

ORDINANCE 2008-22

**AN ORDINANCE AMENDING CHAPTER 13, TOOELE COUNTY
TRANSPORTATION PLAN, OF THE TOOELE COUNTY GENERAL PLAN,
UPDATING THE TOOELE VALLEY ROAD PLAN**

WHEREAS, pursuant to Utah Code Section 17-27a-404, the Erda Township, Pine Canyon Township, and Tooele County Planning Commissions held public hearings on an application to amend Chapter 13, Tooele County Transportation Plan, of the Tooele County General Plan to update the Tooele Valley Road Plan; and

WHEREAS, the planning commissions provided notice as required by Utah Code Section 17-27a-204 and heard arguments both for and against the amendment at the public hearings; and

WHEREAS, having heard public comment in the public hearings, the planning commissions recommended approval of the general plan amendment and forwarded the matter to the county commission; and

WHEREAS, the Tooele County Commission finds good cause for amending the general plan as requested.

NOW, THEREFORE, BE IT ORDAINED BY THE LEGISLATIVE BODY OF TOOELE COUNTY, UTAH AS FOLLOWS:

SECTION I - GENERAL PLAN AMENDED. Chapter 13, Tooele County Transportation Plan, of the Tooele County General Plan is hereby amended to read as attached hereto, which attachment is, by this reference, made a part hereof.

SECTION II - REPEALER. Ordinances in conflict herewith are hereby repealed to the extent of such conflict.

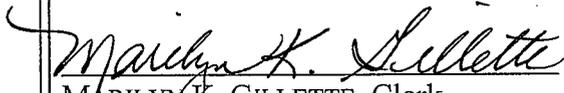
Ord. 2008-22

SECTION III - EFFECTIVE DATE. This ordinance shall become effective 15 days after its passage provided it has been published, or at such publication date, if more than 15 days after passage.

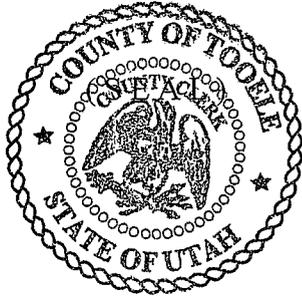
IN WITNESS WHEREOF the Tooele County Commission, which is the legislative body of Tooele County, passed, approved and enacted this ordinance this 4th day of November 2008.

ATTEST:

TOOELE COUNTY COMMISSION:


Marilyn K. Gillette, Clerk


Colleen S. Johnson, Chairman.



Commissioner Johnson voted 
Commissioner Clegg voted 
Commissioner Hurst voted 

APPROVED AS TO FORM:


Doug Hogan
Tooele County Attorney

CHAPTER THIRTEEN: TOOELE COUNTY TRANSPORTATION PLAN



COUNTYWIDE TRANSPORTATION

Tooele County is faced by a number of concerns as the population base grows. Recreational uses of the county are increasing and transportation routes are over capacity due to the geographical location of Tooele County relative to employment bases along the Valley. Mass transit systems hard to use.

Tooele County plans to extend the Bauer area to an interchange is positioned in the center of the county to relieve the congestion of S.R. 36 the designated truck route. In the east side of the Tooele Army Depot private road is planned to be a four lane divided arterial highway where access is restricted to interchanges. It would also serve the Deseret Peak recreation and convention complex for Tooele County.

*Ordinance 2008-22
Replace the first 3 pgs attached to the ordinance. These have page #s on the bottom. (Including the map)*

138 in by 2004. This two lane section will be increased to 138 in width.

... presently exist are adequately served by enforcing a strong policy is to limit access to 800-state road. This policy should access on narrower parcels to limit access points for existing roads and internal local roads should access to the fronting parcel of land. Access points should be spaced no more than 800 feet, wherever possible. of the light industrial on the west side of SR 36, limited improved intersections must be installed so as to allow the safe interaction of commuter and industrial traffic to exit and enter the highway.

OFF ROAD ACCESS

With the growth occurring in Tooele, a trail system to recreational sites as well as between developments is needed. There is a demand and need for areas designated for the use of off road vehicles where the impact of such uses can be determined to produce no significant impacts. With the mountain ranges in Tooele County, trail systems for horses, hikers, and motor bikes will serve the population for quite a number of future years. While Deseret Peak is designated as a wilderness area, future designations should be conservative in order to recognize the traditions of historical multiple land uses.

TOOELE VALLEY TRANSPORTATION

Heavy morning and evening peak hour commuter traffic to the Salt Lake Valley has created a need for expansion of the road system. A plan by UDOT is to increase the capacity of SR 36 between I-80 and SR

The I-80 and SR 36 interchange is not well suited for its current and projected operational needs. It was designed for free movements between south and east. With the development that has occurred around the interchange, operational problems are developing that should be corrected. Short of total replacement of the interchange, some improvements can be made to improve the operation. At a minimum, the eastbound off-ramp from I-80 should be relocated further south and separated from the congested areas. It should be shifted south of the frontage road intersection at least 600 feet. Relocation of the east frontage road will provide separation between the intersection and the on-ramps improving that operation and reducing the congestion that occurs at the existing frontage road. The existing frontage road leading north and over I-80 can remain in its existing location.

An interchange that is in the proximity of Mill Junction would allow SR-36 traffic to be diverted to the interstate and not require it to pass through Lake Point.



As the Lake Point area grows, and more industrial and commercial traffic travels that segment of SR-36, it will be to the advantage of both the State and Tooele County to consider this new interchange. It will also foster economic growth in the Lake Point area, as traffic can use exit 99 and the new point making doubling back on the same exit unnecessary.

Clustered developments should be encouraged. Road systems should be developed that provide direct access to the cluster communities and connect to collector roads. The use of frontage on existing collector and arterial roads for access to properties should be discouraged.

A corridor should be developed connecting Lake Point with the Oquirrh Mountains. This connection should provide access to horses as well as bike and pedestrian traffic.

Bike and walking paths should be provided along with signage to encourage access and use. Trails for horses should also be encouraged. These trails could develop into a very popular system serving the entire Lake Point population.

SHEEP LANE ROAD

The alignment of Sheep Lane Road has been projected to extend to the north where it will intersect with I-80, and south to intersect with SR 36 at Bauer. The actual alignment is being studied at this time, and with the costs of mitigation of wetland issues, it may not be feasible to extend this road. The route also becomes precarious in traversing the military segment of Tooele Army Depot. The Planning Commissions have expressed a strong preference for an alignment in the vicinity of Sheep Lane.

1200 WEST

A proposed mid valley corridor road may be best located at 1200 West, where there is currently no paved road. At this time, the engineering studies are being conducted along the proposed route. This route will best avoid wetland issues, and better serve the commuting population of Eastern Tooele Valley. The

access to this route shall be limited.

This route will serve Stansbury Park, Bates Canyon Road, Erda Way, and can be accessed by West Tooele City, SR 112, and still provide a truck route into the Utah Industrial Depot. The route will be favorable to the functions of Tooele Army Depot without having to be routed through any critical areas.

The possible route is identified in a corridor where no new agricultural protection areas exist, nor should any be created. This corridor shall be protected by all planning commissions and any development within this corridor shall be conditioned upon the eventual location of this major arterial, limited access road. This road will best serve the public as a 4 lane divided highway. Access to this road shall only be made by interchanges with county and state roads and highways. No private access points shall be allowed.

The mid valley corridor as shown on the map prepared by Ward Engineering Group, dated 1-2-00 shall be observed as an area of restriction for all development decisions.

TOOELE COUNTY RURAL TRANSPORTATION

Tooele County has origination and destination points that are vast distances apart. Therefore, there is a network of roads that play integral roles in connecting these points. Recreational needs also make use of the many roads and paths that are in the plains and mountains of Tooele County. Agricultural uses have used the many roads, both dirt and paved to graze animals, and grow crops. The rural connection of roads and trails serve a number of a multiple uses and are critical to them.

The roads and trails established in Tooele County assure accessibility to a diverse group of people in a non-discriminatory manner. While overuse of roads and trails can lead to erosion and are detrimental to some of the natural resources in Tooele, the road network as illustrated in this General Plan assures accessibility to the public and land owner alike.



TOOELE VALLEY ROAD PLAN

LEGEND

- ARTERIAL
- PROPOSED ARTERIAL
- MAJOR COLLECTOR
- PROPOSED MAJOR COLLECTOR
- MINOR COLLECTOR
- FRONTAGE ROAD

GENERAL ROAD CLASSIFICATIONS

- ARTERIAL
 - 60+ MPH
 - ROW - 100 FEET
 - LIMITED ACCESS - CONNECTING ROADS ONLY
 - ACCESS POINTS 800 FEET MINIMUM SPACING
 - NO DRIVEWAYS
 - ACCELERATION, DECELERATION LANES AT INTERSECTIONS
- MAJOR COLLECTOR
 - 45-55 MPH
 - ROW - 80 FEET
 - CONTROLLED ACCESS - CONNECTING ROADS ONLY
 - NO DRIVEWAYS
 - ACCELERATION, DECELERATION LANES AT INTERSECTIONS
- MINOR COLLECTOR
 - 35 MPH
 - ROW - 80 FEET
 - ENCOURAGE CONTROLLED ACCESS
 - DRIVEWAYS ALLOWED
- LOCAL ACCESS
 - 25 MPH
 - ROW - 60 FEET

