

3.6 PEDESTRIAN AND BICYCLIST CONSIDERATIONS

This section describes the existing and proposed pedestrian and bicycle network within the project study area and the impacts anticipated from the Midvalley Highway alternatives.

One of the major goals established by Tooele County, as stated in their general plan, includes “identifying recreational trails and road access to those trails” and to “convert railroad tracks where appropriate” to trails (Tooele County, 2004: page 14). Further, it states “the community has expressed an overwhelming desire for trails in the Tooele Valley for both recreation and transportation”. Of other concern to Tooele County is the importance of bicycle travel and safety.

3.6.1 Regulations and Methodology

3.6.1.1 Regulations

As stated in 23 USC 109(h), FHWA is required to consider pedestrian and bicycle considerations when developing a project. It states that FHWA should consider the economic, social, and environmental effects of the project, including disruption or destruction of the human-made facility and services including trails.

In addition, the federal regulations regarding the protection of pedestrian nonmotorized trails is found in 23 USC Chapter 1, Section 109(m). This regulation states:

“Protection of Nonmotorized Transportation Traffic – The Secretary shall not approve any project or take any regulatory action under this title that will result in the severance of an existing major route or have significant adverse impact on the safety for nonmotorized transportation traffic and light motorcycles, unless such project or regulatory action provides for a reasonable alternate route or such a route exists.”

These regulations provide guidance to FHWA and other agencies on the development of roadways and other projects.

In 2005, the State of Utah passed Utah code 41-6a-706.5 – Operation of Motor Vehicle Near Bicycles; this law prohibits vehicles to come within three feet of a moving bicycle.

3.6.1.2 Methodology

To identify the location and type of pedestrian and bicycle network and facilities, two resources were reviewed. These include:

- Tooele Valley Regional Planning Organization as part of the Wasatch Front Regional Council *Long Range Transportation Plan* (WFRC, 2006); and
- *Tooele County General Plan* (Tooele County, 1995); especially the *Tooele County Trails Plan* (Tooele County, 2007) which was amended and added to the general plan in 2004.

Furthermore, interviews, meetings, and telephone conversations with Tooele City and Tooele County staff were conducted to identify existing and planned trails.

For the environmental consequences or impacts to pedestrian and bicycle concerns, an impact would occur if the Midvalley Highway intersected the trail system and did not provide a connection to the other side of the Midvalley Highway.

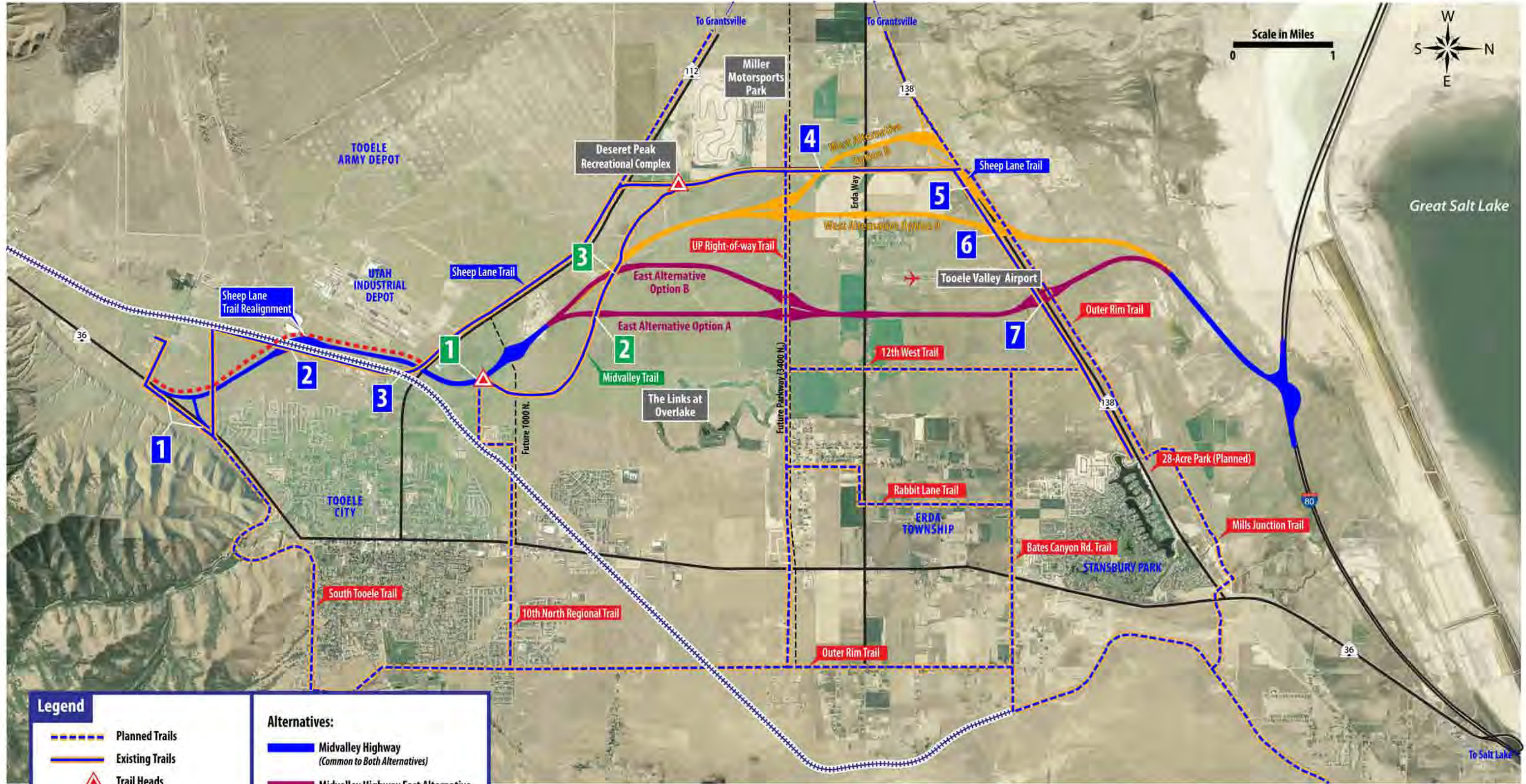
3.6.2 Affected Environment

There are many pedestrian and non-motorized trails located within Tooele County; most are located in the Oquirrh and Stansbury mountain ranges, away from the Tooele Valley area. There are two existing trails within the Midvalley Highway project study area and several in the planning stages.

3.6.2.1 Existing Pedestrian Trails

Existing and planned pedestrian trails were identified by reviewing *Tooele County's General Plan* and Wasatch Front's Regional *Long Range Plan* (LRP). There are two existing trails within the project study area:

- **Sheep Lane Trail** – According to the Tooele County Trails Coordinator, there is a 200 foot wide right-of-way (easement) for the Sheep Lane Trail. There have been no improvements made to the trail at this time. The Sheep Lane Trail begins near the Bauer gravel pits south of Tooele City and the project study area. This is an unimproved trail that was once used to herd sheep between Rush Valley and Tooele Valley. Recently, Tooele County designated this route as a recreational multi-use trail and it is shown on the County's *Tooele Valley Trails Master Plan* (Tooele County, 2007). Within the project study area, the Sheep Lane Trail follows along the east side of SR-36 near the entrance to the Tooele Army Depot; it turns directly west near the southern Tooele City limits and follows along the eastern side of the Union Pacific Railroad (UPRR) mainline tracks. Once it reaches SR-112, the trail turns westward again and follows along the northern side of SR-112 to Sheep Lane. From the SR-112 and Sheep Lane intersection, the trail follows Sheep Lane north to SR-138, where it turns east to Stansbury Park (see Figure 3.6-1).
- **Midvalley Trail** – The Midvalley Trail is unpaved and follows the abandoned Western Pacific Railroad grade (see Figure 3.6-1). The right-of-way for the trail is approximately 100 feet wide. The southern trailhead is located on Rogers Street in Tooele City, approximately 2,500 feet east of SR-112/Rogers Street intersection. The trail continues north and then west to the Deseret Peak Recreational Complex. At the Deseret Peak Recreational Complex, there is another trailhead on the east side of Sheep Lane. The Midvalley Trail is a multi-use facility with equestrian use along the northern side, motorized vehicles on the southern side, and pedestrian use in the middle. In the summer of 2008, signs were added at the two trailheads for the Midvalley Trail.



Legend

- Planned Trails
- Existing Trails
- Trail Heads
- Potential Trail Realignment
- UPRR Tracks

Alternatives:

- Midvalley Highway (Common to Both Alternatives)
- Midvalley Highway East Alternative
- Midvalley Highway West Alternative

Figure 3.6-1 Existing and Planned Trails



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3.6.2.2 Planned Pedestrian Trails

Tooele County has a number of trails that are located within the project study area; these are shown on Figure 3.6-1. Table 3.6-1 lists the planned trails within the Midvalley Highway project study area.

TABLE 3.6-1, PLANNED TRAILS LOCATED WITHIN THE PROJECT STUDY AREA

Trail Name	Trail Description
Outer Rim Trail	This trail parallels SR-138 from Stansbury Park into Grantsville and is planned as a nonmotorized trail. The eastern end of this trail is at the 28-Acre Park Trailhead located near Stansbury Park.
1200 West Trail	This trail extends between the UP Right-of-Way Trail (see description below) and SR-138. It follows 1200 West and is planned as a nonmotorized trail.
Bates Canyon Road Trail	The Bates Canyon Road Trail is an east-west trail that extends between SR-36 and 1200 West. It is planned as a nonmotorized trail.
Rabbit Lane Trail	This planned trail runs north-south and connects the UP Right-of-Way Trail (#202) to the Bates Canyon Trail (#109). It is planned as a nonmotorized trail and extends through Erda Township.
South Tooele Trail	This trail runs south along SR-36 to Settlement Canyon Road. It runs along the eastern border of Tooele City and connects to Droubay Road. It is planned as a nonmotorized trail.
Mills Junction Trail	The Mills Junction Trail begins at the 28-Acre Park Trailhead and runs east towards SR-36. The trail is planned directly north of Stansbury Park. It connects with the Outer Rim Trail (#201) that follows the UPRR tracks on the eastern side of Tooele Valley. It is planned as a nonmotorized trail.
Outer Rim Trail (eastside of Tooele City)	This planned trail follows the UPRR tracks on the eastern side of Tooele Valley. It makes a connection to Droubay Road where it continues to Tooele City. This trail is planned as a motorized path with many other trails connecting to it.
UP Right-of-Way Trail	A segment near SR-36 of the UP Right-of-Way Trail was recently approved by the Tooele County Commission for construction. The construction of this trail is scheduled to begin in the summer of 2009, extending between SR-36 and Sheep Lane. This multi-use path is an east-west trail that will follow an old UPRR right-of-way, south of Erda Way (Tooele County, Mark McKendrick). The 200 foot wide right-of-way for this trail was purchased by Tooele County. This corridor is planned for an east-west collector road (known as the future parkway [3400 North]) between Grantsville and Erda with a trail.

Source: Tooele Valley Trails Master Plan, December 5, 2007 from Tooele County General Plan

3.6.2.3 Bicycle Considerations

As stated in the Tooele Valley Regional *Long Range Transportation Plan* “specific facilities for bicycles are normally provided within street rights-of-way in the form of wider roadways, shoulders, bike lanes and sidewalks” (WFRC, 2006: page 30 and Map IV-2). The Tooele Valley Regional Planning Organization has identified a number of projects that may improve bicycle routes within the County. This is found in Table IV-3 of the Tooele Valley *Long Range Plan*.

The Tooele Valley Regional LRP identifies 66 planned bike routes within Tooele City and County. Of these, 23 are located either fully or partially within the project study area, as identified in Table 3.6-2. Figure 3.6-2 shows the location of these planned bike routes.

The planned bicycle routes are separated into phases; Phase 1 being routes that are planned from 2007 to 2020 and Phase 2 from 2021 to 2030. Projects in Phase 1 have applied for Enhancement Funding, are in the current Transportation Improvement Program, and had a high score in the Bicycle Compatibility index, or were needed for connectivity. The routes are then divided into classes:

- **Class 1:** routes are separated from the roadway and may be paved or unpaved;
- **Class 2:** routes provide a striped and signed lane for one-way bike travel on a street; and
- **Class 3:** routes provide a sign only for designated bicycle travel on a roadway shared with cars. No Class 3 routes are located in the project study area.

TABLE 3.6-2, PLANNED BIKE ROUTES LOCATED WITHIN THE PROJECT STUDY AREA

Map Identification #	Route Name	To / From	Class	Phase
1	400 West	Erda to 1000 North	1	1
2	2000 North	400 West to 520 East	2	2
3	1000 North	700 West to 520 East	2	1
4	Rogers Street	SR-112 to 700 West	2	1 and 2
5	700 West	670 North to 1000 North	2	1
6	600 /670/700 North	700 West to SR-36	2	1 and 2
7	SR-36	1000 North to 600 North	1	2
8	400 North/500 North	Coleman Street to Droubay Road	2	2
9	Vine Street	1000 West to Droubay Road	2	1 and 2
10	900/1000 West	Vine Street to 200 South	2	2
11	Coleman Street	670 North to SR-36	2	1
12	200 South	1000 West to 7 th Street	2	2
13	D Avenue/700 South	Emerald Street to SR-36	2	2
14	Emerald Street/Feldspar Street	B Avenue to SR-112	2	2
15	Main Entrance Road/Industrial Loop Road	B Avenue to SR-112	2	2

TABLE 3.6-2, PLANNED BIKE ROUTES LOCATED WITHIN THE PROJECT STUDY AREA

Map Identification #	Route Name	To / From	Class	Phase
16	SR-112	Ruby Street to Rodgers Road	2	2
17	Timpie Road	900 West to SR-36	2	2
18	100 West	600 North to SR-36	2	2
19	Tooele/Erda Connection	400 West to 500 North	1	2
20	SR-138	Sun Valley Drive to Village Drive Extension	1	1
21	Liddell Lane/Church Street	Village Drive to Church Street	2	1
22	Erda Way	SR-138 to Droubay Road	2	2
23	SR-36	Stockton to 500 South	1	1
24	Sheep Lane	Western Pacific Railroad to SR-138	1	2

Source: Tooele Valley Regional Long Range Transportation Plan, Figure IV-3 and Map IV-2.

Note: Other bicycle routes are planned within Stansbury Park but not included in this table or on Figure 3.6-2.



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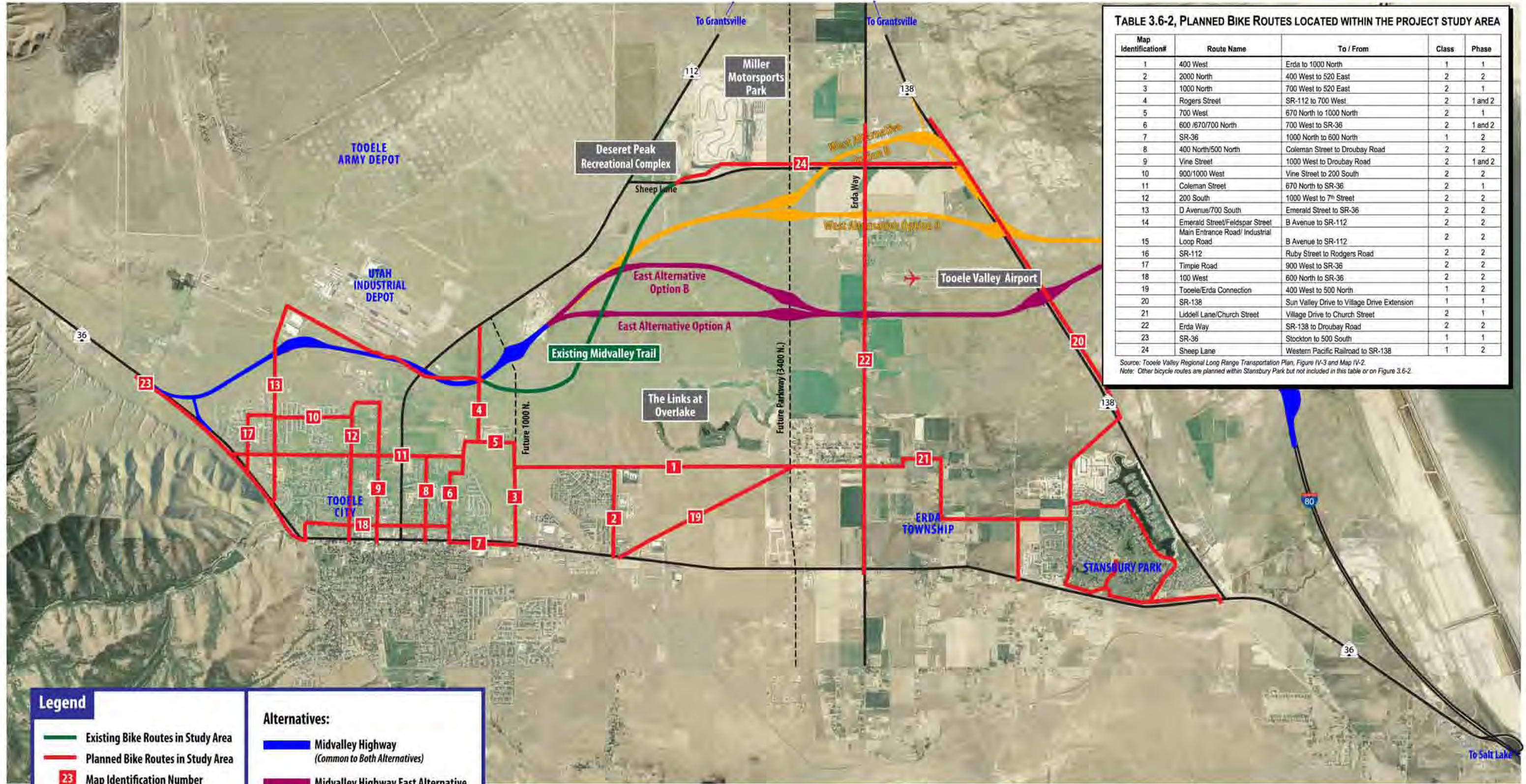


TABLE 3.6-2, PLANNED BIKE ROUTES LOCATED WITHIN THE PROJECT STUDY AREA

Map Identification#	Route Name	To / From	Class	Phase
1	400 West	Erda to 1000 North	1	1
2	2000 North	400 West to 520 East	2	2
3	1000 North	700 West to 520 East	2	1
4	Rogers Street	SR-112 to 700 West	2	1 and 2
5	700 West	670 North to 1000 North	2	1
6	600 /670/700 North	700 West to SR-36	2	1 and 2
7	SR-36	1000 North to 600 North	1	2
8	400 North/500 North	Coleman Street to Droubay Road	2	2
9	Vine Street	1000 West to Droubay Road	2	1 and 2
10	900/1000 West	Vine Street to 200 South	2	2
11	Coleman Street	670 North to SR-36	2	1
12	200 South	1000 West to 7th Street	2	2
13	D Avenue/700 South	Emerald Street to SR-36	2	2
14	Emerald Street/Feldspar Street	B Avenue to SR-112	2	2
15	Main Entrance Road/ Industrial Loop Road	B Avenue to SR-112	2	2
16	SR-112	Ruby Street to Rodgers Road	2	2
17	Timpie Road	900 West to SR-36	2	2
18	100 West	600 North to SR-36	2	2
19	Tooele/Erda Connection	400 West to 500 North	1	2
20	SR-138	Sun Valley Drive to Village Drive Extension	1	1
21	Liddell Lane/Church Street	Village Drive to Church Street	2	1
22	Erda Way	SR-138 to Droubay Road	2	2
23	SR-36	Stockton to 500 South	1	1
24	Sheep Lane	Western Pacific Railroad to SR-138	1	2

Source: Tooele Valley Regional Long Range Transportation Plan, Figure IV-3 and Map IV-2.
 Note: Other bicycle routes are planned within Stansbury Park but not included in this table or on Figure 3.6-2.

Legend

- Existing Bike Routes in Study Area
- Planned Bike Routes in Study Area
- 23 Map Identification Number
- Midvalley Highway (Common to Both Alternatives)
- Midvalley Highway East Alternative
- Midvalley Highway West Alternative

Source: Tooele Valley Long Range Plan - Figure IV-3 & Map IV-2

Figure 3.6-2
Planned Bike Routes



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3.6.3 Environmental Consequences

This section discusses the impacts to the pedestrian and bicycle facilities within the Midvalley Highway project study area.

3.6.3.1 No Build Alternative

There would be no change to the existing pedestrian and bicycle considerations with the No Build Alternative.

3.6.3.2 Midvalley Highway East Alternative (Options A and B)

Pedestrian Trails

The Midvalley Highway East Alternative (both options) would impact the existing Sheep Lane Trail, the existing Midvalley Trail, the planned UP Right-of-way Trail, and the planned Outer Rim Trail. Each is discussed below:

Sheep Lane Trail

The Midvalley Highway East Alternative would cross over this trail in four locations (map reference Locations 1, 2, 3, and 7). These locations are shown in Figure 3.6-1.

- Location 1 – This crossing is near the SR-36/Midvalley Highway intersection. The Midvalley Highway East Alternative would likely cross this trail at-grade. Also, the trail alignment may change depending on the configuration of the SR-36/Midvalley Highway intersection.
- Location 2 – This crossing would be at the UPRR mainline tracks. At this location, the Sheep Lane trail follows along the eastern UPRR right-of-way. The Midvalley Highway East Alternative would cross over these tracks via a bridge. Depending on the length of this bridge it could also cross over the Sheep Lane trail.
- Location 3 – The third location is on SR-112 (Utah Avenue in Tooele City). At this location, the Sheep Lane trail follows along the northern right-of-way of SR-112. The Midvalley Highway East Alternative would cross this trail at-grade near its intersection with SR-112.
- Location 7 – The Midvalley Highway East Alternative would cross over the existing Sheep Lane Trail near SR-138 (see Figure 3.6-1). This alternative includes an interchange at SR-138 which would require a bridge. The trail could be spanned by the new bridge for the SR-138 intersection.

All Sheep Lane trail crossings would be accommodated by the Midvalley Highway East Alternative.

Midvalley Trail

The Midvalley Highway East Alternative would cross over this existing trail in three locations (map reference Locations 1, 2, and 3).

- Location 1 – The Midvalley Highway East Alternative (both options) would impact the Rogers Street trailhead.
- Location 2 – The Midvalley Highway East Option A would cross over this trail with a

bridge/culvert.

- Location 3 – The Midvalley Highway East Option B would cross over this trail with a bridge/culvert.

All Midvalley trail crossings would be accommodated by the Midvalley Highway East Alternative.

UP Right-of-way Trail

The Midvalley Highway East Alternative would cross over the planned UP Right-of-Way Trail in one location. This alternative includes an interchange at the future parkway (3400 North) which would require a new bridge. The bridge could be designed to span this planned trail.

Outer Rim Trail

The Midvalley Highway East Alternative would cross over the planned Outer Rim Trail in one location. This alternative includes an interchange at SR-138 which would require a new bridge. The bridge could be designed to span this planned trail.

Bicycle Considerations

Table 3.6-3 lists the planned bicycle routes that would be crossed by the Midvalley Highway East Alternative.

TABLE 3.6-3, PLANNED BICYCLE ROUTES CROSSED BY THE MIDVALLEY HIGHWAY EAST ALTERNATIVE

Route Name	Description
SR-36 (Stockton to 500 South in Tooele City)	At the southern terminus of the Midvalley Highway East Alternative would intersect with SR-36. It is assumed that this planned bicycle route would be located on both sides of SR-36. The Midvalley Highway East Alternative would require an at-grade crossing with the SR-36 planned bicycle route.
D Avenue/700 South	The Midvalley Highway East Alternative would cross this planned bicycle route. This route is planned for the future 700 South roadway connection with D Avenue within the Utah Industrial Depot. It is unknown at this time how the 700 South roadway would connect, if at all, with the Midvalley Highway.
Rogers Street	The Midvalley Highway East Alternative would cross this planned bicycle route. This route is planned along Rogers Street. At this time, it is unknown at how whether or not Rogers Street would be crossed by the Midvalley Highway.
Erda Way	The Midvalley Highway East Alternative would cross over this planned bicycle route via a bridge.
SR-138	The Midvalley Highway East Alternative would cross over this planned bicycle route via a bridge. At SR-138, an interchange is planned with the Midvalley Highway.

3.6.3.3 Midvalley Highway West Alternative (Options A and B)

Pedestrian Trails

The Midvalley Highway West Alternative (both alternatives) would cross the existing Sheep Lane Trail, the existing Midvalley Trail, the planned UP Right-of-way Trail, and the planned Outer Rim Trail. Each is discussed below:

Sheep Lane Trail

The Midvalley Highway West Alternative would cross over this trail in four locations (map reference Locations 1, 2, 3, 4, 5, and 6). These locations are shown in Figure 3.6-1.

- Location 1 – This crossing is near the SR-36/Midvalley Highway intersection. The Midvalley Highway West Alternative (both options) would cross this trail at-grade. Also, the trail alignment may change depending on the configuration of the SR-36/Midvalley Highway intersection.
- Location 2 – This crossing would be at the UPRR mainline tracks. At this location, the Sheep Lane trail follows along the eastern UPRR right-of-way. The Midvalley Highway West Alternative (both options) would cross over these tracks via a bridge. Depending on the length of this bridge it could also cross over the Sheep Lane trail.
- Location 3 – The third location is on SR-112 (Utah Avenue in Tooele City). At this location, the Sheep Lane trail follows along the northern right-of-way of this road. The Midvalley Highway West Alternative (both options) would cross this trail at-grade near its intersection with SR-112.
- Location 4 – The fourth location would be crossed by the Midvalley Highway West Option B where it crosses Sheep Lane. The Midvalley Highway West Option B would cross this via a new bridge over Sheep Lane.
- Location 5 – The fifth location is on SR-138 where the Midvalley Highway West Option B would require the realignment of this trail on SR-138 between Sheep Lane and approximately 3,200 feet east (realignment of SR-138). A segment of SR-138 would require realignment for this option which would require the realignment of the Sheep Lane trail.
- Location 6 – The Midvalley Highway West Option A would cross over the existing Sheep Lane Trail near SR-138 (see Figure 3.6-1). This alternative includes an interchange at SR-138 which would require a bridge. The trail could be spanned by the new bridge for the SR-138 intersection.

The Sheep Lane trail would continue to function as it does today. All trail crossings would be accommodated by the Midvalley Highway West Alternative.

Midvalley Trail

The Midvalley Highway West Alternative (both options) would cross over the existing Midvalley Trail in two locations (map reference Locations 1 and 3) as shown in Figure 3.6-1.

- Location 1 – The Midvalley Highway West Alternative (both options) would impact the Rogers Street trailhead. This alternative would require the relocation of this trailhead.

- Location 3 – The Midvalley Highway West Alternative (both options) would cross over this trail with a bridge/culvert.

The Midvalley Trail would continue to function as it does today. All trail crossings would be accommodated by the Tooele Midvalley Highway West Alternative.

UP Right-of-way Trail

The Midvalley Highway West Alternative (both options) would cross over the planned UP Right-of-Way Trail as shown in Figure 3.6-1. This alternative includes an interchange at the future parkway (3400 North) which would require a new bridge. The bridge could be designed to span this planned trail.

Outer Rim Trail

The Midvalley Highway West Option A would cross over the planned Outer Rim Trail in one location. This alternative includes an interchange at SR-138 which would require a new bridge. The bridge could be designed to span this planned trail.

The Midvalley Highway West Option B would require the realignment of approximately 1.4 miles of SR-138. This realignment would require this portion of the planned Outer Rim Trail to also be realigned.

Bicycle Considerations

Table 3.6-4 lists the planned bicycle routes that would be crossed by the Midvalley Highway West Alternative (both options).

TABLE 3.6-4, PLANNED BICYCLE ROUTES CROSSED BY THE MIDVALLEY HIGHWAY WEST ALTERNATIVE

Route Name	Description
SR-36 (Stockton to 500 South in Tooele City)	At the southern terminus of the Midvalley Highway West Alternative (both options) would intersect with SR-36. It is assumed that this planned bicycle route would be located on both sides of SR-36. The Midvalley Highway West Alternative (both options) would require an at-grade crossing with the SR-36 planned bicycle route.
D Avenue/700 South	The Midvalley Highway West Alternative (both options) would cross this planned bicycle route. This route is planned for the future 700 South roadway connection with D Avenue within the Utah Industrial Depot. It is unknown at this time how the 700 South roadway would connect, if at all, with the Midvalley Highway.
Rogers Street	The Midvalley Highway West Alternative would cross this planned bicycle route. This route is planned along Rogers Street. In discussions with Tooele City, Rogers Street is planned to be removed and as a result of 1000 North.
Erda Way	The Midvalley Highway West Alternative (both options) would cross over this planned bicycle route via a bridge.

TABLE 3.6-4, PLANNED BICYCLE ROUTES CROSSED BY THE MIDVALLEY HIGHWAY WEST ALTERNATIVE

Route Name	Description
SR-138	<p>The Midvalley Highway West Alternative Option A would cross over this planned bicycle route via a bridge. At SR-138, an interchange is planned with the Midvalley Highway.</p> <p>The Midvalley Highway West Alternative Option B would require the realignment of approximately 1.4 miles of SR-138. The realignment of SR-138 to accommodate this alternative would not preclude this planned bicycle route.</p>

3.6.3.4 Indirect Impacts

There would be no indirect impacts resulting from the Midvalley Highway alternatives.

3.6.4 Mitigation

All of the existing and planned trails intersected by the Midvalley Highway alternatives will either be spanned by a new bridge/culvert or crossed at-grade (arterial section). None of the trails would be bisected; all of the existing and planned trails would remain functional. Pedestrian and bicycle routes would be crossed either by a bridge, culvert, or at-grade.

3.6.4.1 Sheep Lane Trail

Discussions with Tooele County indicate that this trail could be relocated adjacent or as part of the arterial section of the Midvalley Highway between SR-36 and SR-112. A potential multi-use trail could be constructed on the western side of the arterial, which could be used for the Sheep Lane Trail. It would cross over the UPRR tracks on the same bridge as the arterial. The trail would reconnect with its existing alignment at SR-112. The trail realignment is shown in Figure 3.6-1.

In addition, this trail would be spanned by the proposed SR-138 interchange with the Midvalley Highway or realigned as part of the Midvalley Highway West Option B.

3.6.4.2 Midvalley Trail

The Midvalley Trail would be spanned by a new bridge or culvert for the Midvalley Highway alternatives. In addition, the Rogers Street trailhead would be relocated or reconfigured due to its impacts from the Midvalley Highway.

3.6.4.3 UP Right-of-way Trail

An interchange is planned for the future parkway (3400 North) interchange. This planned trail would be spanned by the interchange at this location.

3.6.4.4 Outer Rim Trail

An interchange is planned for the SR-138 roadway as part of the Midvalley Highway. This planned trail would be spanned by the interchange at this location or realigned as part of the Midvalley Highway West Option B.

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