuvering.
- Maintain a 6-foot buffer from property lines (ideally within the "amenity zone").
- See Figure xx for recommended rack styles.

**Long-Term Parking:**

- For extended stays (work, school, etc.), dedicated spaces offer additional security.
- Options include lockers, cages, and bike rooms.
- Recommended rates:
  - Offices: 1 space per 10,000 sq ft
  - Retail: 1 space per 12,000 sq ft
  - Apartments: 0.5 spaces per bedroom

For detailed guidelines, refer to the Association of Pedestrian & Bicycle Professionals' Bicycle Parking Guidelines (2nd edition).

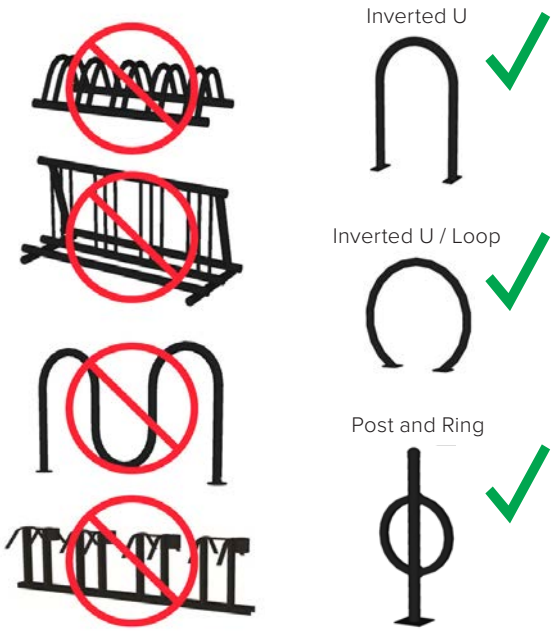


**Figure 13.** Association of Pedestrian & Bicycle Professionals Bicycle Parking Guidelines, 2nd edition Bike Rack Recommendations

# Policies

## Mid-Block Crossing Selection

Mid-block crossings can provide numerous safety benefits to pedestrians when properly placed along a corridor. They are often requested by community members who notice that an official mid-block crossing would provide quicker and safer access to schools, parks, and other destinations. To ensure that these crossings, both proposed by citizens and initiated by the City, are prioritized and installed in the most effective locations, Tooele may consider developing a process for determining where and when to install mid-block crossings.

Factors that should be considered when deciding on mid-block crossing placement and prioritization include:

- Roadway width
- Traffic volume
- Traffic speed and type
- Desire lines for pedestrian movement
- Crash history
- Adjacent land use

This selection process could also include specifics about what design features should be used in certain scenarios. For example, a mid-block crossing on a low-volume road could be effective with simple striping and signage, but a mid-block crossing on a high-volume road will be most effective if a striped crossing, pavement differentiation, signage, and crossing signal (such as a rectangular rapid flashing beacon (RRFB) or pedestrian hybrid beacon (PHB) are included.

# Programs

The following section outlines programs that Tooele can consider to help promote and support active transportation use.

## Education

### Bike Utah's Youth BEST Program

The Youth Bicycle Education and Safety (BEST) Program teaches kids how to safely and confidently travel through their communities by bicycle. The program is a 5-hour, in-class and on-bike program taught at schools around Utah. Bike Utah provides trained instructors, bicycles, helmets and all other necessary equipment for the program. This program gives kids the practice they need to independently access to their school, after school activities, and any other destinations they need to reach throughout Tooele.

#### Community Bicycle Safety Classes

Leading community bicycle safety classes in a variety of settings, and with different groups in Tooele, will provide people with the knowledge and skills necessary to safely operate a bike while navigating different types of bike facilities and while sharing the road with cars. These classes could be coordinated between the city and a community group, and could involve one longer event, or a series of shorter trainings. The Bicycle Collective in Provo, UT has hosted urban cycling safety courses to help individuals feel more confident biking in the community.

### Senior Mobility Education Program

With many seniors being unable to drive, walking, biking, and transit become the only way to get around. Tooele could create a senior mobility education program that teaches older individuals how to be a safe pedestrian, provides information about e-bikes and other small assisted mobility devices, and how to take advantage of the local public transit system.

### Tooele Biking Webpage

Consider adding a new or updated page to showcase active transportation facilities in [location]. This page could feature maps illustrating existing facilities and provide valuable resources such as educational materials, a calendar of bike/pedestrian-related events, surveys for upcoming projects, and an interactive network map. This interactive map would enable residents to report any issues they encounter, ensuring continuous improvement and community involvement.

## Events and Activities

### Celebrate and Program Events for Bike Month

May is designated nationwide as Bike Month. Having a specific bike month encourages people to explore riding a bicycle as a means of transportation and can be leveraged to raise awareness and excitement around active transportation and active living.

### Helmet Giveaway Program

Developing a program that provides helmets free of charge to those who need one throughout the community will make biking safer for many who might not be able to afford or access a helmet otherwise. These giveaways could be hosted at a few specific locations throughout the community throughout the year, or at a series of community events.

### Organized Community Walks and Bike Rides

Organizing community walks and bike rides that explore different areas of the community help people feel more connected to their community, while also providing a group to walk or ride with. These types of walks and rides can highlight parks, new bike facilities, and local shops/ restaurants.

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# Funding Opportunities

A diverse range of funding sources exists at federal, state, regional, and local levels for Tooele to consider when implementing the projects recommended in this plan. Table xx provides a summary of many available options. Remember, most funding is competitive, requiring comprehensive applications. For multi-agency projects, collaborations with other local and regional entities can strengthen your proposals.

When appropriate, leverage private contributions towards project implementation. These contributions can vary greatly, ranging from right-of-way donations to financial sponsorships. Explore establishing a dedicated local funding source for active transportation improvements within the Tooele general fund. This could provide sustainable funding to attract additional resources and support project development.

**Table 6. Funding Matrix**

| NAME | DESCRIPTION | MORE INFORMATION |
|---|---|---|
| FEDERAL FUNDING SOURCES | | |
| Safe Streets and Roads for All (SS4A) Grant Program | The new SS4A Grant Program funds the development or update of a comprehensive safety action plan (Action Plan), conducting planning, design, and development activities in support of an Action Plan, and/or carrying out projects and strategies identified in an Action Plan | Learn more: https://www.transportation.gov/SS4A |
| Transportation Alternatives (TA) | Transportation Alternatives (TA) is a funding source under the FAST Act that consolidates three formerly separate programs under SAFETEA-LU: Transportation Enhancements (TE), Safe Routes to School (SRTS), and the Recreational Trails Program (RTP). Funds are available through a competitive process. These funds may be used for a variety of pedestrian, bicycle, and streetscape projects including:<br>SRTS programs (infrastructure and non-infrastructure programs<br>Construction, planning, and design of on- and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bikeways, pedestrian + bicycle signals, traffic-calming, lighting, and other safety-related infrastructure<br>Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for children, seniors, and individuals with disabilities who cannot drive<br>Construction of rail-trails<br>Recreational trails program | Learn more: https://www.fhwa.dot.gov/environment/transportation_alternatives/ |
| Congestion Mitigation and Air Quality (CMAQ) Improvement Program | The CMAQ program aims to reduce congestion or improve air quality in nonattainment or maintenance areas by shifting travel demand to non-automobile modes. This fund is administered through the MAG TIP. | Learn more: https://www.fhwa.dot.gov/environment/air_quality/cmaq/ |
| Surface Transportation Block Grant Program (STBG) | The Surface Transportation Block Grant (STBG) program provides flexible funding that may be used by for projects aiming to preserve and improve the conditions and performance of public roads, pedestrian and bicycle infrastructure, and transit projects. Planning, research, and development are also eligible for STBG funds within certain types of projects. | Learn more: https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm |

| NAME | DESCRIPTION | MORE INFORMATION |
|---|---|---|
| FEDERAL FUNDING SOURCES (CONTINUED) | | |
| Fixing America's Surface Transportation (FAST Act) | The FAST act provides a long-term funding source for surface transportation and planning. Overall, the FAST Act retains eligibility for big programs - Transportation Investments Generating Economic Recovery (TIGER - now called RAISE), Surface Transportation Program (STP), and Highway Safety Improvement Program (HSIP) | For more information: https://www.transportation.gov/fastact |
| Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants | RAISE grants, which were originally created under the American Recovery and Reinvestment Act as TIGER grants, can be used for a wide variety of projects, including road, rail, and transit projects. These grants provide capital funding to any public entity, including municipalities and counties. | Learn more: https://www.transportation.gov/RAISEgrants |
| Federal Transit Administration (FTA) Grants | The FTA has several grant programs available to local and state governments to enhance active transportation connections to public transportation facilities. | Learn more: https://www.transit.dot.gov/funding/grants/grant-programs |
| The Active Transportation Infrastructure Investment | This is a competitive program for Active Transportation networks and spines, with $1B authorized but not yet appropriated as of spring 2022. This program would focus on improvements addressing walking and bicycling infrastructure. | Learn more: https://www.railstotrails.org/policy/funding/active-transportation-infrastructure-investment-program/ |
| Reconnecting Communities Pilot Program (RCP) | RCP is a Federal program that aims to reconnect communities that were previously cut off from economic opportunities by transportation infrastructure. Funding from this program supports planning grants, capital construction grants, and technical assistance to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.<br><br>Highways (including a road, street, or parkway) or other transportation facilities (such as rail lines), that have formed a barrier to community connectivity, including barriers to mobility, access, and economic development, due to high speeds, grade separations, or other design factors, are eligible for this program. | Learn more: https://www.transportation.gov/grants/reconnecting-communities |
| Healthy Streets | This is a $500M discretionary program that will address issues such as urban heat island/tree cover in low-income and minority communities. This funding source may address Vision Zero concerns by creating streetscapes and other measures to calm or slow traffic. | Learn more: https://bikeleague.org/sites/default/files/Fact%20Sheet%20Healthy%20Streets%20Program%20%2B%20Funding%20Support%20%20(3)%20(1).pdf |
| USDOT Federal Highway Administration (FHWA) Congestion Management and Air Quality (CMAQ) Improvement Program grants | The FAST Act continued the CMAQ program to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). | Learn more: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm |

| NAME | DESCRIPTION | MORE INFORMATION |
|---|---|---|
| STATE-LEVEL FUNDING SOURCES - UDOT | | |
| State Class B and C Program fund | Class B and C funds can be used for maintenance and construction projects, including active transportation. For these projects, thirty percent of the funds must be used for construction or maintenance projects that exceed $40,000. The remainder of these funds can be used to match federal funds or pay the principal, interest, premiums, and reserves for issued bonds. | Learn more: https://www.udot.utah.gov/connect/business/public-entities/local-government-program-assistance<br><br>View regulations: https://drive.google.com/file/d/10KwUcoo9En7H8yYulOWzZxi3QnFZ6g1K/view |
| Safe Sidewalk Program | The Safe Sidewalks Program, administered by UDOT, provides legislative funding for construction of new sidewalks where they are missing or where major construction or reconstruction of a route is not planned for ten or more years. For a proposed sidewalk location to be considered for the program, it must be: located adjacent to a state highway, within an urban area, have significant pedestrian traffic, and include a 25% local government match. | Learn more: https://www.udot.utah.gov/connect/business/public-entities/local-government-program-assistance/<br><br>View regulations: https://docs.google.com/document/d/1sfOQu5qictzKDAj0yDvSO48JFuYrZZbuYsyW4bbardY/edit |
| Highway Safety Improvement Program (HSIP) | HSIP funds are available for projects aimed at improving safety on all public roads to reduce traffic fatalities and serious injuries. Bike lanes, roadway shoulders, crosswalks, intersection improvements, underpasses, and improved signage are examples of eligible projects. These funds are administered through the UDOT Highway and Safety Division, and require a local match. | Learn more: https://www.udot.utah.gov/connect/about-us/operations/traffic-safety/ |
| Safe Routes to School (SRTS) | UDOT administers Safe Routes to School (SRTS) funding - a $1.2 Million annual fund to fund active transportation safety improvements within two miles of Utah schools. Cities can apply for this funding (a reimbursement fund) without matching requirements. These funds can be used for improvements such as new trails or sidewalks, signals, crosswalks, and other related facilities. | Learn more: https://site.utah.gov/connect/business/public-entities/safe-routes-to-school-srts-program/ |
| Active Transportation Investment Fund (ATIF) | TIF funds are awarded through the State Transportation Commission and administered through UDOT. Projects must be paved, part of the UDOT Active Transportation Plan, provide traffic congestion mitigation on a state highway system, and include 40% non-UDOT funds to match to be eligible for funding. | Learn more: https://www.udot.utah.gov/connect/about-us/commission/project-prioritization-process/ |
| STATE-LEVEL FUNDING SOURCES - NON-UDOT | | |
| Community Development Block Grant (CDBG) | The CDBG Program provides annual grants on a formula basis to states, cities, and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons. The State of Utah administers the funds for cities with fewer than 50,000 residents. | Learn more: https://jobs.utah.gov/housing/community/cdbg/index.html |
| Federal Lands Access Program (FLAP) | The FLAP is intended to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The fund is administered through UDOT in coordination with the Central Federal Lands Highway Division, which develops a Programming Decisions Committee. The Committee puts out the call for projects, establishes selection criteria, and prioritizes selected projects. The next call for projects is anticipated to be in 2025. | Learn more: https://highways.dot.gov/federal-lands/programs-access |

| NAME | DESCRIPTION | MORE INFORMATION |
|---|---|---|
| STATE-LEVEL FUNDING SOURCES -NON-UDOT (CONTINUED) | | |
| Recreational Trails Program (RTP) | Administered by the Utah Division of State Parks and Recreation, the RTP requires that motor fuel tax revenues generated from motor fuel sales for off-highway recreational purposes be transferred from the Highway Trust Fund to the Trails Trust Fund for recreational trail and facility improvements. This program provides grants for non-motorized and motorized trails, including construction and maintenance of trails and facilities, staging areas, trailheads, restroom facilities, and trail signing. | Learn more: https://stateparks.utah.gov/resources/grants/recreational-trails-program/ |
| Land and Water Conservation Fund | Administered by the Utah Division of State Parks and Recreation, the Land and Water Conservation Fund Act provides federal grants for the acquisition and/or development of public outdoor recreation areas. Any site/facility purchased, developed, or improved with funding from this grant is protected in perpetuity as a public outdoor recreation area. | Learn more: http://stateparks.utah.gov/resources/grants/land-and-water-conservation-fund/ |
| Utah Outdoor Recreation Grant | Administered through the Office of Outdoor Recreation, the Utah Outdoor Recreation Grant project helps communities build trails and other recreation infrastructure by awarding matching grants. The grants help enhance recreational opportunities and amenities in Utah's communities. | Learn more: https://business.utah.gov/outdoor/uorg/ |
| REGIONAL-LEVEL (WFRC) FUNDING SOURCES | | |
| Wasatch Front Regional Council (WFRC) Transportation Improvement Program (TIP) | WFRC administers federal active transportation funding each year to local communities through a variety of programs, including the Congestion Mitigation and Air Quality (CMAQ) Program, Surface Transportation Program (STP), Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP). | Learn more: https://wfrc.org/programs/transportation-improvement-program/ |
| Congestion Mitigation and Air Quality (CMAQ) Improvement Program | The CMAQ program aims to reduce congestion or improve air quality in nonattainment or maintenance areas by shifting travel demand to non-automobile modes. This fund is administered through the MAG TIP. | Learn more: https://www.fhwa.dot.gov/environment/air_quality/cmaq/ |
| Surface Transportation Block Grant Program (STBG) | The Surface Transportation Block Grant (STBG) program provides flexible funding that may be used by for projects aiming to preserve and improve the conditions and performance of public roads, pedestrian and bicycle infrastructure, and transit projects. Planning, research, and development are also eligible for STBG funds within certain types of projects. | Learn more: https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm |

| NAME | DESCRIPTION |
|---|---|
| CITY FUNDING SOURCES | |
| Bond Financing | Bonds can be approved by voters to fund a range of projects. A local successful precedent is the 2012 Parks and Trails Bond in Salt Lake County, which authorized $47 million in bond funds to complete the Jordan River Parkway, Parley's Trail, and acquire land for/construct new parks throughout the County. |
| Sales Tax | It is possible to pass a specified sales tax that can be used to fund active transportation improvements. These taxes can be used to generate funds for highway, transit, and local road (including bicycle) projects. |
| Special Assessment or Taxing Districts | Local municipalities can establish special assessment districts for infrastructure improvements, like sidewalks, that are missing or in need of improvement in certain areas. |
| Parking Fees | Some cities have instituted parking fees that are then used to pay for infrastructure improvements. |
| Development Impact Fees | Development impact fees are one-time charges collected from developers for financing new infrastructure construction and operations and can help fund bicycle and pedestrian improvements. Impact fees are assessed through a city's impact fee program. |
| New Construction | Future road widening and construction projects are methods of providing improved bike and pedestrian infrastructure. To ensure that roadway construction projects provide these improvements, it is important that the review process includes a review of any relevant active transportation related plans. Tooele should also coordinate with UDOT to find opportunities for bike and pedestrian facilities on state road construction projects. |
| PRIVATE FUNDING SOURCES | |
| PeopleForBikes Community Grant Program | The PeopleForBikes Community Grant Program supports bicycle infrastructure projects and targeted advocacy initiatives that make biking safer for people of all ages and abilities. PeopleForBikes accepts requests for funding up to $10,000.<br>Learn more: https://www.peopleforbikes.org/grant-guidelines |
| Private Developers | Developers should consider constructing local streets with bike- and pedestrian-oriented facilities within subdivisions, including dedicating right-of-way to trails and parks. Cities can encourage developers to include active transportation amenities during development review, and should require developers to show how the proposed development will accommodate or enhance active transportation connections. |
| In-Kind Donations | In-kind donations can be an effective way to reduce project costs and engage local organizations. The Tweetsie Trail, a 10-mile trail in Tennessee, dramatically reduced project costs through in-kind donations. Local construction companies donated labor to build bridges for the trail; a local quarry provided the rock for the trail's surface, and signage companies donated the trail signs. |

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- 05 -

# Prioritization + Implementation

- Project Prioritization/Methodology
- Top Projects
- Project Evaluation Criteria
- Implementation Table by ranked Prioritized Projects
- Priority Project Cut sheets

# Project Prioritization

With approximately 60 miles of newly-proposed active transportation facilities including bikeways and proposed spot improvements, what are the next steps, and how should the City prioritize future investment? This chapter details an approach for prioritizing projects, and outlines potential funding strategies for implementing them.

## Project Prioritization

The project prioritization approach includes two evaluations of each project based on

- 1) project value, or benefit and
- 2) project readiness, or feasibility. "High" and "low" scores are assigned for both evaluations

This results in a project landing in one of four possible priority categories. This approach is intended to guide the City in understanding which projects to focus on first; however, the City should be flexible in its approach. Priorities may change based on further studies or as potential synergies arise with new development, road reconstruction, or other opportunities for cost savings. Community input during each phase (Phase I: Listening and Phase II: Feedback & Direction) is included on the following pages, and a full breakdown of outreach responses is available in **Appendix C.**

### Project Prioritization Evaluation Part I: Project Value

Project value, or benefit, is determined by how well projects achieve the goals of the plan in Chapter 1. **Table 7** lists the criteria that were used to evaluate project value based on those goals. Each project received a score of 0, 1, or 2.

- 0 = does not meet criteria
- 1 = somewhat meets criteria
- 2 = meets criteria

Because some criteria are more important than others, multipliers were applied to the evaluation criteria to reflect City priorities. For example, based on input from community stakeholders, facilities that enhance safety are considered a higher priority than connecting to parks or recreational facilities.

## Project to Prioritize

The value or benefit of a project is determined by its effectiveness in achieving the goals outlined in Chapter 1 of the plan. Table 7 details the criteria used to evaluate individual projects. Tables 8-10 display projects organized in ascending order of prioritization, accompanied by implementation notes. The subsequent overview highlights the outcomes of the most crucial projects for prioritization. Map 5.1 visually represents the spatial distribution of these projects.

## Top 5 Bike Projects (Based on Value Criteria) - Map 5.1

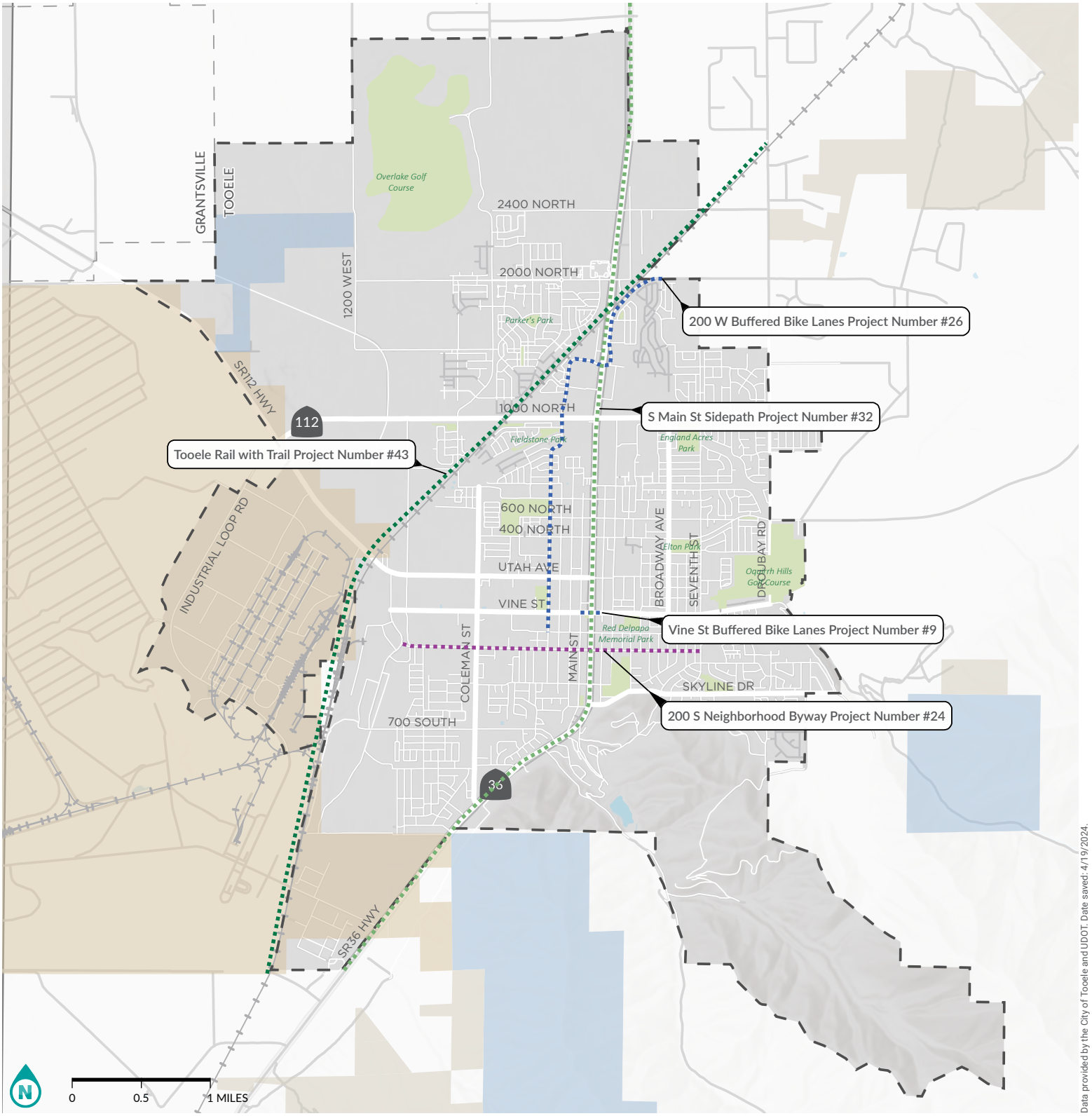
- Project #32 - 1000 North (Central) (520 East to 600 West)
- Project #9 - Vine St Buffered Bike Lanes (50 W to Garden St)
- Project #43 - Tooele Rail with Trail (South Mountain Rd to Droubay Rd)
- Project #24 - 200 S Neighborhood Byway (1100 W to Seventh St)
- Project #26 - 1000 N Buffered Bike Lanes (Droubay Rd to 100 South)

## Top 5 Pedestrian Focused Projects (Based on Value Criteria) - Map 5.2

- Project #63 - 1000 North (Central) (520 East to 600 West)
- Project #56 - North Main Street Commercial Gateway Segment (1000 North to 200 North)
- Project #58 - Vine Street (West) (Main Street to 1100 West)
- Project #55 - Core Main Street (200 North to 200 South)
- Project #60 - Utah Avenue (Central) (Broadway to 200 West)

## Top 5 Spot Improvements Projects (Based on Value Criteria) - Map 5.3

- Project #2 - County Building
- Project #3 - Vine & Main Street
- Project #1 - City Hall
- Project #42 - 200 South & Main Street
- Project #6 - 1000 North & Main




Map 5.1

# TOP ACTIVE TRANSPORTATION PROJECTS

**Tooele City**
Active Transportation Plan

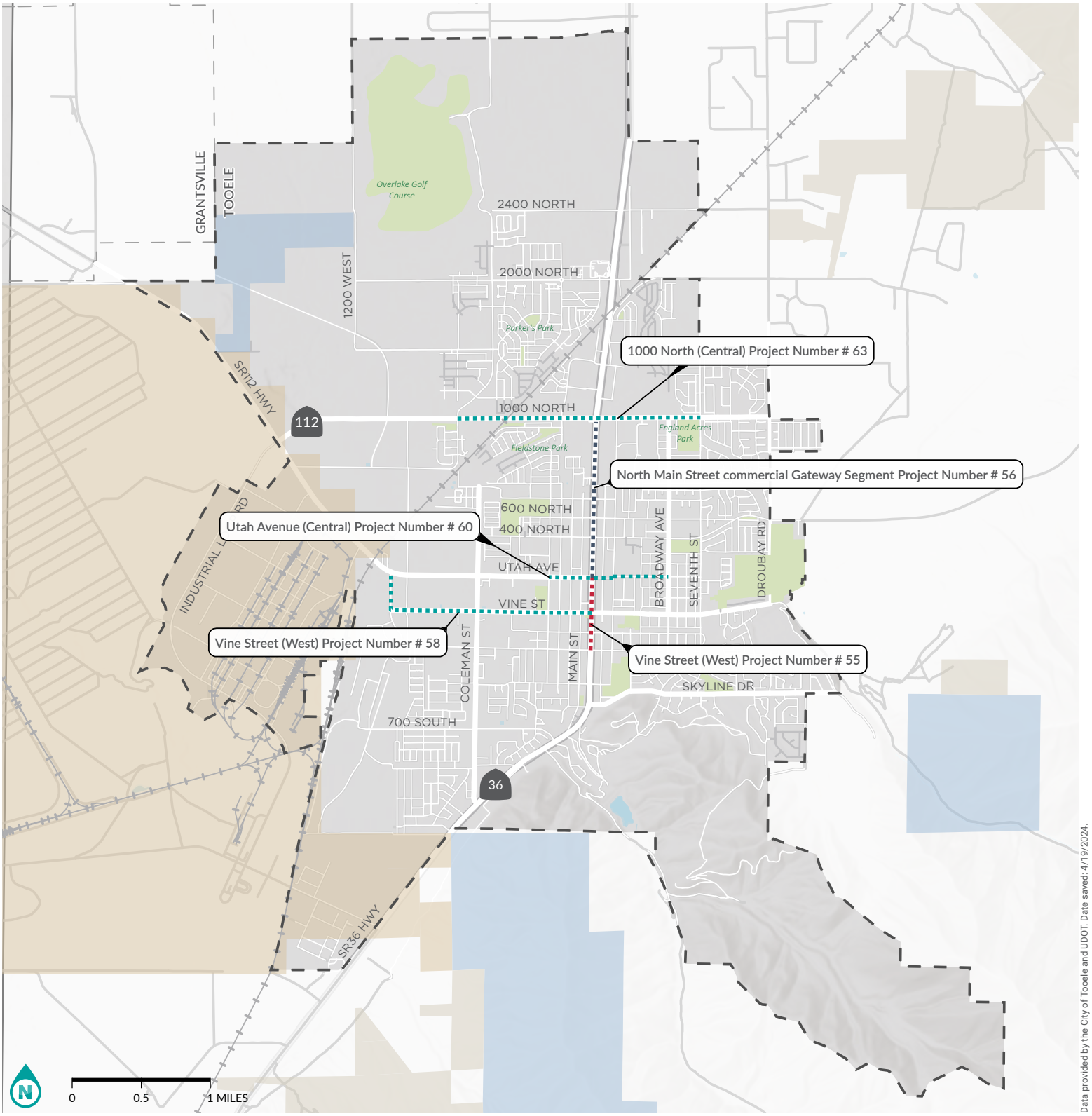
## Base Map

- Tooele City Boundary
- Tooele City Parks
- Water
- Dept of Defense
- State Trust Lands
- Bureau of Land Management
- Railroad

## Active Transportation Facilities

### Proposed Bike Facilities

- Neighborhood Byway
- Buffered Bike Lane
- Sidepath
- Shared Use Path




Map 5.2

# TOP ACTIVE TRANSPORTATION PROJECTS

**Tooele City**
Active Transportation Plan

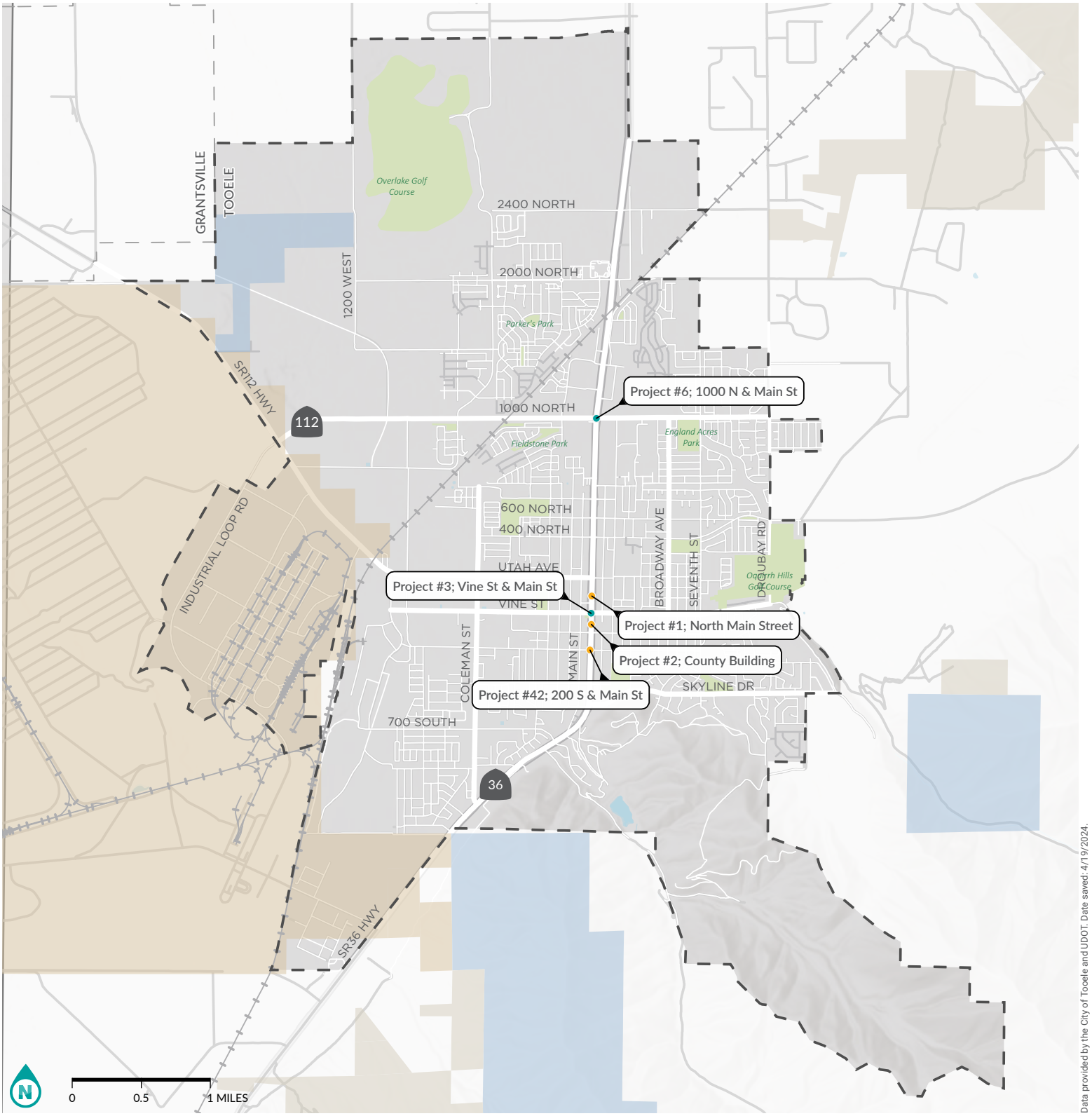
## Base Map

- Tooele City Boundary
- Tooele City Parks
- Water
- Dept of Defense
- State Trust Lands
- Bureau of Land Management
- Railroad

## Active Transportation Facilities

### Pedestrian-Focused Linear Recommendations

- Sidewalks
- Streetscape Improvements
- Traffic Calming




Map 5.3

# TOP ACTIVE TRANSPORTATION PROJECTS

**Tooele City**
Active Transportation Plan

## Base Map

- Tooele City Boundary
- Tooele City Parks
- Water
- Dept of Defense
- State Trust Lands
- Bureau of Land Management
- Railroad

## Active Transportation Facilities

### Proposed Spot Improvements

- Intersection Improvement
- Crossing Improvement

**Table 7.** *Project Value Evaluation Criteria*

| GOAL | CRITERIA | MULTIPLIER | SCORE | SCORE BREAKDOWN |
|---|---|---|---|---|
| 1 | Extends and/or connects to existing local active transportation facilities. | 2 | 0 | Does not extend a local facility, fill a gap, nor create or strengthen a new regional connection. |
| | | | 1 | Reduces an existing gap but does not eliminate it completely; and/or makes a minor extension of the existing network. |
| | | | 2 | Significantly extends the existing tooele network; connects across a major barrier; and/or links the community to other communities or to regional trails or transit systems. |
| | Connects to other communities or to regional trails or transit systems. | 1.25 | 0 | No bike/ped crashes recorded on this roadway |
| | | | 1 | One bike/ped-related crash on this roadway |
| | | | 2 | More than one bike/ped-related crashes on this roadway |
| 2 | Catalytic project that demonstrates the benefits of active transportation for city leadership and departments. | 1.5 | 0 | Stand-alone, standard or minimum type project that will likely have little catalytic effect within the city |
| | | | 1 | Moderate catalytic opportunities – a new type of project; a project involving some interdepartmental coordination. |
| | | | 2 | Major catalytic opportunity – a new and innovative project involving coordination of many types of departments; a policy that will significantly increase interdepartmental coordination/collaboration; a project that will significantly increase visibility of active transportation within the city government. |
| 3 | Project constituting a new street or pathway link through an area likely to be developed. | 1.5 | 0 | Project will not significantly influence the place qualities of the community context. |
| | | | 1 | Project has an opportunity to make a moderate walkable/human-scale impact on the surrounding place, or project lies in an activity center, new growth area, or other area likely to be developed. |
| | | | 2 | Project will likely make a major walkable/human-scale impact on the place it serves, especially if it is a new street or pathway link through an area likely to be developed. |
| | Project within an identified activity center. | 1.5 | 0 | Project is not within an identified activity center. |
| | | | 1 | Project is within an identified activity center and has the potential to make a moderate walkable/human-scale impact on the surrounding place. |
| | | | 2 | Project is within an identified activity center and is likely to make a major walkable/human-scale impact on the place it serves. |
| 4 | Project would connect to schools and educational facilities; or parks, recreational facilities, or tooele attractions; or activity centers; or trailheads. | 1 | 0 | No connections |
| | | | 1 | Connects to one park, recreational facility, or tooele attraction listed above. |
| | | | 2 | Connects to multiple parks, recreational facilities, or tooele attractions |
| | Project would create or reinforce a priority pedestrian corridor. | 1.75 | 0 | Project does not create or reinforce a priority pedestrian corridor. |
| | | | 1 | Project moderately enhances an existing priority pedestrian corridor. |
| | | | 2 | Project creates a new priority pedestrian corridor or significantly enhances an existing priority pedestrian corridor. |
| | Project would overcome an identified major barrier. | 2 | 0 | Project does not overcome an identified major barrier. |
| | | | 1 | Project moderately enhances an existing barrier crossing. |
| | | | 2 | Project creates a new barrier crossing or significantly enhances an existing barrier crossing. |

| GOAL | CRITERIA | MULTIPLIER | SCORE | SCORE BREAKDOWN |
|---|---|---|---|---|
| 5 | Project or policy that would likely reduce pedestrian and bicyclist-involved crashes. | 2.5 | 0 | No bike/ped crashes recorded on this roadway |
| | | | 1 | One to five bike/ped-related crashes on this roadway |
| | | | 2 | More than five bike/ped-related crashes on this roadway |
| | Project or policy that would increase safety by creating separation between motor vehicles and people walking and biking. | 2.5 | 0 | Signed bike route |
| | | | 1 | Neighborhood byway, striped bike lane, or buffered bike lane |
| | | | 2 | Separated bike lane, sidepath, or shared use path |
| | Project or policy that would increase the safety of at users in intersections | 2 | 0 | Project or policy does not address intersection safety for at users. |
| | | | 1 | Project or policy addresses intersection safety for at users in a limited way. |
| | | | 2 | Project or policy significantly addresses intersection safety for at users. |
| 6 | Project or policy that would lead to a fundamental change in urban fabric toward slower vehicular environments. | 2 | 0 | Project or policy would not significantly reduce vehicle speeds or increase the visibility of active transportation. |
| | | | 1 | Project or policy would moderately reduce vehicle speeds or increase the visibility of active transportation. |
| | | | 2 | Project or policy would significantly reduce vehicle speeds and increase the visibility of active transportation, leading to a fundamental change in the urban fabric. |
| | Project would be likely to lead to more people walking, biking, and rolling, due to its connection to destinations and potential for recreation. | 1.75 | 0 | No connections |
| | | | 1 | Project connects to destinations or has potential for recreation, but is limited in scope or poorly designed. |
| | | | 2 | Project connects to multiple destinations and has significant potential for recreation, and is well-designed to encourage walking, biking, and rolling. |
| | Project would or would create the opportunity for partnerships among other community and regional stakeholders. | 1.75 | 0 | Project does not involve any partnerships or create opportunities for partnerships. |
| | | | 1 | Project involves one or a few partners, or creates limited opportunities for partnerships. |
| | | | 2 | Project involves multiple partners or creates significant opportunities for partnerships among community and regional stakeholders. |
| **Project Readiness & Feasibility** | Cost- Order of Magnitude: | 1 | 0 | High-cost estimates, Projects with costs exceeding $200,000. |
| | | | 1 | Moderate cost estimates, Projects with costs between $50,000 and $200,000. |
| | | | 2 | Low-cost estimates, Projects with costs below $50,000. |
| | Right-of-Way Access/ Ownership/Easement: | 1 | 0 | Limited or no access, complex ownership, legal hurdles. |
| | | | 1 | Access with minor challenges, ownership clarification needed. |
| | | | 2 | Clear access, well-defined ownership or easements. |
| | Potential for Partnership: | 1 | 0 | Limited partnership opportunities, lack of interest from stakeholders. |
| | | | 1 | Some potential partners, initial interest, collaboration challenges. |
| | | | 2 | Strong partnership potential, enthusiastic stakeholders, alignment of goals |

# Priority Project Concept Cut Sheets

This section explores preliminary plans for two projects identified as potential candidates for design or feasibility studies. These concept sheets aim to:

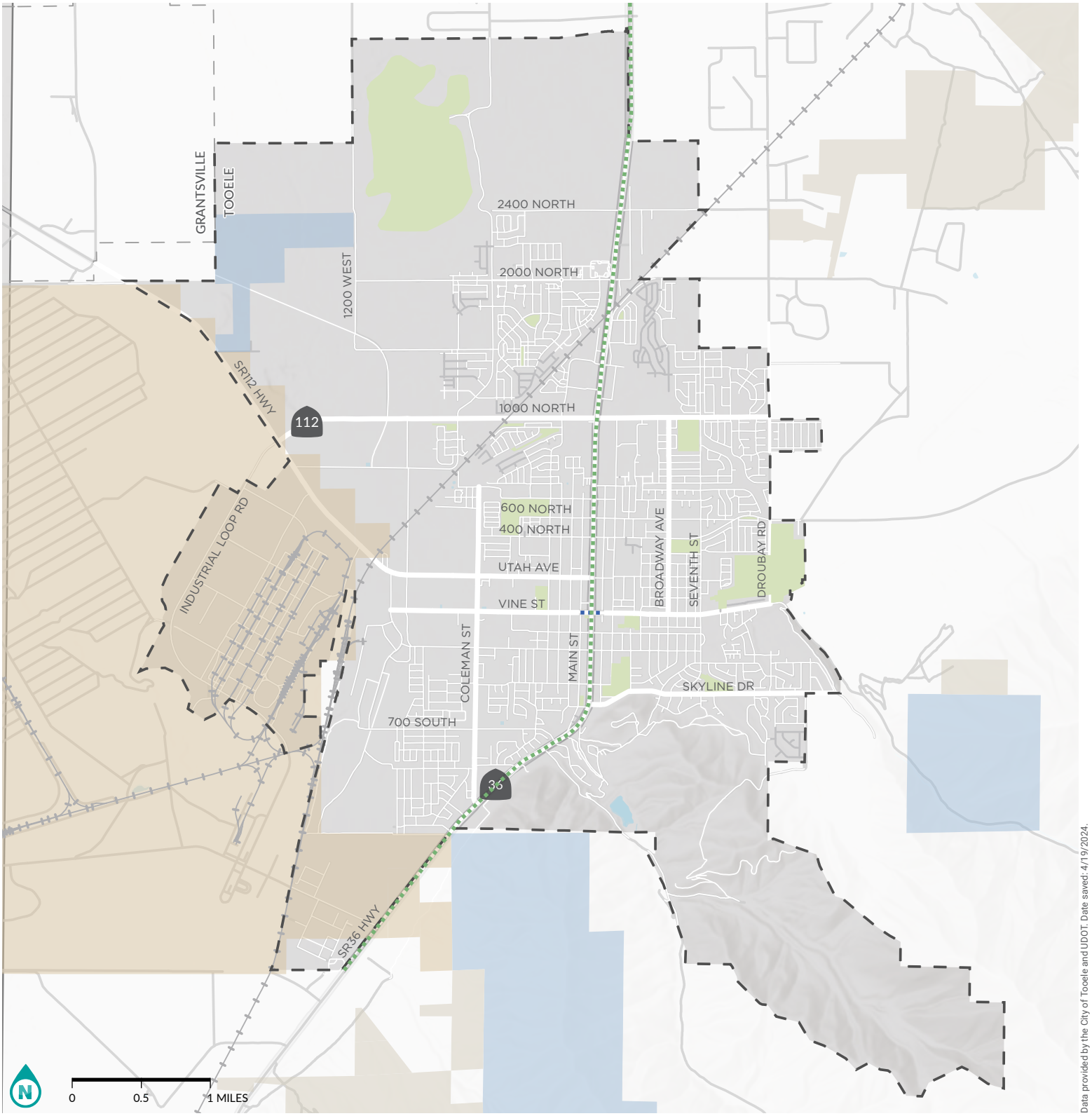
- **Inform future scopes of work:** The included elements provide a foundation for developing detailed proposals for design and engineering services.
- **Enhance project understanding for Tooele:** This information equips Tooele with insights into the opportunities, constraints, and estimated planning costs associated with each project.

## Selected Projects:

Based on public input (Chapter 2), project prioritization (Chapter 5), and discussions with City Staff, the following projects were chosen for further development:

### P1: Main Street Sidepath

### P2: Vine Street Buffered Bike Lanes




Map 5.4

# PRIORITY CONCEPT PROJECTS

**Tooele City**
Active Transportation Plan

**Base Map**

- Tooele City Boundary
- Tooele City Parks
- Water
- Dept of Defense
- State Trust Lands
- Bureau of Land Management
- Railroad

**Active Transportation Facilities**

**Proposed Bike Facilities**

- Buffered Bike Lane
- Sidepath

## P1: Main Street Sidepath

### Project Need

Main Street (Highway 36) presents a significant barrier for cyclists in Tooele. The high traffic volume, combined with the presence of Highway 112 and the railroad tracks, creates multiple challenging intersections that discourage safe and efficient bicycle travel across the corridor. This disrupts the overall connectivity of the city's active transportation network, hindering residents' ability to utilize bicycles for commuting and recreation.

### Project Improvements

Project improvements include added a sidepath (12' pathway & 5' furnishing zone) on the East side of Main Street from 700 S to 1000 N. The subsequent exhibits (page 103-107)feature aerial diagrams showcasing proposed enhancements to the utility complex, alongside delineated sections depicting suburban and urban conditions. Presented in cross-section format on pages 108 and 109, these exhibits offer detailed insights into the pedestrian realm, including furnishing zones, pathway widths, and park strips, in both existing and proposed conditions. Accompanying notes highlight signage conflicts, utility conflicts, and potential crossing improvements along the corridor.

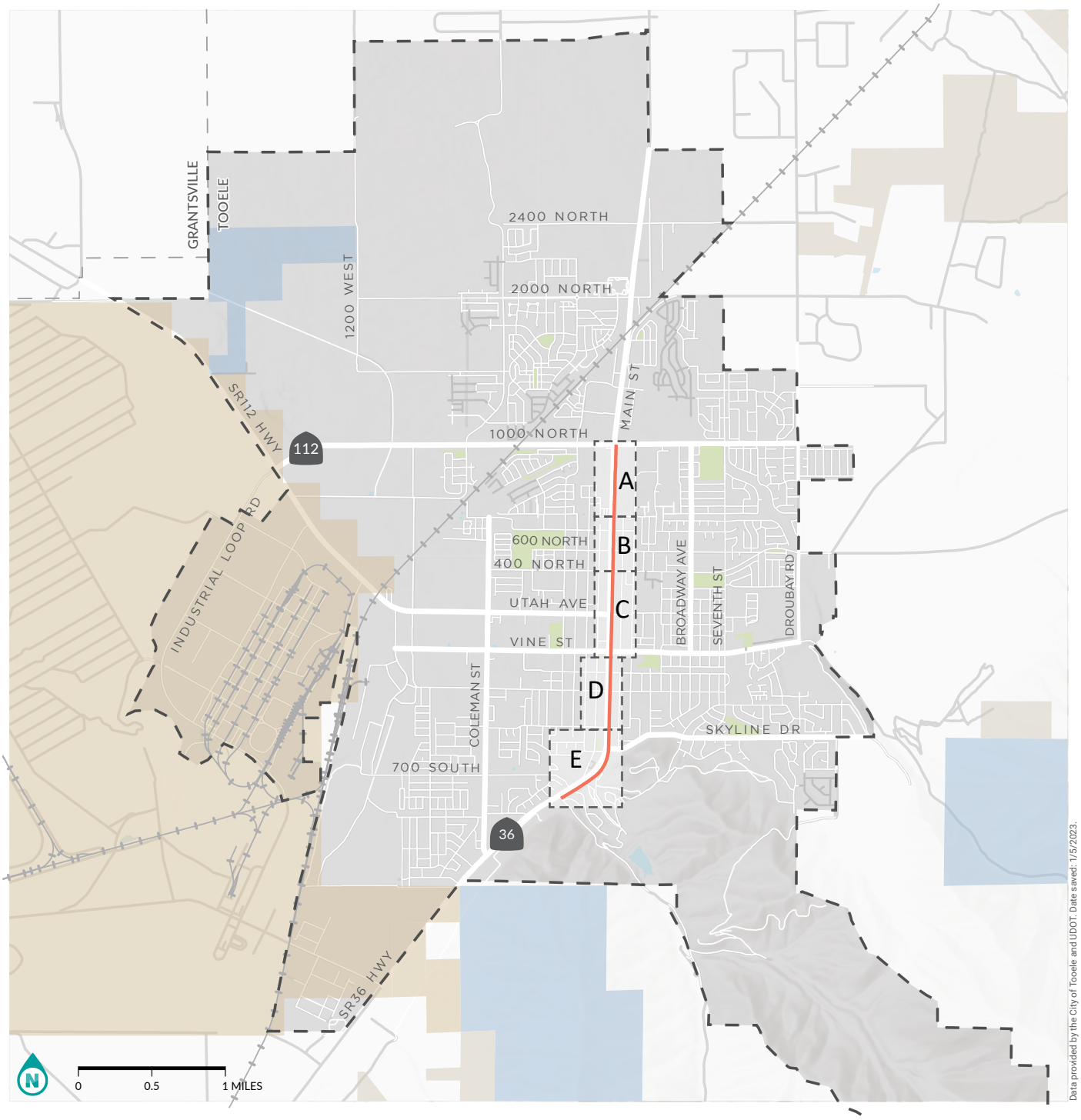
**Figure 14.** *Main Street on July Fourth Parade*

**Next Steps and Implementation:**

Estimated Project Cost: $6,057,000

Cost per Linear Foot = $450

Project Length = 13,460 Feet




**Map 5.5**

## MAIN STREET SIDEPATH

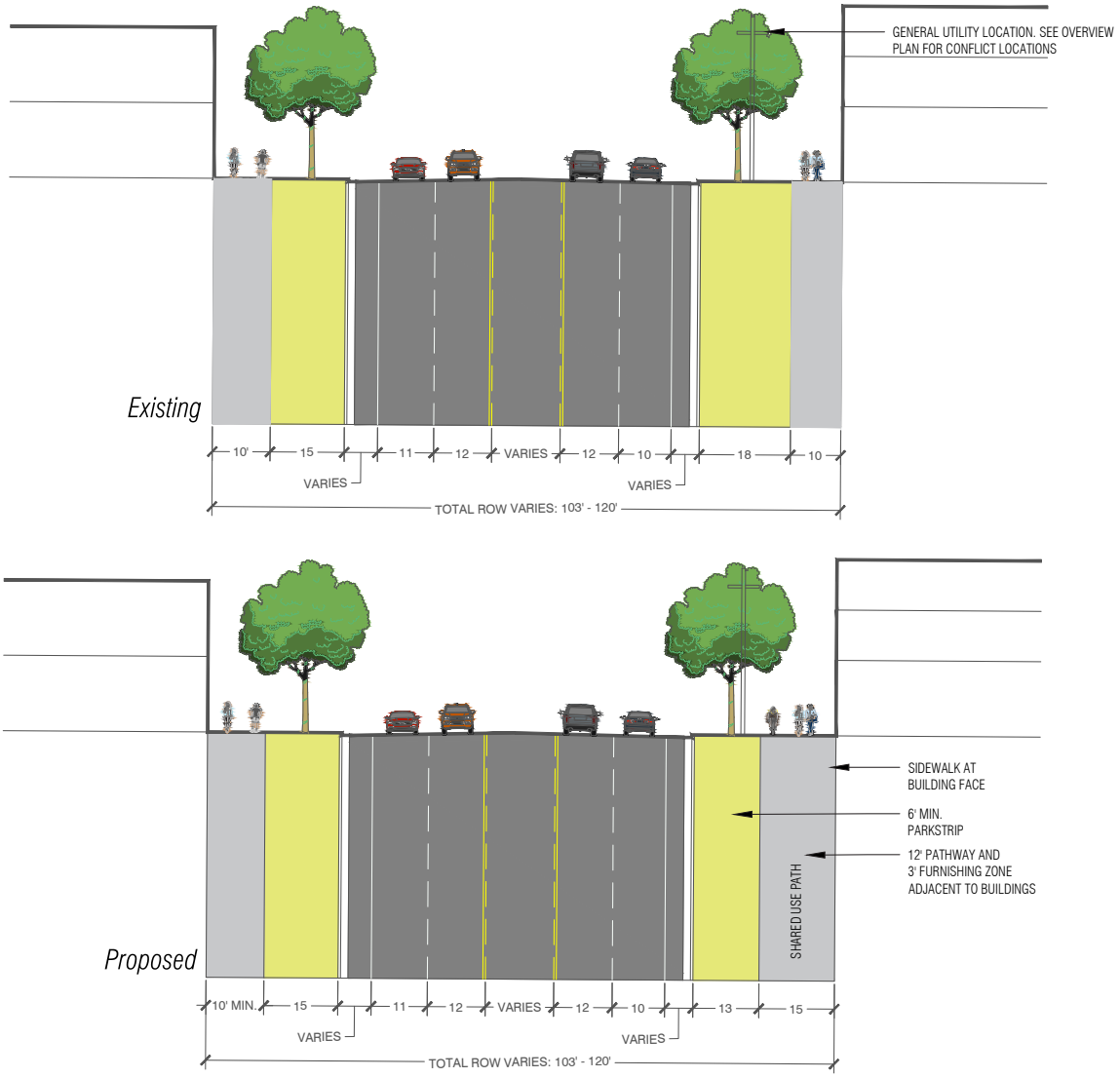
Sidepath Alignment

A Enlargement Area

**Tooele City**
Active Transportation Plan

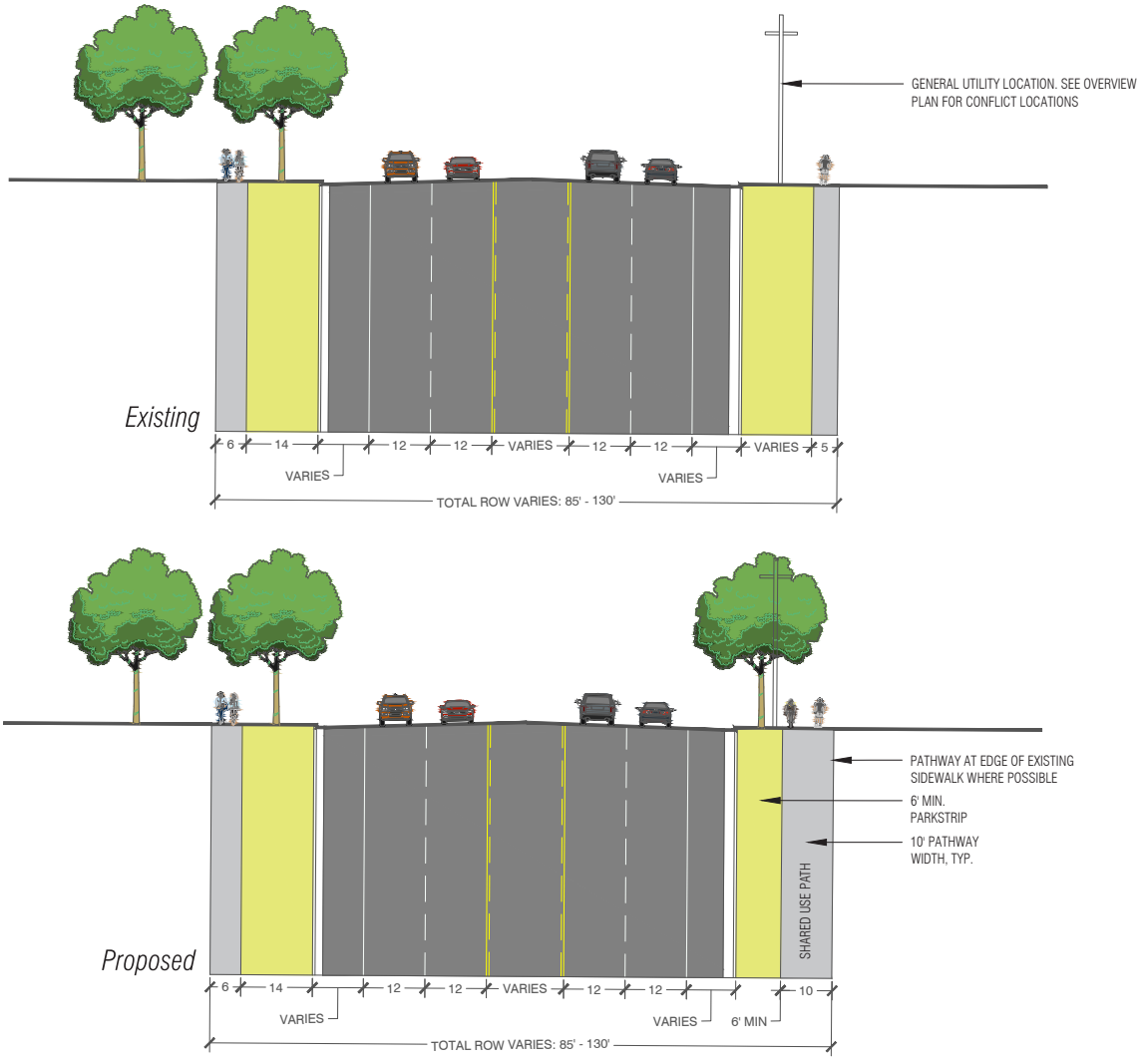
## MAIN STREET SECTIONS

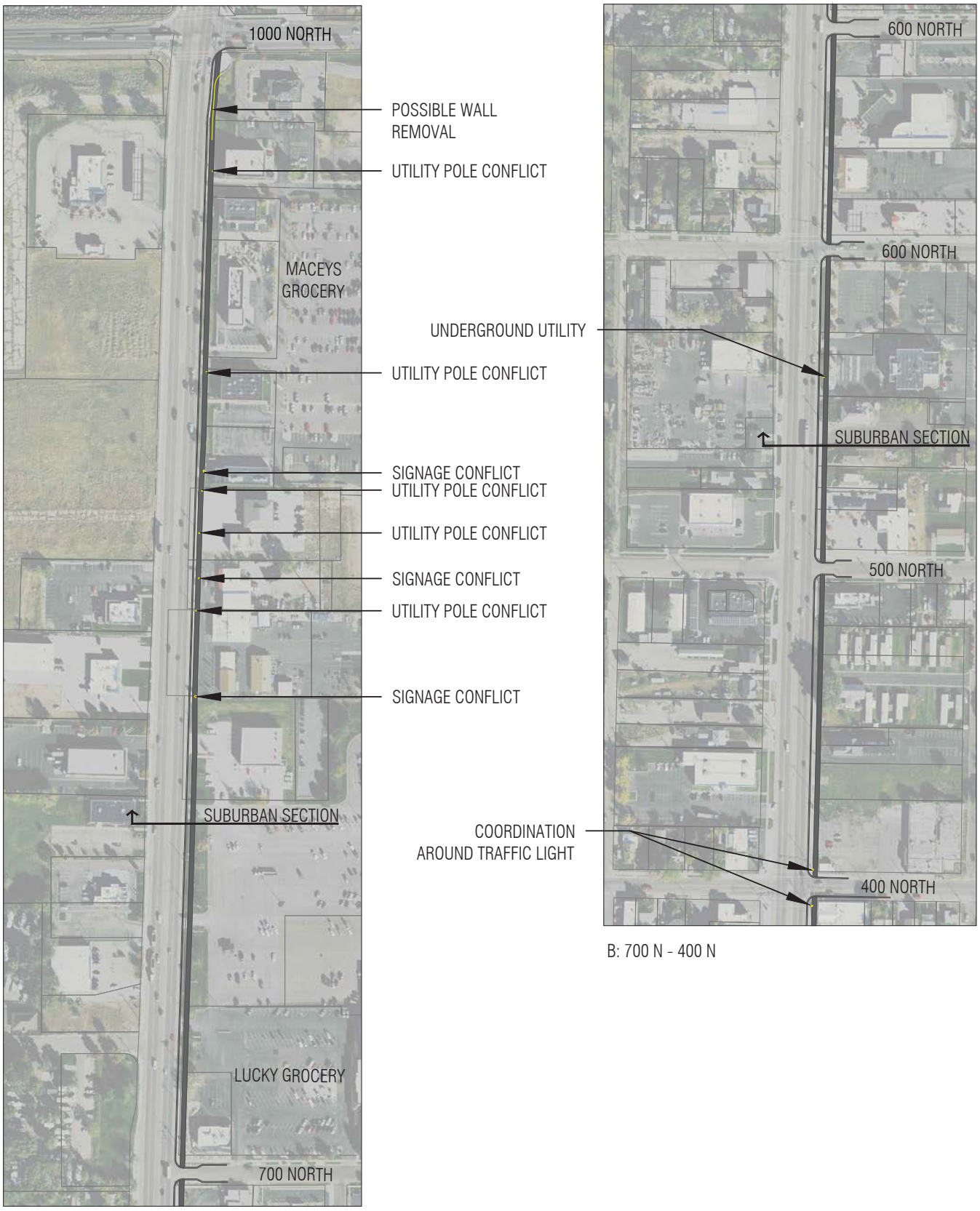
*Downtown Condition*



## MAIN STREET SECTIONS

*Suburban Condition*



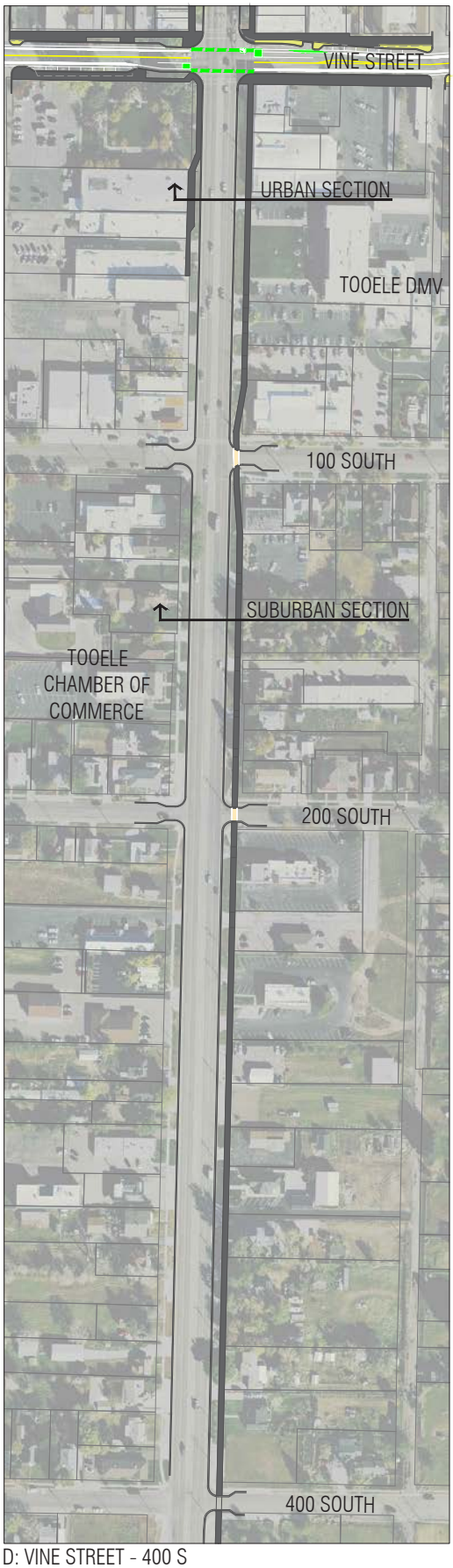



A: 1000 N - 700 N

B: 700 N - 400 N

0 300 600 Feet


C: 400 N - VINE STREET



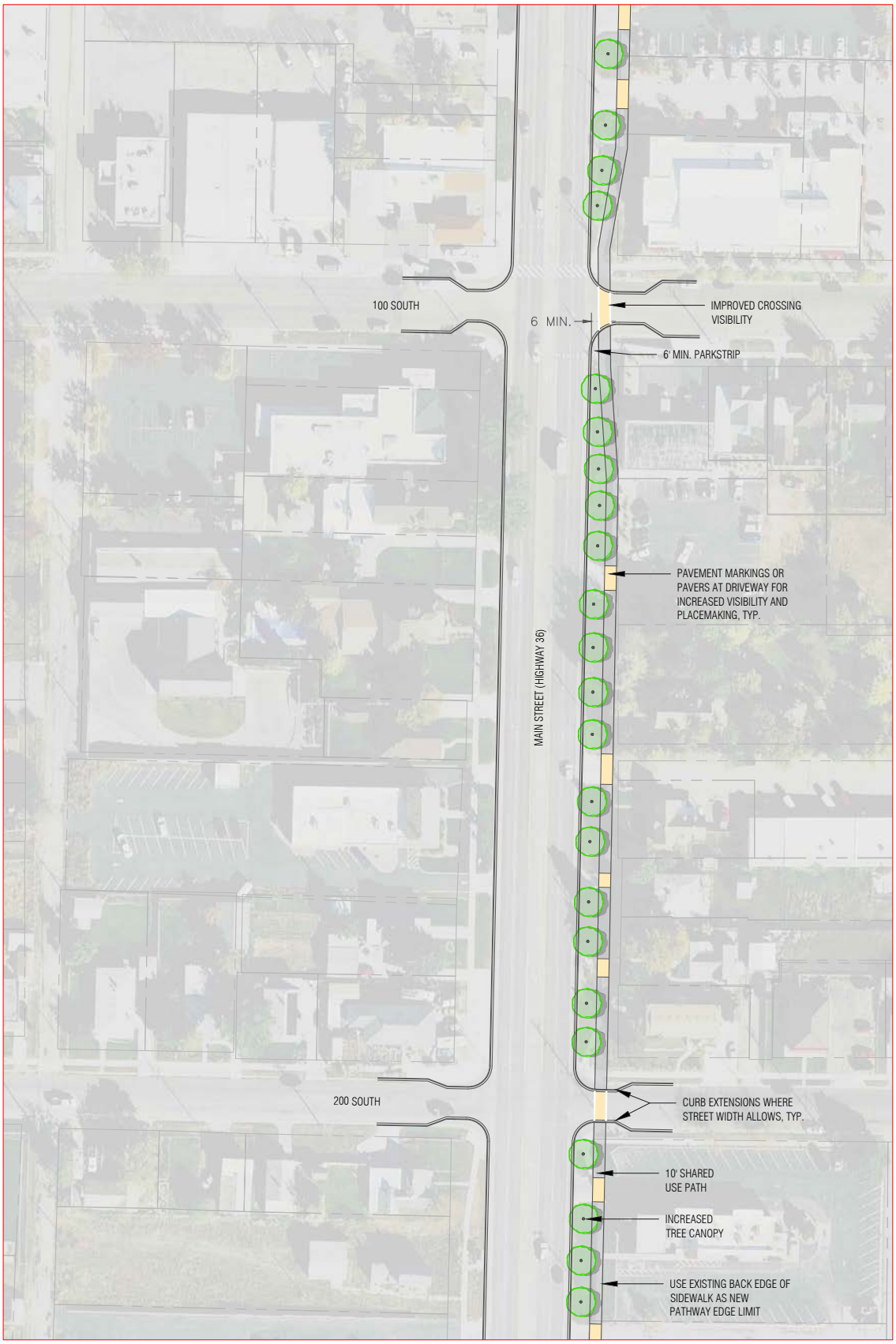

D: VINE STREET - 400 S

0 300 600 Feet


400 SOUTH
SUBURBAN SECTION
SKYLINE DRIVE
COORDINATE AROUND UTILITY POLE
UTILITY POLE CONFLICT
UTILITY POLE CONFLICT
700 SOUTH

E: 400 S - 700 S


0
300
600
Feet




MAIN STREET SIDEPATH TYPICAL

# P2: Vine Street Buffered Bike Lanes

## Project Need

Although Vine St has existing bike facilities, this facility can be improved considering it's inherit strong west-east connection across Main St and proximity to commercial destinations. The current striping and paint on the road create a mixed traffic conditions in which cyclists and cars share the roadway and the lack of paint across the intersection may cause safety hazards and automobile/bicyclist conflict.

## Project Improvements

**Removal of Green Shared Lane Markings:** Existing green shared lane markings will be removed to provide clearer distinction between vehicle and bicycle traffic.

**Conversion of Shoulder to Buffered Bike Lanes:** The existing shoulder area will be re purposed to create buffered bike lanes. These lanes will consist of a 5-foot designated travel lane for bicycles with an additional 3-foot buffer separating cyclists from vehicle traffic. This configuration will extend the existing buffered bike lane network westward and eastward.

**Intersection Improvements:** Paint markings will be extended through intersections to provide dedicated guidance for cyclists navigating these areas.

### East Vine Street specific improvements include:

- **Curb and Bulb Outs:** The curb on the north side of the road will be extended at specific locations to create bulb outs.
- **Parking Conversion and Parallel Parking Implementation:** Four angled parking stalls will be converted to parallel parking spaces on the north side of the road. This will allow for the creation of dedicated space for the bulb outs.
- **Curb Extension with Planter Integration:** The curb will be extended and planters will be integrated on the northwest corner of the intersection. This design element will further enhance traffic calming and improve aesthetics.
- **Bike Box and Potential Left Turn Box:** A 15-foot bike box will be added at the intersection to provide cyclists with a designated waiting area at the traffic signal.

### West Vine Street specific improvements include:

- **Bike Box Addition:** A 15-foot bike box will be added on the right-turn lane to provide a designated waiting area for cyclists turning right at the intersection.
- **Parking Conversion and Parallel Parking Implementation:** Angled parking stalls on the south side of the road will be converted to parallel parking spaces.
- **Sidewalk and Planting Area Expansion:** The existing sidewalk and planting area will be expanded in the space created by converting angled parking to parallel parking.

### Next Steps and Implementation:

- Cost estimates = $450,000
- Includes parking, striping, and curb extension reconfiguration anticipated costs.

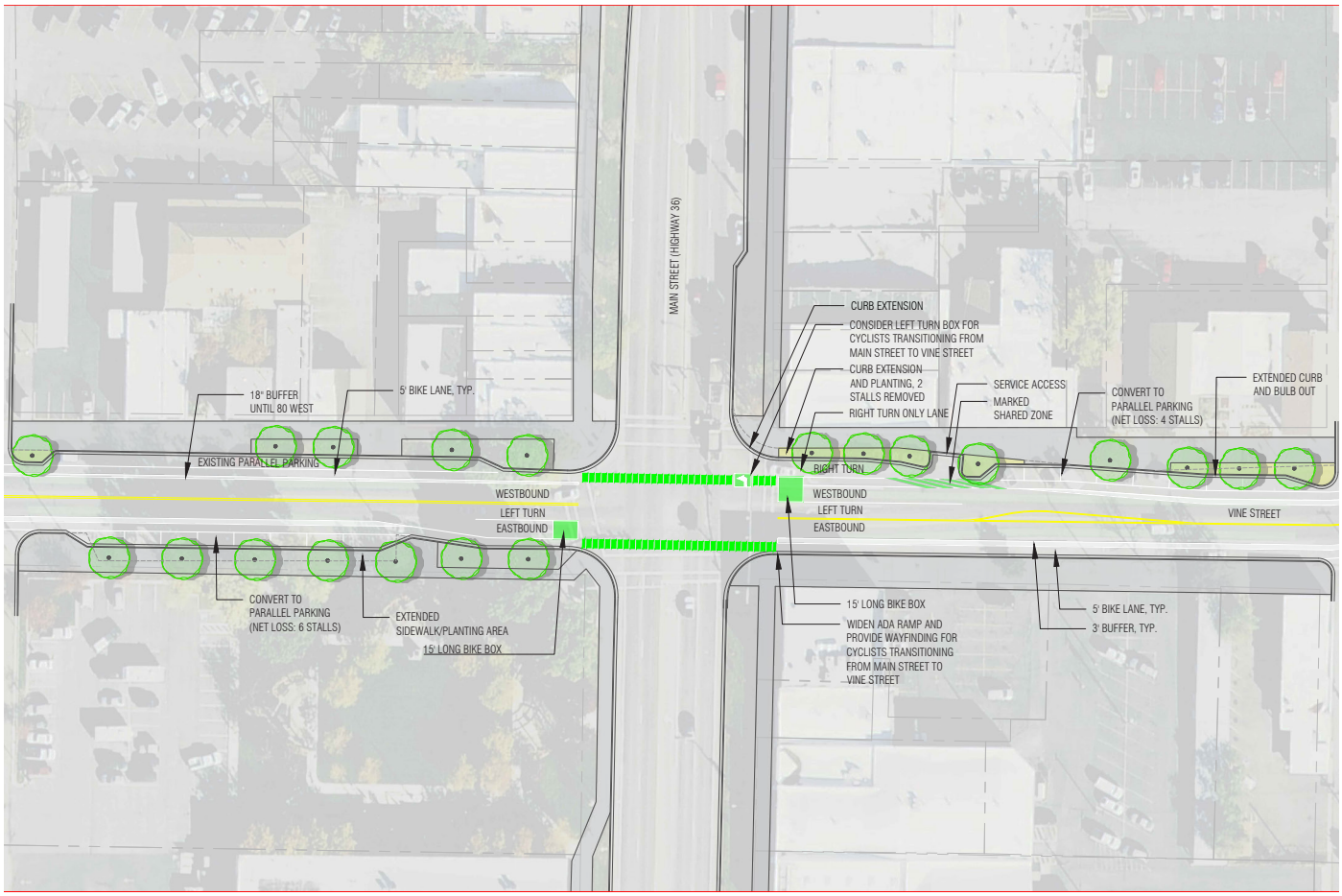



**Figure 15.** *Vine Street Improvements*

**Figure 16.** *Current Vine Street & Main Street Intersection*

# Appendix

- Appendix A: Equity Analysis
- Appendix B: Survey 1 Results
- Appendix C: Survey 2 Results
- Appendix D: Prioritization Results

# Appendix A: Equity Analysis

When considering the addition of active transportation facilities in a community, it is critical to consider historic inequities in the provision of adequate infrastructure. To determine equity priority areas, an equity analysis was conducted for the current conditions in Tooele.

An equity analysis seeks to discover where people with the highest need for transportation options live within Tooele by looking at the factors shown in **Figure 3**. Understanding where these individuals are most densely located will help to prioritize transportation improvements to address inequities and meet basic needs.

These equity priority areas may also be areas with poor health outcomes. Investing in active and public transportation in these areas also helps meet community goals for improvements in mental and physical health.[1] Working toward equity may mean prioritizing active and public transportation.

funding in areas with a greater concentration of disadvantaged populations instead of distributing funding equally based on geography.

## Findings

Each factor was assessed relative to Tooele County and combined into a composite score. These results are mapped to identify areas of higher need (higher scores). These results are shown in **Map 2.2**. Based on the results of the equity analysis; the key takeaways include:

- High-need areas are located in central areas of the city, bounded south of the rail line west and east of Main Street.
- Over 28% of Tooele's population resides in areas identified as highest need. These same areas contain 19% of Tooele's overall roadway network.
- When compared in relation to the results of the collision analysis, 11% number of pedestrian-involved fatalities and severe injuries occurred in the highest-need area.

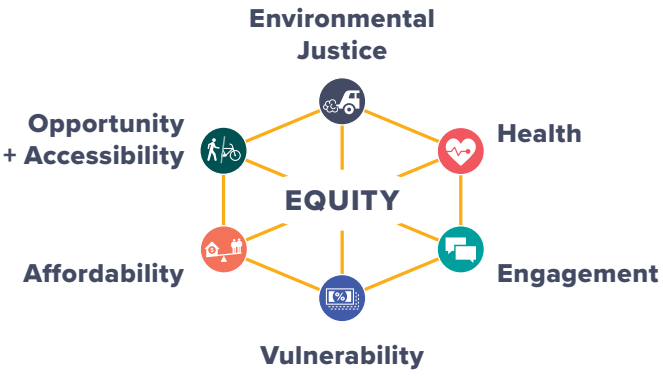
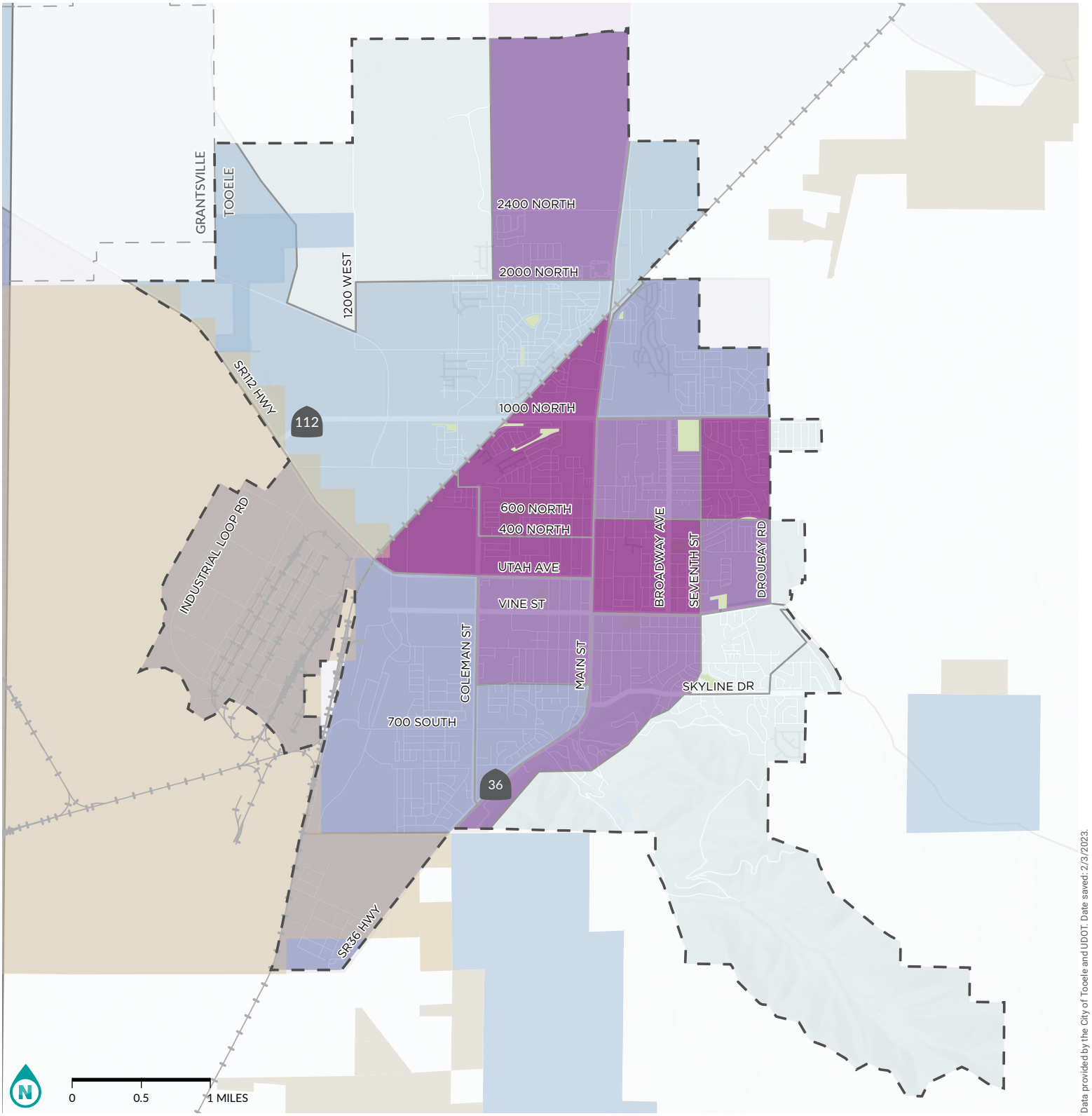



**Figure 17.** *Factors that are considered in an equity analysis*

1 Center for Infrastructure Equity. Transportation Equity. PolicyLink. 2016. http://www.policylink.org/focus areas/infrastructure-equity/transportation-equity




**Map A.1**

# EQUITY ANALYSIS

**Base Map**

- Tooele City Boundary
- Tooele City Parks
- Dept of Defense
- State Trust Lands
- Bureau of Land Management

**Equity Composite Score**

- Highest Need
- Lowest Need

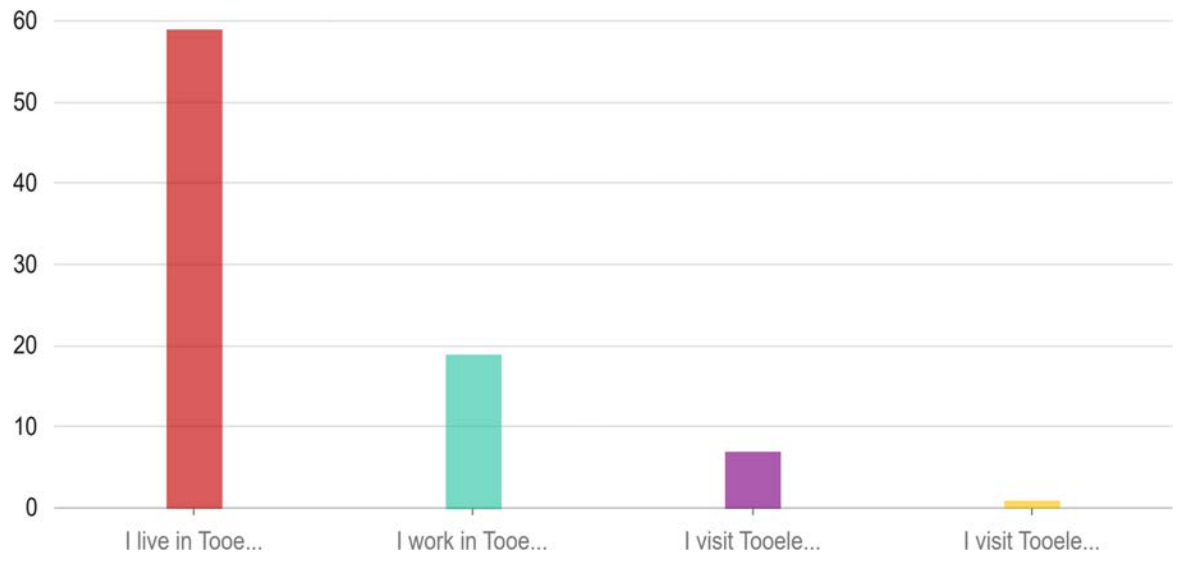
**Tooele City**
Active Transportation Plan

# Appendix B: Phase 1 Input

## Tooele Active Transportation Plan Survey

**Active Transportation Survey**

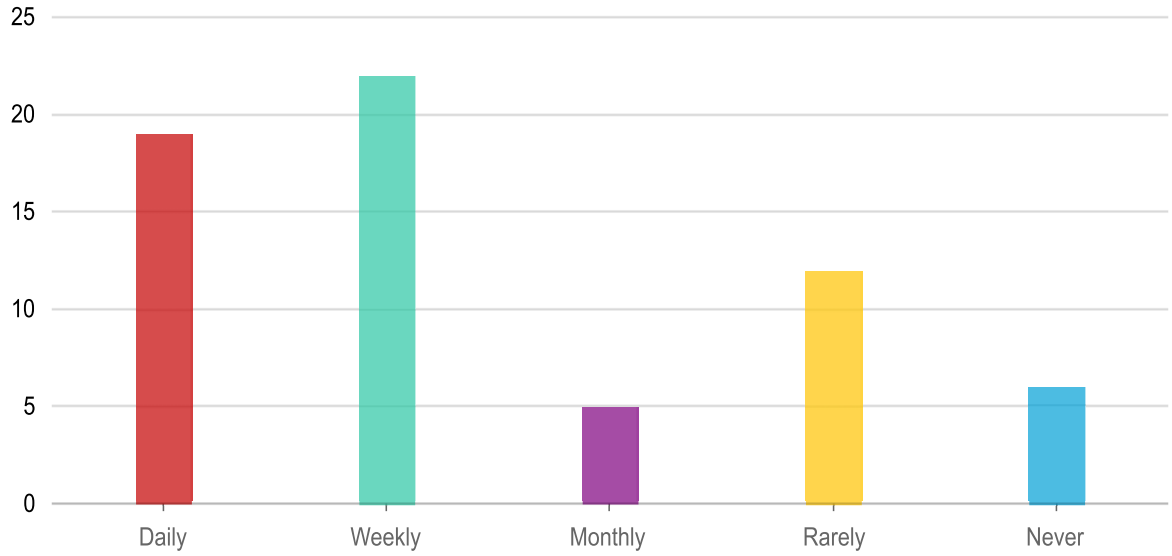
**Please check all that apply:** *




| Answers | Count | Percentage |
|---|---|---|
| I live in Tooele | 59 | 92.19% |
| I work in Tooele | 19 | 29.69% |
| I visit Tooele often | 7 | 10.94% |
| I visit Tooele occasionally | 1 | 1.56% |

Answered: 64 Skipped: 0

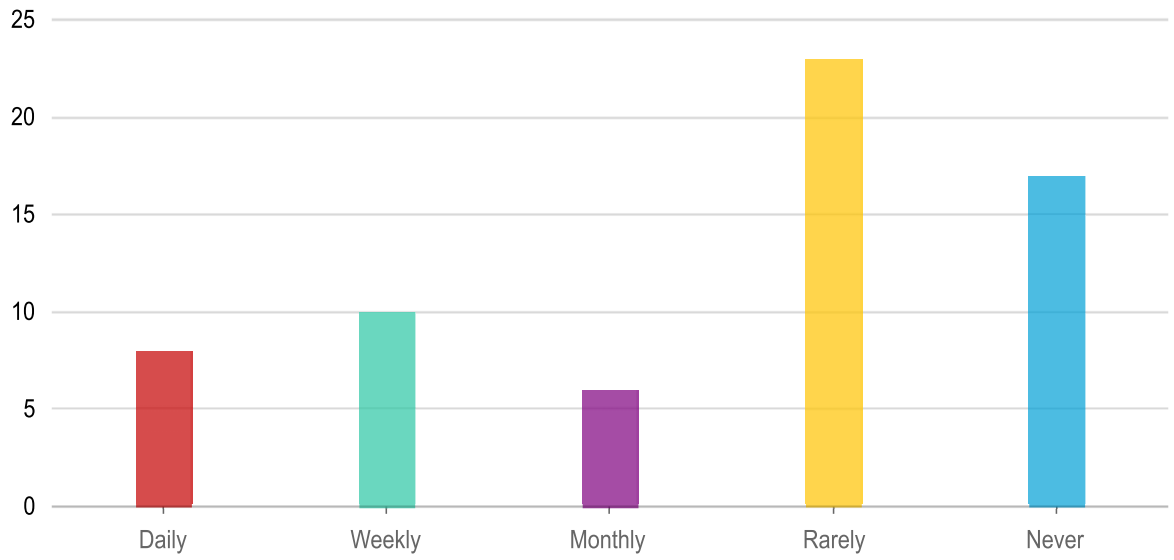
**How often do you walk, bike, or roll for recreation or exercise in Tooele?** *




| Answers | Count | Percentage |
|---|---|---|
| Daily | 19 | 29.69% |
| Weekly | 22 | 34.38% |
| Monthly | 5 | 7.81% |
| Rarely | 12 | 18.75% |
| Never | 6 | 9.38% |

Answered: 64 Skipped: 0

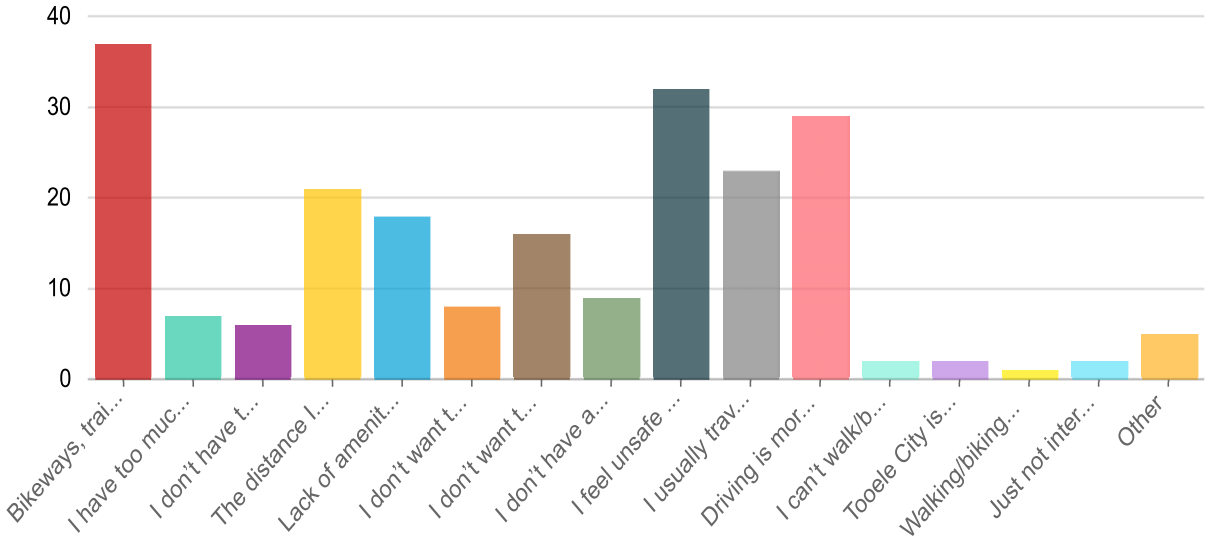
**How often do you walk, bike, or roll for transportation in Tooele?** *




| Answers | Count | Percentage |
|---|---|---|
| Daily | 8 | 12.5% |
| Weekly | 10 | 15.63% |
| Monthly | 6 | 9.38% |
| Rarely | 23 | 35.94% |
| Never | 17 | 26.56% |

Answered: 64 Skipped: 0

**If you don't use active transportation often, what are the main reasons? (check all… ***

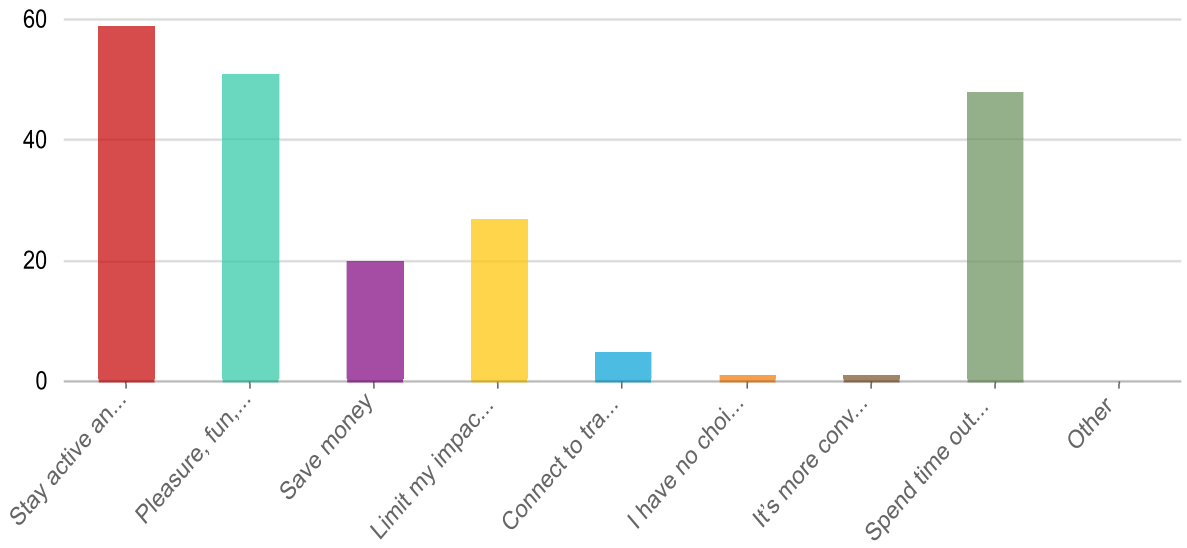



| Answers | Count | Percentage |
|---|---|---|
| Bikeways, trails, or sidewalks do not connect to where I want t o go | 37 | 57.81% |
| I have too much to carry | 7 | 10.94% |
| I don't have time | 6 | 9.38% |
| The distance I typically have to travel is too far | 21 | 32.81% |
| Lack of amenities such as secure bike parking at destinations | 18 | 28.13% |
| I don't want to arrive at my destination sweaty or disheveled | 8 | 12.5% |
| I don't want to be exposed to the weather (rain, snow, cold, he at, etc.) | 16 | 25% |
| I don't have access to a functioning bike or other personal mo bility device | 9 | 14.06% |
| I feel unsafe interacting with vehicle traffic | 32 | 50% |
| I usually travel with kids | 23 | 35.94% |
| Driving is more convenient | 29 | 45.31% |
| I can't walk/bike/roll for other reasons | 2 | 3.13% |

| | | |
|---|---|---|
| Tooele City is too hilly | 2 | 3.13% |
| Walking/biking/rolling is my only option; I use it every day | 1 | 1.56% |
| Just not interested in walking or biking | 2 | 3.13% |
| Other | 5 | 7.81% |

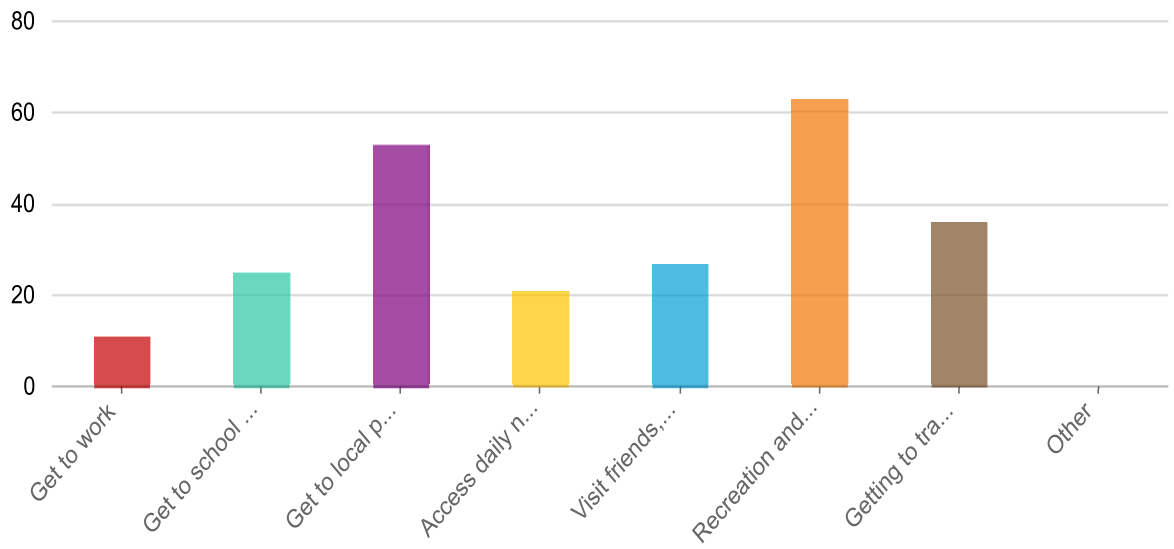
Answered: 64 Skipped: 0

**What are (or would be) your reasons for walking, biking, or rolling?** *




| Answers | Count | Percentage |
|---|---|---|
| Stay active and improve health/fitness | 59 | 92.19% |
| Pleasure, fun, or socializing | 51 | 79.69% |
| Save money | 20 | 31.25% |
| Limit my impact on the environment | 27 | 42.19% |
| Connect to transit | 5 | 7.81% |
| I have no choice; walking and/or biking is my only option | 1 | 1.56% |
| It's more convenient than driving | 1 | 1.56% |
| Spend time outdoors | 48 | 75% |
| Other | 0 | 0% |

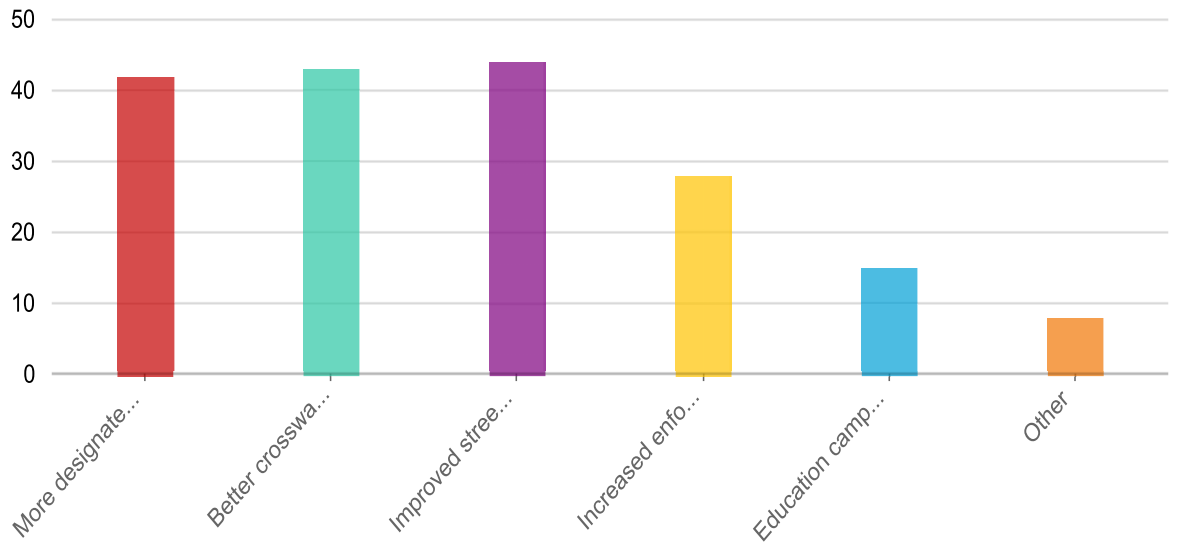
**What would you like to use bikeways, paved trails, and sidewalks for in Tooele?** *




| Answers | Count | Percentage |
|---|---|---|
| Get to work | 11 | 17.19% |
| Get to school (for myself or my children) | 25 | 39.06% |
| Get to local parks, trailheads, or recreation centers | 53 | 82.81% |
| Access daily needs like grocery stores, shopping, etc. | 21 | 32.81% |
| Visit friends, social events/venues, or entertainment | 27 | 42.19% |
| Recreation and exercise | 63 | 98.44% |
| Getting to trailheads | 36 | 56.25% |
| Other | 0 | 0% |

Answered: 64 Skipped: 0

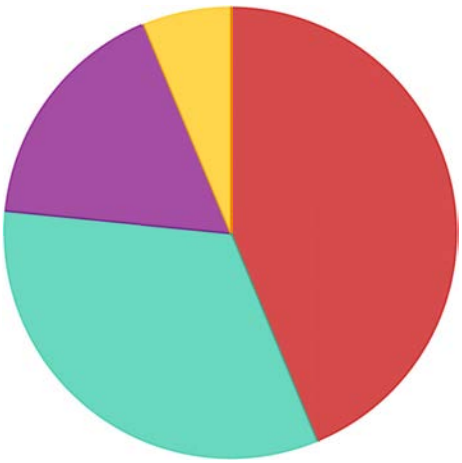
**What improvements would make walking, biking, or rolling in Tooele City more…** *




| Answers | Count | Percentage |
|---|---|---|
| More designated bike and pedestrian facilities (ex. bike lanes, trails, sidewalks) | 42 | 65.63% |
| Better crosswalks and other intersection improvements | 43 | 67.19% |
| Improved street lighting | 44 | 68.75% |
| Increased enforcement of traffic laws | 28 | 43.75% |
| Education campaigns for drivers and cyclists/pedestrians | 15 | 23.44% |
| Other | 8 | 12.5% |

Answered: 64 Skipped: 0

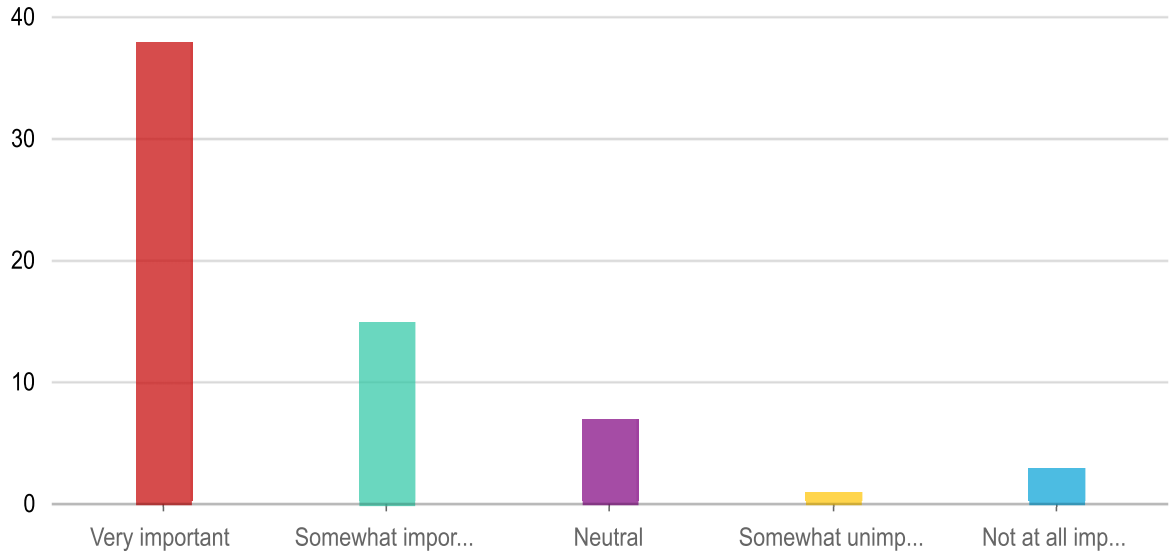
**How would you generally describe yourself when it comes to riding a…** *




| Answers | Count | Percentage |
|---|---|---|
| I'm not very comfortable riding in bike lanes, and may choose to ride on the sidewalk even when bike lanes are present. I would like to ride a bike more, but I'm concerned about safety, interacting with cars, and other issues I selected previously. | 28 | 43.75% |
| I prefer separated bikeways, but I'm comfortable riding in regular bike lanes or on paved shoulders | 21 | 32.81% |
| I'm not currently interested in using a bicycle to get around | 11 | 17.19% |
| I don't mind sharing the road with cars, even without a dedicated bike lane | 4 | 6.25% |

Answered: 64 Skipped: 0

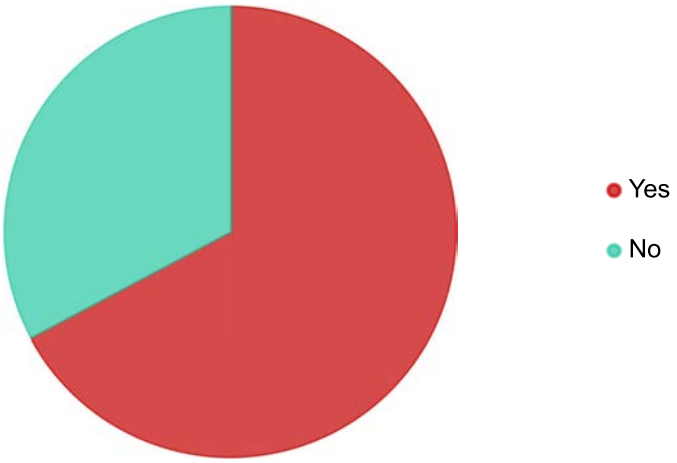
**How important is it to you that Tooele City invests in improving active…** *




| Answers | Count | Percentage |
|---|---|---|
| Very important | 38 | 59.38% |
| Somewhat important | 15 | 23.44% |
| Neutral | 7 | 10.94% |
| Somewhat unimportant | 1 | 1.56% |
| Not at all important | 3 | 4.69% |

Answered: 64 Skipped: 0

**Have you ever felt unsafe biking in Tooele?** *



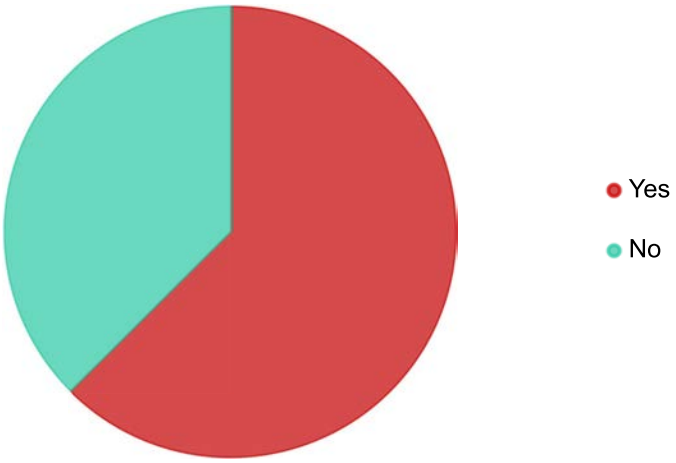

| Answers | Count | Percentage |
|---|---|---|
| Yes | 43 | 67.19% |
| No | 21 | 32.81% |

Answered: 64 Skipped: 0

**Why and where did you feel unsafe biking in Tooele?**

- Why and where did you feel unsafe walking in Tooele?

**Have you ever felt unsafe walking in Tooele?** *



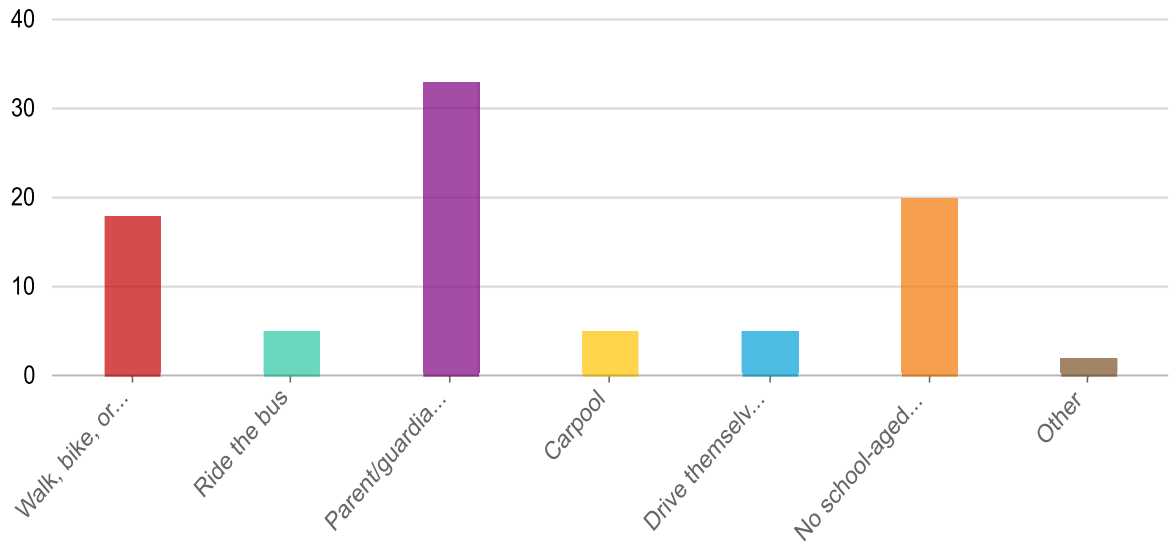

| Answers | Count | Percentage |
|---|---|---|
| Yes | 40 | 62.5% |
| No | 24 | 37.5% |

Answered: 64 Skipped: 0

| | |
|---|---|
| Any street without a sidewalk | 1 |
| 1000N no sidewalks. Cars speed bad | 1 |
| 1000 N, highway 36 | 1 |

Answered: 35 Skipped: 29

**If there are school-aged children in your household, how do they typically get to…** *



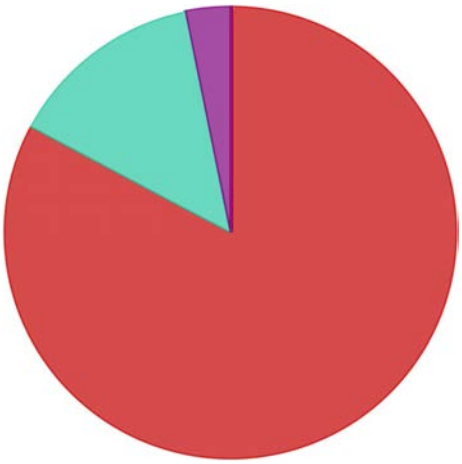

| Answers | Count | Percentage |
|---|---|---|
| Walk, bike, or roll | 18 | 28.13% |
| Ride the bus | 5 | 7.81% |
| Parent/guardian drives them | 33 | 51.56% |
| Carpool | 5 | 7.81% |
| Drive themselves | 5 | 7.81% |
| No school-aged children in my household | 20 | 31.25% |
| Other | 2 | 3.13% |

Answered: 64 Skipped: 0

- Do you have any other suggestions for improving active transportation in Tooele…

## Demographics

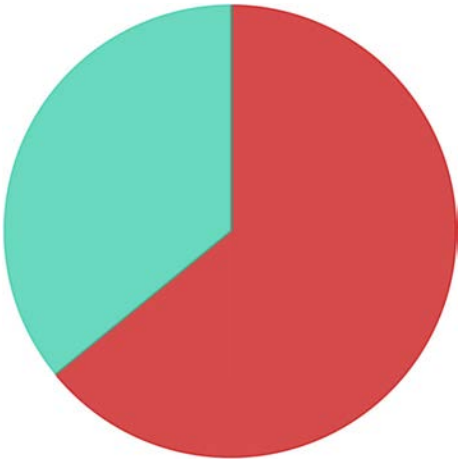
### Where do you live?




| Answers | Count | Percentage |
|---|---|---|
| Tooele City | 53 | 82.81% |
| Tooele County (Grantsville, Erda, Stansbury Park, Stockton, etc.) | 9 | 14.06% |
| Outside of Tooele County | 2 | 3.13% |

Answered: 64 Skipped: 0

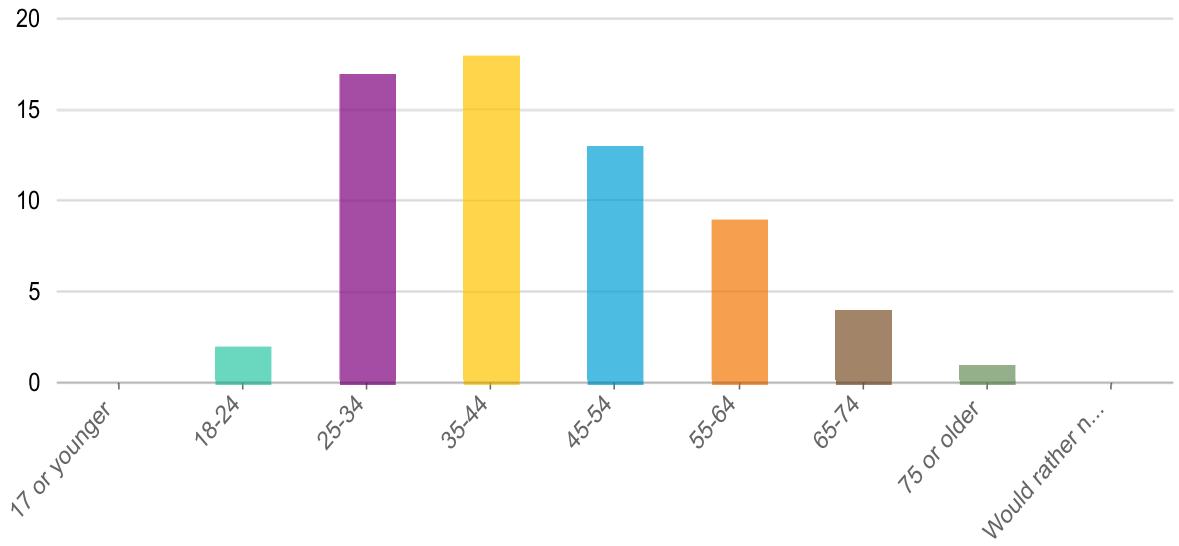
### What is your gender?



| Answers | Count | Percentage |
|---|---|---|
| Female | 41 | 64.06% |
| Male | 23 | 35.94% |
| Would rather not say | 0 | 0% |
| I describe myself as... | 0 | 0% |

Answered: 64 Skipped: 0

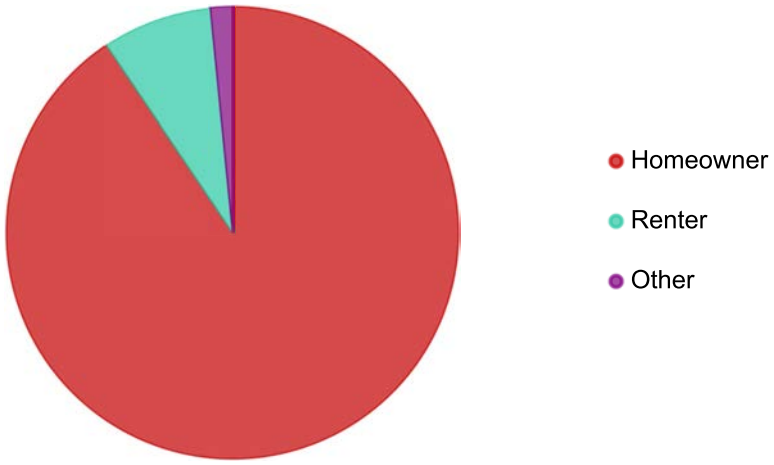
- **What is your age?**




| Answers | Count | Percentage |
|---|---|---|
| 17 or younger | 0 | 0% |
| 18-24 | 2 | 3.13% |
| 25-34 | 17 | 26.56% |
| 35-44 | 18 | 28.13% |
| 45-54 | 13 | 20.31% |
| 55-64 | 9 | 14.06% |
| 65-74 | 4 | 6.25% |
| 75 or older | 1 | 1.56% |
| Would rather not say | 0 | 0% |

Answered: 64 Skipped: 0

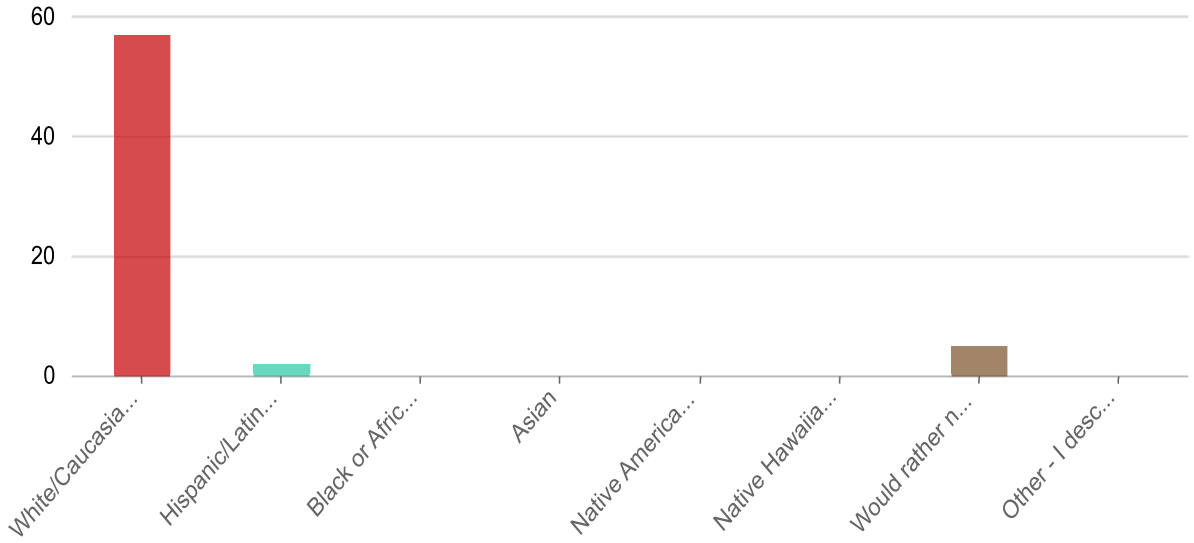
**What is your housing status?**




| Answers | Count | Percentage |
|---|---|---|
| Homeowner | 58 | 90.63% |
| Renter | 5 | 7.81% |
| Other | 1 | 1.56% |

Answered: 64 Skipped: 0

## How do you describe yourself?




| Answers | Count | Percentage |
|---|---|---|
| White/Caucasian | 57 | 89.06% |
| Hispanic/Latino | 2 | 3.13% |
| Black or African American | 0 | 0% |
| Asian | 0 | 0% |
| Native American or Alaska native | 0 | 0% |
| Native Hawaiian and/or Pacific Islander | 0 | 0% |
| Would rather not say | 5 | 7.81% |
| Other - I describe myself as: | 0 | 0% |

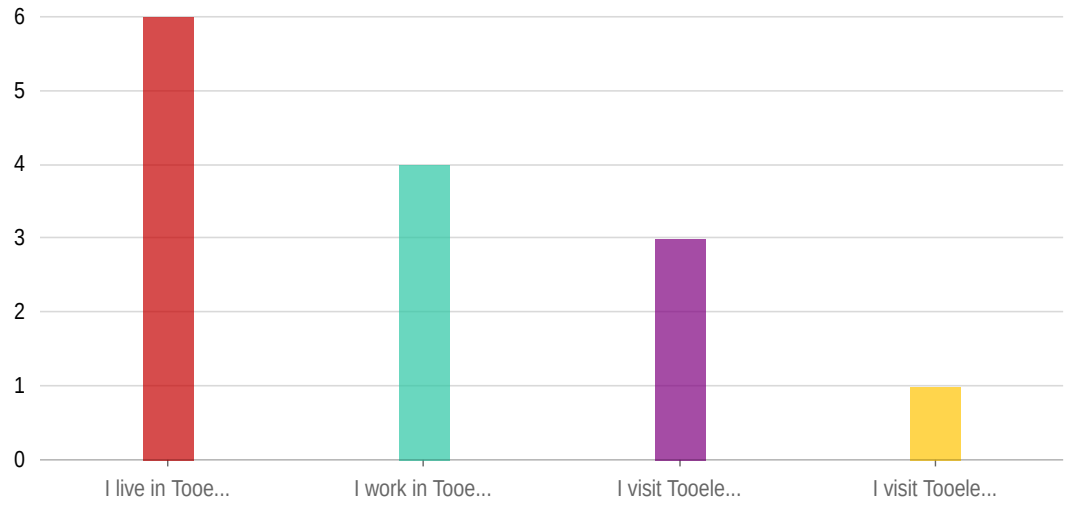
Answered: 64 Skipped: 0

# Appendix C: Phase 2 Input

## Phase 2 - Tooele Active Transportation Plan Survey

**Tooele City Active Transportation Plan Survey**

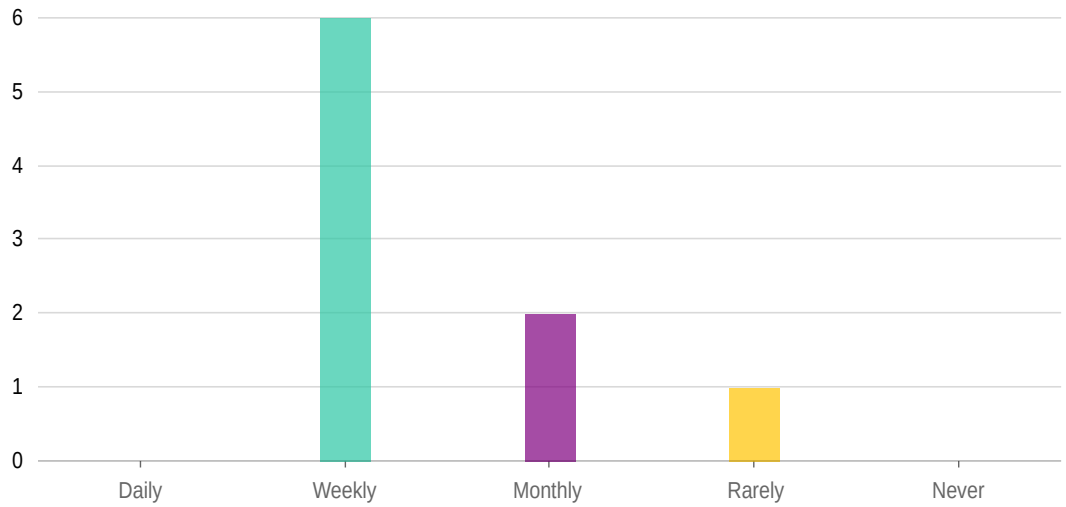
**Please check all that apply:** *




| Answers | Count | Percentage |
|---|---|---|
| I live in Tooele | 6 | 66.67% |
| I work in Tooele | 4 | 44.44% |
| I visit Tooele often | 3 | 33.33% |
| I visit Tooele occasionally | 1 | 11.11% |

Answered: 9 Skipped: 0

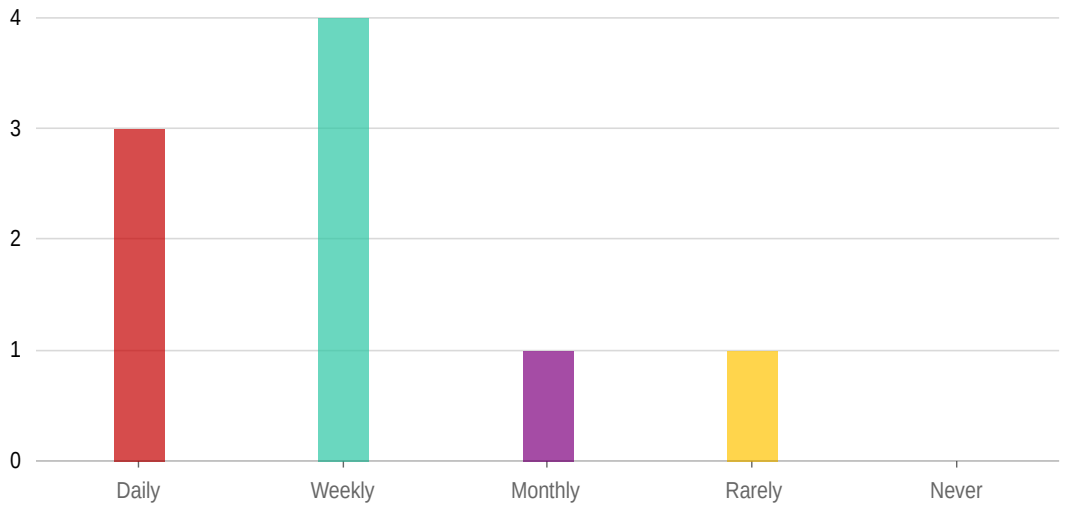
## How often do you walk, bike, or roll for recreation exercise in Tooele?




| Answers | Count | Percentage |
|---|---|---|
| Daily | 0 | 0% |
| Weekly | 6 | 66.67% |
| Monthly | 2 | 22.22% |
| Rarely | 1 | 11.11% |
| Never | 0 | 0% |

Answered: 9 Skipped: 0

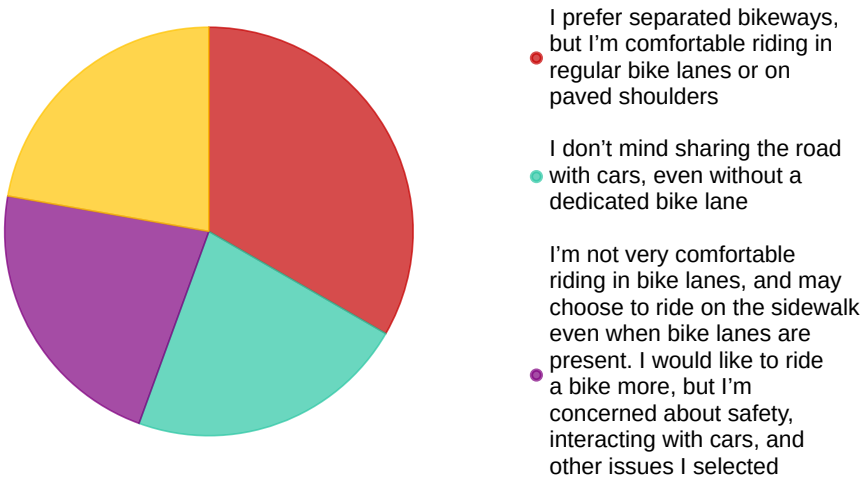
**How often do you walk, bike, or roll for transportation in Tooele?** *




| Answers | Count | Percentage |
|---|---|---|
| Daily | 3 | 33.33% |
| Weekly | 4 | 44.44% |
| Monthly | 1 | 11.11% |
| Rarely | 1 | 11.11% |
| Never | 0 | 0% |

Answered: 9 Skipped: 0

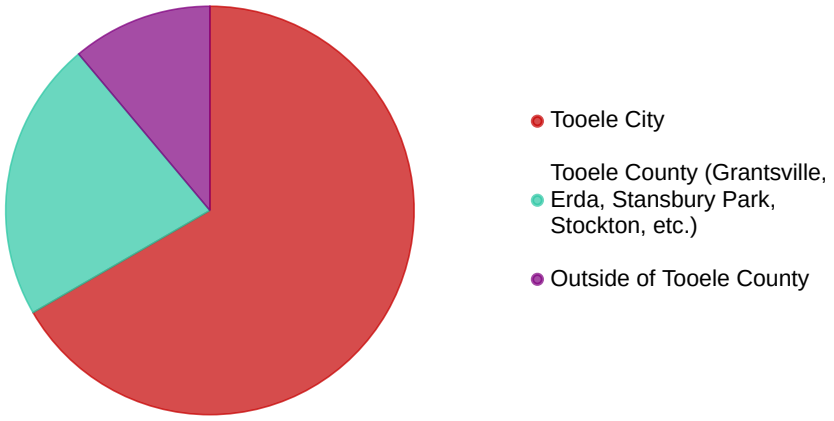
## How would you generally describe yourself when it comes to riding a bike?




| Answers | Count | Percentage |
|---|---|---|
| I prefer separated bikeways, but I'm comfortable riding in regular bike lanes or on paved shoulders | 3 | 33.33% |
| I don't mind sharing the road with cars, even without a dedicated bike lane | 2 | 22.22% |
| I'm not very comfortable riding in bike lanes, and may choose to ride on the sidewalk even when bike lanes are present. I would like to ride a bike more, but I'm concerned about safety, interacting with cars, and other issues I selected previously. | 2 | 22.22% |
| I'm not currently interested in using a bicycle to get around | 2 | 22.22% |

Answered: 9 Skipped: 0

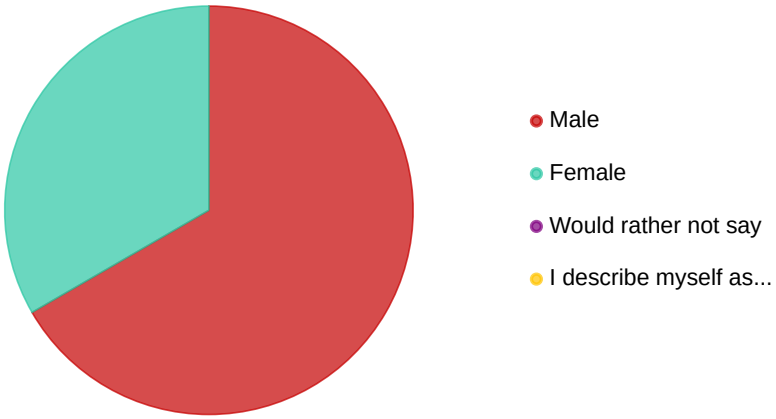
**Where do you live?**




| Answers | Count | Percentage |
|---|---|---|
| Tooele City | 6 | 66.67% |
| Tooele County (Grantsville, Erda, Stansbury Park, Stockton, etc.) | 2 | 22.22% |
| Outside of Tooele County | 1 | 11.11% |

Answered: 9 Skipped: 0

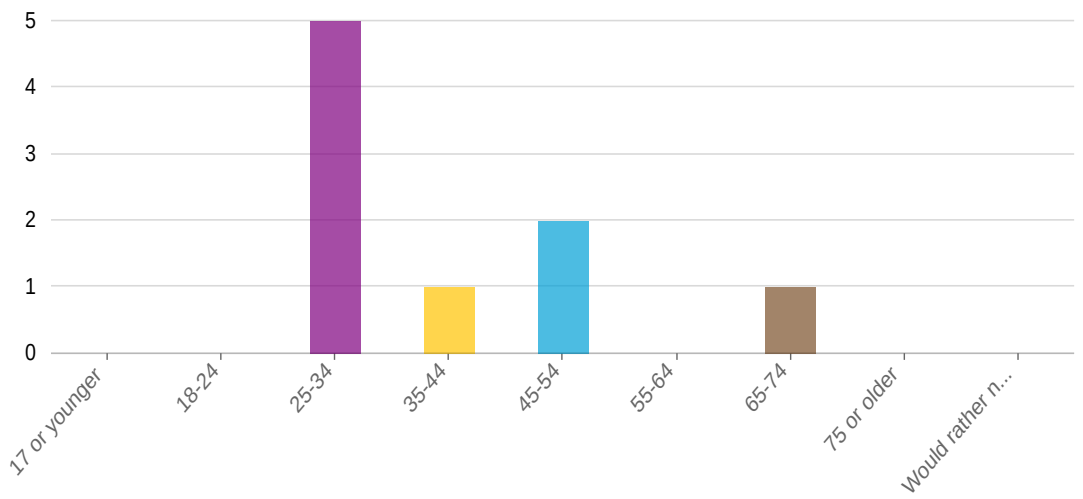
**What is your gender?**




| Answers | Count | Percentage |
|---|---|---|
| Male | 6 | 66.67% |
| Female | 3 | 33.33% |
| Would rather not say | 0 | 0% |
| I describe myself as... | 0 | 0% |

Answered: 9 Skipped: 0

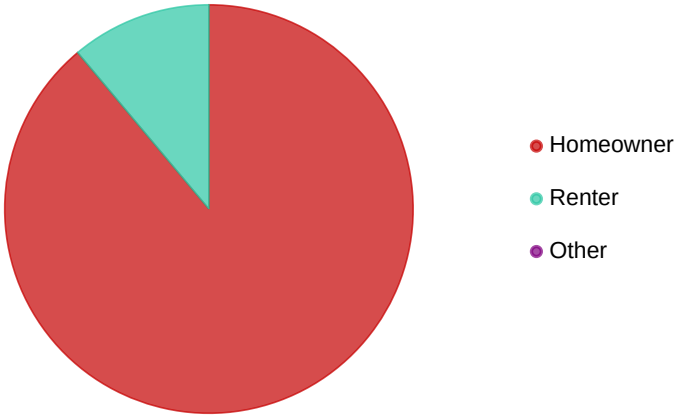
**What is your age?**




| Answers | Count | Percentage |
|---|---|---|
| 17 or younger | 0 | 0% |
| 18-24 | 0 | 0% |
| 25-34 | 5 | 55.56% |
| 35-44 | 1 | 11.11% |
| 45-54 | 2 | 22.22% |
| 55-64 | 0 | 0% |
| 65-74 | 1 | 11.11% |
| 75 or older | 0 | 0% |
| Would rather not say | 0 | 0% |

Answered: 9 Skipped: 0

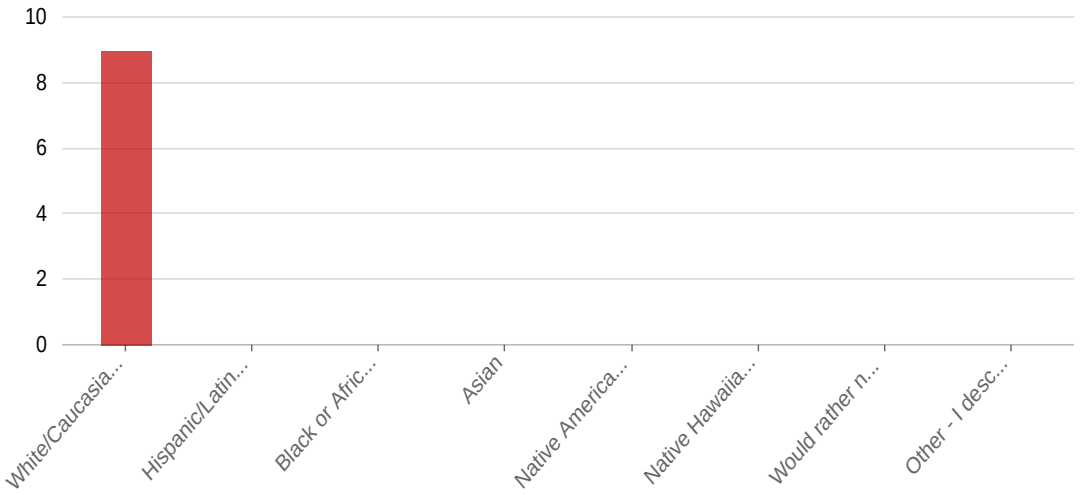
**What is your housing status?**




| Answers | Count | Percentage |
|---|---|---|
| Homeowner | 8 | 88.89% |
| Renter | 1 | 11.11% |
| Other | 0 | 0% |

Answered: 9 Skipped: 0

**How do you describe yourself?**




| Answers | Count | Percentage |
|---|---|---|
| White/Caucasian | 9 | 100% |
| Hispanic/Latino | 0 | 0% |
| Black or African American | 0 | 0% |
| Asian | 0 | 0% |
| Native American or Alaska native | 0 | 0% |
| Native Hawaiian and/or Pacific Islander | 0 | 0% |
| Would rather not say | 0 | 0% |
| Other - I describe myself as: | 0 | 0% |

Answered: 9 Skipped: 0

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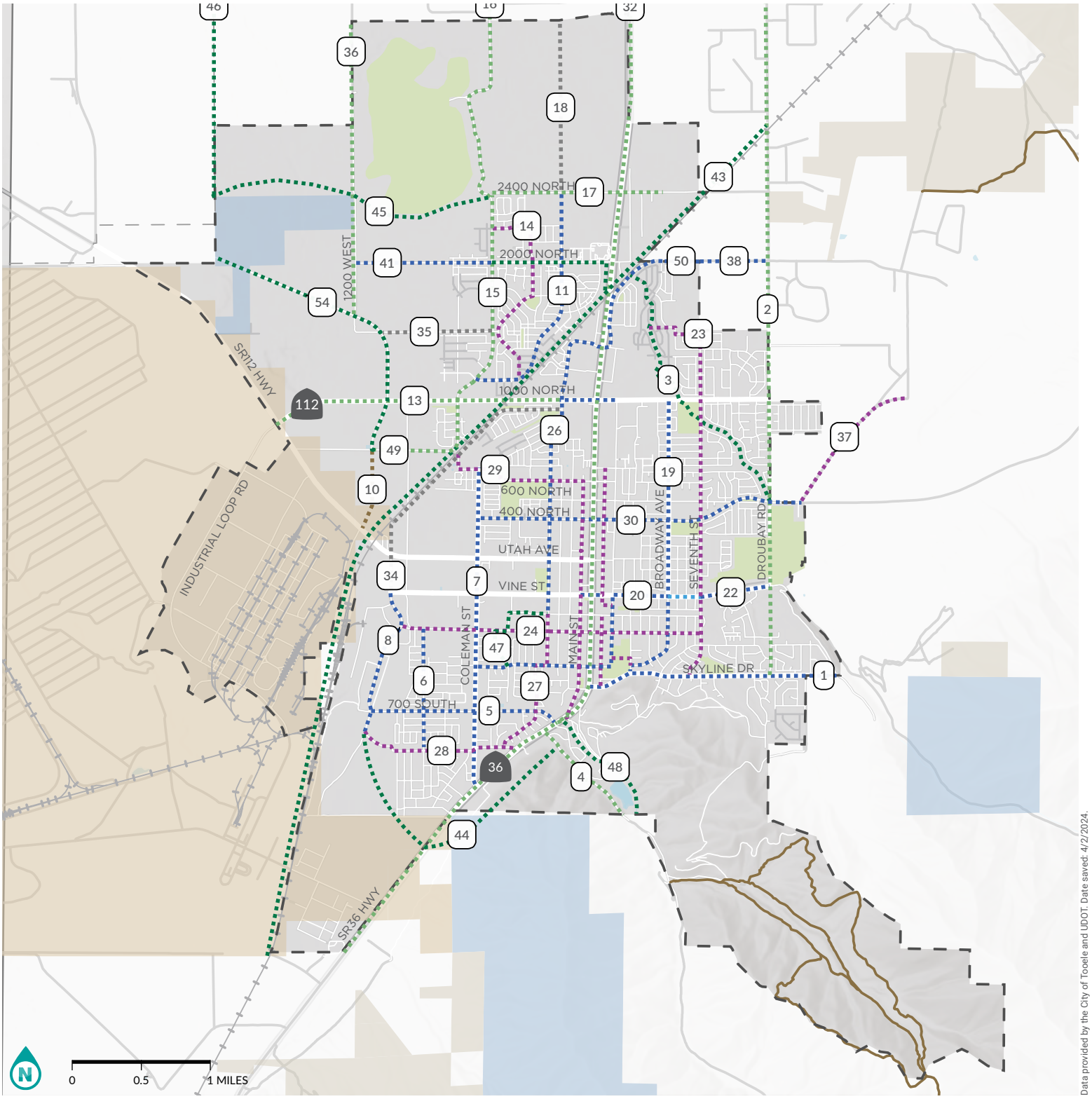


Map A.2

# RECOMMENDED BIKE FACILITIES

**Tooele City**
Active Transportation Plan

## Base Map

- Tooele City Boundary
- Tooele City Parks
- Water
- Dept of Defense
- State Trust Lands
- Bureau of Land Management
- Railroad

## Active Transportation Facilities

### Proposed Bike Facilities

- Neighborhood Byway
- Standard Bike Lanes
- Buffered Bike Lane
- Sidepath
- Shared Use Path
- Unpaved Trail

**Table 8. Bike Facilities Ranked by Project Value**

| Project # | Project Name | Extents: From | Extents: To | Facility Type | Project Notes | Mileage | Assoc. Spot Improvements | WEIGHTED TOTAL |
|---|---|---|---|---|---|---|---|---|
| 32 | S Main St Sidepath | Southern Tooele boundary | Village Blvd | Sidepath | Add sidepath on east side of Main St where feasible; add markings where path crosses driveways | 10.211 | 8, 7, 6, 1, 5, 14, 9, 4, 3, 11 | 42.25 |
| 9 | Vine St Buffered Bike Lanes | 50 W | Garden St | Buffered Bike Lane | Remove green shared lane striping, use existing shoulder area for buffered bike lanes to continue the buffered bike lanes to the west and east; | 0.159 | 9 | 39.5 |
| 43 | Tooele Rail with Trail | S Mountain Rd | Droubay Rd | Shared Use Path | Add a rail with trail along rail corridor throughout Tooele City | 7.280 | 10, 7, 13 | 29.5 |
| 24 | 200 S Neighborhood Byway | 1100 W | Seventh St | Neighborhood Byway | Use wide roadway to create neighborhood byway; add traffic-calming features, signage, and intersection improvements to accommodate bikes and pedestrians | 2.161 | 4 | 26.625 |
| 26 | 200 W Buffered Bike Lanes | Droubay Rd | 100 S | Buffered Bike Lane | Wide roadways and <2,000 AADT volumes will accommodate buffered bike lanes. Two potential options- 1) Bike lanes with parallel parking configuration 2) Protected Bike Lane 5', 2' buffer; parking on west side of street. | 3.134 | 10, 7, 6 | 26.5 |
| 12 | 1000 N Buffered Bike Lanes | 200 W | 100 E | Buffered Bike Lane | Extend 1000 N buffered bike lanes to the west; as traffic volumes increase, consider adding raised buffer to create protected bike lanes | 0.402 | 1 | 26.125 |
| 54 | Midvalley Connector | Midvalley Connector (city limits) | Rogers St | Shared Use Path | Enhance to paved shared use path | 2.230 | | 25.5 |
| 3 | East Tooele Trail | 2000 N | E Smelter Rd | Shared Use Path | Part of general plan recommendation, shared use path connecting between neighborhoods | 2.140 | | 25 |
| 30 | 400 N Buffered Bike Lanes | Coleman St | Ericson Rd | Buffered Bike Lane | Volumes range from 2,000- 4,100 AADT, widths allow for buffered bike lanes if parking is removed from one side; fronting properties have driveways; Add buffered bike lanes along 400 N; connects to existing bike lanes east of town | 2.365 | 5 | 24 |
| 23 | Seventh St Neighborhood Byway | 1480 N | Skyline Dr | Neighborhood Byway | Add traffic-calming features, signage, and intersection improvements to accommodate bikes and pedestrians | 2.914 | 12 | 23.75 |
| 2 | Droubay Rd | Erda Way | Skyline Dr | Sidepath | 1100 AADT and 2 lanes; 100' wide road, could add standard bike lanes as well as sidepath on east side; recommended as standard bike lanes in general plan; consider extending north as development occurs | 5.491 | | 22.75 |
| 20 | Vine St Buffered Bike Lanes | 100 E | Broadway Ave | Buffered Bike Lane | Continue striped buffered bike lanes to Broadway; consider shifting to standard bike lane by Red Delpapa Memorial Park to allow for parallel parking | 0.388 | 2 | 21.625 |
| 35 | County Rd 634 Facility | Mid-Town Trail | 400 W | Undetermined Facility | Recommended as shared roadway in Tooele General Plan | 0.790 | | 20.75 |
| 47 | School Connection | 400 S | 200 W | Shared Use Path | Provide trail/sidepath connection through West Elementary campus, along north side of 200 S, up Tooele Junior High School driveway, and along 100 S to connect with 200 W. | 0.786 | | 20.5 |
| 13 | 1000 N Sidepath | SR 112 | 200 W | Sidepath | If land ownership shown on Tooele County GIS Interactive Web Map is accurate, space should be available to add a sidepath along 1000 N on north or south side of road; tie in to mid-town trail; recommended as shared lane in general plan | 2.102 | | 20 |
| 29 | 600 N Neighborhood Byway | Coleman St | 400 N | Neighborhood Byway | Add traffic-calming features, signage, and intersection improvements to accommodate bikes and pedestrians; shift down to 400 N to cross with the recommended 400 N facility | 1.353 | 13 | 20 |
| 44 | South Tooele City New Trail | Unknown name | Settlement Canyon Rd | Shared Use Path | Trail noted at second steering committee meeting | 2.181 | | 20 |

| Project # | Project Name | Extents: From | Extents: To | Facility Type | Project Notes | Mileage | Assoc. Spot Improvements | WEIGHTED TOTAL |
|---|---|---|---|---|---|---|---|---|
| 19 | Broadway Buffered Bike Lanes | 1000 N | Skyline Dr | Buffered Bike Lane | 2-lane, 50' roadway, 1,100 AADT; stripe buffered bike lanes; could consider adding traffic calming and creating neighborhood byway as a less-intensive treatment | 2.138 | 2 | 19.875 |
| 34 | Future Roadway Facility | 200 W | Vine St | Undetermined Facility | Facility for new roadway recommended as part of Tooele general plan; standard bike lanes recommended; assess as roadway goes in and traffic volumes are recorded | 2.058 | 13 | 19.75 |
| 46 | Midvalley Hwy Trail | Grantsville | TBD | Shared Use Path | Trail noted at second steering committee meeting; UDOT hwy project, alignment not yet selected | 1.507 | | 19.75 |
| 51 | Main St | 400 N | Main St | Neighborhood Byway | Add signage indicating that bikers/walkers are present; add wayfinding to make a clear connection | 1.518 | | 19.75 |
| 36 | 1200 W Sidepath | North Tooele boundary | Mid-Valley Trail | Sidepath | Recommended as parallel bike path in UDOT Unified Plan- unfunded and a shared roadway in Tooele General Plan; | 2.110 | | 19.25 |
| 7 | Coleman St Buffered Bike Lane | 650 N | Main St/SR 36 | Buffered Bike Lane | 2-lane roadway over 40' wide, 6,000 AADT, most fronting properties have large driveways; recommend buffered bike lanes, striping two 11-12' lanes and adding buffered bike lanes on either side; alternative: add intensive traffic calming for bike boulevard | 2.297 | | 18.25 |
| 21 | Vine St Bike Lanes | Broadway Ave | Seventh St | Standard Bike Lanes | Continue facility on Vine St; recommend buffered bike lanes, but see many fronting properties that park on Vine | 0.239 | 2 | 18.125 |
| 14 | 170 W & Drysdale Neighborhood Byway | 2200 N | Berra Blvd | Neighborhood Byway | Recommend neighborhood byway; add traffic-calming features, especially narrowing features | 1.559 | | 17.5 |
| 8 | 1100 W Buffered Bike Lanes | Vine St | 700 S | Buffered Bike Lane | 3-lane roadway with 1100 AADT; Use existing shoulder to add buffered bike lanes; lanes could be narrowed in some locations | 1.101 | | 17.25 |
| 53 | Main St | 50 W | 700 S | Sidepath | Add sidepath on west side of Main St to connect bike boulevard from 50 W south to future signalized intersection at Main St / 700 S. | 0.125 | 11 | 17.25 |
| 45 | Water Easement Trail | Grantsville | 400 W | Shared Use Path | Trail noted at second steering committee meeting | 2.094 | | 17 |
| 40 | West of Main Street | 2000 N | RR Tracks/1810 N | Shared Use Path | Connect trail from 2000 N to proposed crossing at the RR tracks | 0.211 | | 16.5 |
| 16 | Overlake Links Sidepath | Erda | 2400 N | Sidepath | Add sidepath along road; sidepath recommended in Tooele General Plan, also suggested during public input | 2.196 | | 16.25 |
| 22 | Vine St Buffered Bike Lanes (East) | Seventh St | Droubay Rd | Buffered Bike Lane | Extend Vine St buffered bike lanes to connect to Droubay Rd buffered bike lanes; roadway widths (~32-40') should allow for striped buffered bike lanes | 0.507 | | 16.25 |
| 28 | 900 S/Timipie Rd Neighborhood Byway | 1100 W | Main St | Neighborhood Byway | Add traffic-calming features, signage, and intersection improvements to accommodate bikes and pedestrians | 1.147 | | 16.25 |
| 52 | N Garden St | 700 N | 100 E | Neighborhood Byway | Consider incorporating crossing improvements on East/West roads with signalized intersections, specifically targeting locations such as Vine St, Utah Ave, 400 N, and 600 N. | 1.070 | | 16 |
| 11 | Berra Blvd Buffered Bike Lanes | 2400 N | Franks Dr | Buffered Bike Lane | 2-lane roadway, 60+ ft wide (no curb and gutter yet on east side), 560 AADT; Add buffered bike lanes; general plan recommended standard bike lanes | 1.771 | | 15.625 |
| 15 | 400 W/Franks Dr Buffered Bike Lanes | 2400 N | 1000 N | Sidepath | 3-lane roadway, 60', 3000 AADT; Recommend striping buffered bike lanes; recommended as standard bike lanes in UDOT Unified Plan / Parking prohibited (parking may be preserved add key location with buffered bike lanes). | 1.413 | | 14.5 |
| 48 | Settlement Canyon Creekside Trail | Main St | Dark Trail Trailhead | Shared Use Path | Shared Use Path along creek where feasible, then around the reservoir; recommended on public input map | 0.906 | | 14.5 |

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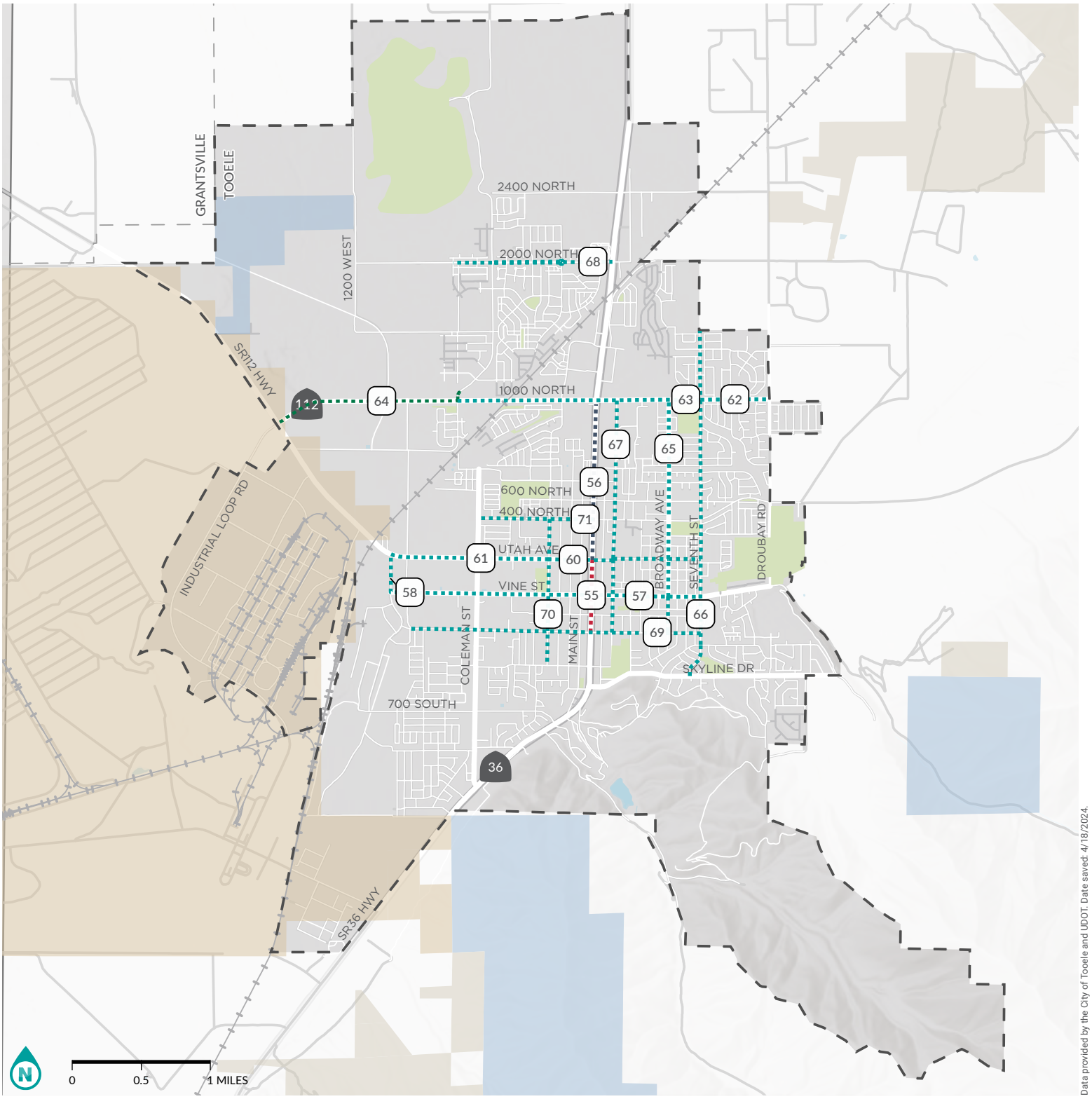
| Project # | Project Name | Extents: From | Extents: To | Facility Type | Project Notes | Mileage | Assoc. Spot Improvements | WEIGHTED TOTAL |
|---|---|---|---|---|---|---|---|---|
| 31 | 100 E Buffered Bike Lanes | Vine St | Main St | Buffered Bike Lane | Continue existing buffered bike lane facility south, then west to connect to Main St | 0.641 | 3 | 14.25 |
| 41 | W 2000 N | 1200 W | 400 W | Buffered Bike Lane | 58' wide roadway, 2 lanes; could stripe 11' lanes, add 6' bike lanes and 2' buffer on each side and include planted medians like the segment east of 400 W includes; no need for on-street parking as no homes front this corridor | 0.979 | | 14.125 |
| 39 | W 2000 N | 400 W | Main St | Shared Use Path | Add sidepath on north side of road in place of winding sidewalk; constrained section approaching Main St; | 0.831 | | 13.875 |
| 10 | Extended Mid-Valley Trail | Rogers St | Utah Ave | Unpaved Trail | Continue trail south; north part of land owned by Tooele County, south part privately owned; consider paving to create shared use path | 0.574 | | 13.75 |
| 17 | 2400 North | 400 W | 540 E | Sidepath | Undetermined facility, based on how roadway develops; provides connection to business area in north Tooele- preference for sidepath facility. Likely this should be a side path or a parking protected facility | 1.235 | 8 | 13.75 |
| 4 | Settlement Canyon Rd Trail | Main St | Settlement Canyon Trailhead | Sidepath | Use existing ROW alongside Settlement Canyon Rd to construct 10' sidepath; narrower where necessary | 0.843 | | 13.25 |
| 25 | Garden St Bike Route | 100 S | Skyline Dr | Neighborhood Byway | Add signage to connect 400 S facilities to Skyline Dr and consider add crossing improvements on | 0.139 | | 13.25 |
| 18 | Berra Blvd Extension | Northern Tooele Boundary | 2400 N | Undetermined Facility | Extend Berra Blvd facility to the north; depends on development of this roadway; work with Erda to create continuous north south connection, especially with Excelsior Academy in Erda | 1.215 | | 12.75 |
| 38 | 2000 N/Droubay Rd bike lanes | 520 E | Droubay Rd | Buffered Bike Lane | Stripe bike lanes connecting to Droubay Rd | 0.496 | | 12.5 |
| 27 | 200 W Neighborhood Byway | 100 S | 900 S/Timpie Rd | Neighborhood Byway | Connecting from proposed 200 W buffered bike lanes; add traffic-calming features, signage, and intersection improvements to accommodate bikes and pedestrians | 1.155 | | 12.25 |
| 37 | Ericson Rd/Blue Peark Dr Bike Route to Pine Canyon | Smelter Rd | 2000 E | Neighborhood Byway | Add signage to indicate bike route connecting to the Pine Canyon Trailhead | 1.114 | | 12 |
| 49 | 400 W/Franks Dr Buffered Bike Lanes | 2400 N | 1000 N | Sidepath | 3-lane roadway, 60', 3000 AADT; Recommend striping buffered bike lanes; recommended as standard bike lanes in UDOT Unified Plan | 1.132 | 13 | 11.875 |
| 33 | 400 S Buffered Bike Lanes | Coleman St | Main St | Buffered Bike Lane | Extend buffered bike lanes from the east of Main St; provide improved crossing at Main St | 0.809 | | 11 |
| 42 | Tooele City Cemetery Connection | 100 E | 200 E | Neighborhood Byway | Add signage indicating that bikers/walkers are present; add wayfinding to make a clear connection | 0.188 | | 10.5 |
| 1 | Skyline Dr Buffered Bike Lanes | Main St | Dirt Rd | Buffered Bike Lane | 2 lanes with 940 AADT, 14-20' Shoulders could be restriped as buffered bike lanes; recommended project in general plan (standard bike lanes) | 1.812 | | 9.75 |
| 6 | 900 W Buffered Bike Lanes | 200 S | Timpie Rd | Buffered Bike Lane | 2-lane roadway over 40', 6,000 AADT; most homes along this segment have large driveways, lessening need for on-street parking; add buffered bike lanes; recommended as standard bike lanes in general plan south of 700 S | 0.856 | | 9.25 |
| **5** | **700 S Buffered Bike Lanes** | **1100 W** | **Main St** | **Buffered Bike Lane** | **2-lane roadway over 40'; most homes along this segment have large driveways, lessening need for on-street parking; add buffered bike lanes; recommended as standard bike lanes in general plan; also recommended in public input as a trail** | **1.357** | **11** | **8.875** |
| **50** | **200 W Buffered Bike Lanes** | **Droubay Rd** | **100 S** | **Buffered Bike Lane** | **Wide roadways and <2,000 AADT volumes will accommodate buffered bike lanes; could be adjusted to separated bike lanes in some instances, especially more heavily commercial areas** | **0.267** | | **7.25** |




**Map A.3**

# RECOMMENDED PEDESTRIAN IMPROVEMENTS

**Tooele City**
Active Transportation Plan

## Base Map

- Tooele City Boundary
- Tooele City Parks
- Water
- Dept of Defense
- State Trust Lands
- Bureau of Land Management
- Railroad

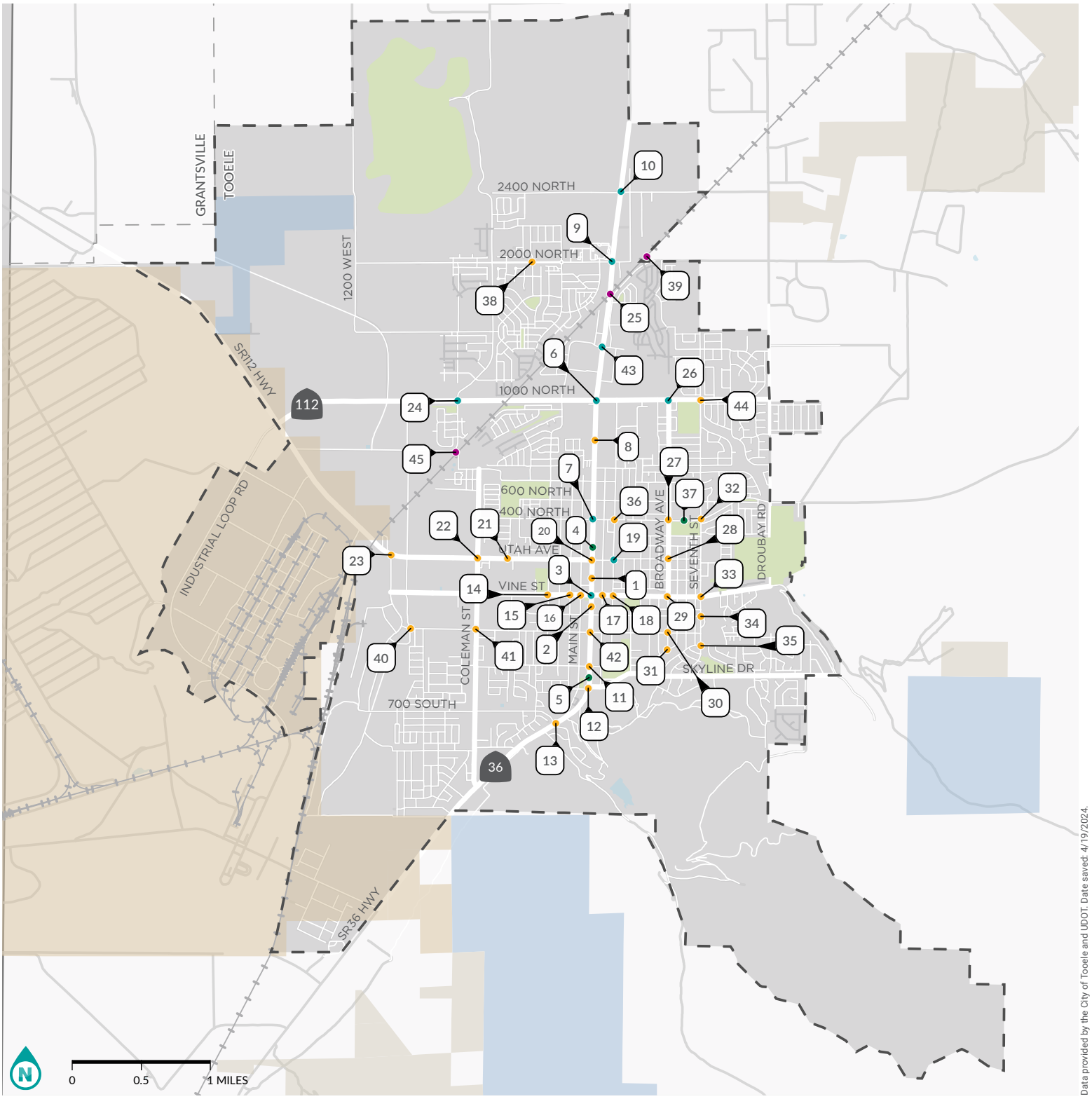
## Active Transportation Facilities

### Pedestrian-Focused Linear Recommendations

- Sidewalks
- Streetscape Improvements
- Traffic Calming
- Sidepath

**Table 9. Pedestrian Facilities Ranked by Project Value**

| PROJECT # | PROJECT NAME | EXTENTS: FROM | EXTENTS: TO | FACILITY TYPE | PROJECT NOTES | MILEAGE | ASSOC. SPOT IMPROVEMENTS | WEIGHTED TOTAL |
|---|---|---|---|---|---|---|---|---|
| 63 | 1000 North (Central) | 520 East | 600 West | Sidewalks; Streetscape improvements; Traffic calming | Primary pedestrian corridor: 10 ft sidewalk, traffic calming, Bulbouts, streetscape improvements | 1.101 | 6, 24, 26, 54 | 44.25 |
| 56 | North Main Street commercial Gateway Segment | 1000 North | 200 North | Traffic Calming | Elements beyond listed spot improvements, including street trees, median, planted Bulbouts, etc. | 5.491 | 8, 20, 4, 6, 7 | 40.25 |
| 58 | Vine Street (West) | Main Street | 1100 West | Sidewalk; Streetscape Improvements; Traffic calming | Fill in sidewalk gaps with 6-7 ft sidewalks (2nd West to 1100 West); repair existing sidewalks where necessary; add streetscape improvements; add traffic calming features (e.g. landscaped Bulbouts) | 0.843 | 3, 14, 15, 16, 23 | 37 |
| 55 | Core Main Street | 200 North | 200 South | Streetscape Improvements | Add street trees, furniture, wayfinding signage, etc. | 1.812 | 2, 20, 42, 3, 1 | 31.75 |
| 60 | Utah Avenue (Central) | Broadway | 200 West | Sidewalks; Streetscape improvements | Fill in gaps and improve existing sidewalks to have 6-7 ft sidewalks; street furniture; landscaping | | 19, 20, 28 | 31.75 |
| 68 | 2000 North | Droubay Road | Mantle Way | Sidewalks | Secondary pedestrian corridor: standard sidewalk with streetscape improvements; striped crosswalks on all neighborhood intersections | 2.102 | 9, 38 | 30 |
| 69 | 200 South | Tooele Blvd | 7th Street | Sidewalks | Fill in sidewalk gaps; update existing sidewalks and add landscape buffers as road or adjacent landuse gets updated | 1.559 | 30, 40, 41, 42 | 28.5 |
| 65 | Broadway | 1000 North | 200 South | Sidewalks | Primary pedestrian corridor: fill in sidewalk gaps with 10 ft sidewalks; slowly update where possible | 0.574 | 23, 33, 37, 45, 2 | 27.5 |
| 66 | 7th Street | 1480 North | Skyline Drive | Sidewalks | Fill in sidewalk gaps | 1.771 | 33, 34, 23, 35, 54 | 27 |
| 57 | Vine Street (East) | 7th Street | Main Street | Sidewalk; Streetscape Improvements; Traffic calming | Fill in sidewalk gaps with 6-7 ft sidewalk (Broadway to Pinehurst Ave); repair existing sidewalks where necessary; add street scape improvements; add traffic calming features (e.g. landscaped Bulbouts) | 2.140 | 33, 17, 18, 29, 3 | 26.75 |
| 70 | 200 West | 400 North | 400 South | Sidewalks | Traffic Calming; repair existing sidewalks where necessary | 1.413 | 14 | 26.75 |
| 61 | Utah Avenue (West) | 200 West | 1100 West | Sidewalks; Streetscape improvements | Complete sidewalks from 530 West to 1100 West; add east/west crosswalk striping at intersections | 0.856 | 21, 22, 23 | 25.25 |
| 62 | 1000 North (East) | Droubay | 520 East | Sidewalks, Streetscape improvements | Secondary pedestrian corridor: standard sidewalk with streetscape improvements | 2.297 | 54 | 24.75 |
| 67 | 100 East | 1000 North | 200 South | Sidewalks | Primary pedestrian corridor: fill in sidewalk gaps with 10ft sidewalks where space permits | 0.402 | 18, 19, 36 | 24.5 |
| 71 | Coleman Avenue | 400 North | Main Street | Sidewalks | Fill in sidewalk gaps | 2.196 | 7 | 22.5 |
| 59 | Utah Avenue (East) | 7th Street | Broadway | Sidewalks | Fill in minor sidewalk gaps & curb ramps; add east/west crosswalk striping at intersections | 1.357 | 28 | 19.625 |
| 64 | 1000 North (West) | 600 West | Highway 12 | Sidepath | | 0.159 | 24 | 17.25 |




Map A.4

# RECOMMENDED SPOT IMPROVEMENTS

**Tooele City**
Active Transportation Plan

## Base Map

- Tooele City Boundary
- Tooele City Parks
- Water
- Dept of Defense
- State Trust Lands
- Bureau of Land Management
- Railroad

## Recommended Active Transportation Facilities

### Proposed Spot Improvements

- Grade-Separated Crossing
- Intersection Improvement
- Crossing Improvement
- Gateway Treatment

**Table 10. Spot Improvements Ranked by Project Value**

| Spot Improvement # | Location | Improvement Type | Infrastructure Type | Bike Implementation Notes | Linear Bike Facility Association | Pedestrian Facility Association | Pedestrian Implementation Notes | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2 | County Building | New Crossing | PHB across Main Street | PHB if traffic volumes/ distances allow it | 32 | 55 | Improve crossing of Vine St for those on Broadway; consider bike/ped-oriented signal (PHB/RRFB) if volumes (currently 12,000 on Vine) permit | 40.5 |
| 3 | Vine & Main Street | Intersection Improvement | Bulbouts | | 9, 32 | 55, 57, 58 | Create safe crossing opportunities for bikes/peds on 400 S; add PHB or RRFBs | 40 |
| 1 | City Hall | Crossing Improvement | PHB across Main Street | | 32 | 55 | Existing traffic signal; create safe crossing opportunities for bikes/peds on 1000 N; consider bike detection / user-activated actuators and a Leading Pedestrian Interval. | 38 |
| 42 | 200 South & Main Street | Crossing Improvement | PHB Light, bulbouts | school crossing, add PHB, bulbouts | 24, 32 | 55, 69 | | 35.25 |
| 6 | 1000 North & Main | Intersection Improvement | Bulbouts, advanced ped phase | | 12, 32 | 56, 63 | Existing traffic signal; create safe crossing opportunities for bikes/peds; consider consider bike detection / user-activated actuators. | 34.5 |
| 25 | 1000 North @ RR crossing | New Crossing | RR crossing for ped/ bike | East/west crossing on south side to access Copper Lower Park; pedestrian bridge along RR for north/south access | | | | 34 |
| 10 | 2400 N & Main Street | New Crossing | Ped intersection infrastructure (lights, striping, etc.) | redesign intersection to add pedestrian crossing infrastructure on all sides (crosswalks, signal); reduce all curb radii; remove free right turn lane from 2400 North onto Main Street | 17, 32 | | Potential utility project could facilitate an under or overpass | 33.25 |
| 44 | 1000 N & 520 E | Crossing Improvement | England Acres Park | | 23 | 62, 63, 66 | Create safe crossing opportunities for bikes/peds on 520 E connecting to England Acres Park; add PHB or RRFBs | 32.25 |
| 8 | Big O Tire on Main Street | New Crossing | PHB across Main Street, ped islands | | 32 | 56 | Existing signalized intersections without pedestrian signals. Create safe crossing for 2400 N facility across Main St to access Park & Ride | 31.5 |
| 7 | 400 North & Main | Intersection Improvement | Bulbouts, advanced ped phase | | 30, 32 | 56, 71 | Create crossing opportunity that gets people across Main St and RR | 31 |
| 39 | 2000 North & Rail Road | New Crossing | Grade separated crossing | lots of new development north of 2000 North and east of Main Street; multiple opportunities to create crossing over RR corridor | 26, 43 | | | 30.5 |
| 13 | 700 South & Main Street | New Crossing | PHB or RRFB across Main Street | PHB across Main Street preferred if warranted with advanced warning striping; striped crossing over 700 South & Memory Lane | 5, 32, 53 | | Create a connection across the railroad | 27.75 |
| 12 | Skyline Drive & Main Street | New Crossing | PHB or RRFB across Main Street | PHB across Main Street preferred if warranted with advanced warning striping; striped crossing over Skyline Drive | 1, 32 | | Create safe crossing opportunities for bikes/peds on 520 E connecting to England Acres Park; add PHB or RRFBs | 26.75 |
| 14 | 200 West & Vine Street | Crossing Improvement | Bulbouts at all corners | | 26 | 58, 70 | | 26 |
| 11 | 400 South & Main Street | New Crossing | PHB across Main Street), Bulbouts | | 31, 32, 33 | | Future signal. Create safe crossing opportunities for bikes/peds on 700 S connecting to the Reservoir and related recommended trails. | 25.25 |

| Spot Improvement # | Location | Improvement Type | Infrastructure Type | Bike Implementation Notes | Linear Bike Facility Association | Pedestrian Facility Association | Pedestrian Implementation Notes | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 43 | 1280 N & Main St | Intersection Improvement | 1280 N Facility | | 26, 32 | | Existing traffic signal; create safe crossing opportunities for bikes/peds; consider consider bike detection / user-activated actuators. | 25.25 |
| 15 | 100 West & Vine Street | New Crossing | RRFB across Vine Street with high visibility markings | RRFB with high visibility markings across Vine Street for library access | | 58 | Enhance mid-block crossing; consider median refuge island | 24.5 |
| 19 | Utah Ave & 100 East | Intersection Improvement | Relocate stop signs and markings | Offset intersection with 4-way stop sign; pull back 100 East stop signs; add crosswalks (“north- east- north”) | | 60, 67 | | 22.75 |
| 20 | Utah Ave & Main Street | Crossing Improvement | Bulbouts | Add Bulbouts at all corners to reduce curb radii and crossing distances | 32 | 55, 56, 60 | | 22.75 |
| 9 | 2000 North & Main Street | Intersection Improvement | Complete crossing | add new east/west crossing on South side of intersection; might eventually turn into 4 way crossing (lots of new development happening on east side of Main Street) | 32, 40 | 68 | Existing traffic signal; improve crossing experience for those using Main and Vine; consider bike detection / user-activated actuators. | 22.25 |
| 45 | Rogers St / W Tooele Blvd | Grade-Separated Crossing | Railroad Crossing | | 29, 34, 43, 49 | | Create a connection across the railroad | 22.25 |
| 26 | Broadway & 1000 North | New Crossing | Fully signaled intersection | If land north of 1000 North develops, add fully signaled intersection | 19 | 63, 65 | | 21.5 |
| 33 | 7th Street & Vine Street | Crossing Improvement | Bulbouts | School crossing; has 4-way stop | 21, 22, 23 | 57, 66 | | 21 |
| 16 | 50th West & Vine Street | New Crossing | Striped Crosswalk | north/south legs | 9, 51 | 58 | | 20 |
| 24 | 1000 North & 600 West | New Crossing | Fully signaled intersection | Add fully signaled intersection with sidewalk Bulbouts for easy access to across 1000 North | 16, 49 | 63, 64 | | 18.75 |
| 29 | Broadway & Vine | Crossing Improvement | RRFB across Vine Street | | 19, 20, 21 | 57, 65 | | 18.5 |
| 17 | Garden Street & Vine Street | New Crossing | Striped Crosswalk | all 4 legs | 52 | 57 | | 17.75 |
| 22 | Utah Ave & Coleman Street | Crossing Improvement | | complete last crosswalk leg with high visibility crosswalk markings; add Bulbouts to calm traffic and reduce crossing distances for school children; add RRFB (school zone crossing- has crossing guard) | 7 | 61 | | 17.75 |
| 40 | 200 South & 1000 West | Crossing Improvement | Road realignment; 3 way stop; RRFB | realign intersection and add three way stop sign; stripe crosswalks; add RRFB across 200 South | 24 | 69 | | 17 |
| 18 | 100 East & Vine Street | New Crossing | RRFB across Vine Street with high visibility markings | all 4 legs; RRFB for north/south legs | 20, 31 | 57, 67 | | 16.75 |

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| Spot Improvement # | Location | Improvement Type | Infrastructure Type | Bike Implementation Notes | Linear Bike Facility Association | Pedestrian Facility Association | Pedestrian Implementation Notes | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 34 | 7th Street & 100 South | Crossing Improvement | Bulbouts | School zone | 23 | 66 | | 16.5 |
| 38 | 2000 North & 170 West | Crossing Improvement | RRFB | School crossing; has 4-way stop | 14, 19 | 68 | | 15.5 |
| 28 | Broadway & Utah Avenue | Crossing Improvement | Bulbouts | | 19 | 59, 60, 65 | | 14 |
| 41 | 200 South & Coleman | Crossing Improvement | 4 way stop; striped crosswalks | add missing crosswalk legs; add 4 way stop | 7, 24 | 69 | | 13 |
| 21 | Tahoe Street (@ Utah Ave) | New Crossing | High visibility crossing | Add new high visibility crossing across Tahoe Street because hi visibility crossing at Powell Street does not have curbcut | | 61 | | 11.75 |
| 36 | 100 East & 400 North | Crossing Improvement | Striped Crosswalk; RRFB | RRFB across 400 North | 30 | 67 | | 11.5 |
| 27 | Broadway & 400 North | Crossing Improvement | Striped Crosswalk | Align improvements with city's plans to update intersection corners (directional curbs, new gutters) | 19, 30 | 65 | | 10 |
| 32 | 7th Street & Smelter Road | Crossing Improvement | RRFB, Bulbouts, Striped Crosswalk | | 23, 30 | 66 | | 9.75 |
| 35 | 7th Street & Upland Drive | Crossing Improvement | Striped Crosswalk, 4-way stop | Finish striping crosswalks; add 4-way stop | 23 | 66 | | 9 |
| 4 | VASA Fitness on Main Street | Gateway Treatment | Gateway Feature, Bulbouts, median island | | 32 | 56 | Create safe crossing opportunities for bikes/peds on 200 S; add PHB or RRFBs | 7.5 |
| 5 | Comfort Inn on Main Street | Gateway Treatment | Gateway Feature, Bulbouts, median island | | 32 | | Existing traffic signal; create safe crossing opportunities for bikes/peds on 400 N; consider bike detection / user-activated actuators. | 7.5 |
| 37 | 400 North at Elton Park | Streetscape Improvement | | Redesign 400 North at Elton Park; add 10 ft sidewalk; streetscape improvements; angled parking; align with 400 North plans shared during bike tour | 30 | | | 6.25 |
| 23 | Utah Ave & 1100 West | New Crossing | Future crossing; facility type undetermined | If 1100 West continues north, add a new crossing to align with new street and potential bike facilities | 34 | 58, 61 | | 5.25 |
| 31 | Broadway & 4th Street | Crossing Improvement | Stop signs, Striped crosswalks | Add three way stop; stripe crosswalks | 19 | | | 4.5 |
| 30 | Broadway & 200 East | Crossing Improvement | Striped Crosswalk | | 19, 24 | 65, 69 | | 4 |