

FUTURE STREET AND TRANSIT MAP: WEST-CENTRAL WEBER

MAY 2023

HAROLD S. CRANE
WATERFOWL
MANAGEMENT
AREA

Plain City

Farr West

Warren

Reese

West
Weber

Marriott-Slaterville

Taylor

West Haven



FUTURE LAND USES

- Natural Open Space
- Parks/Recreation
- Agriculture
- Rural Residential Lots
- Medium to Large Sized Residential Lots
- Mixed Use Residential
- Mixed Use Commercial
- Vehicle Oriented Commercial
- Business/Office/Tech
- Heavy Commercial
- Light Industrial/Manufacturing
- Industrial/Manufacturing
- Gravel Extraction
- Adjacent City Annexation Area
- TDR Open Space Preservation

COMMUNITY

- Walkable Village (1/4 Mile Radius)
- Existing or Future Trail/Pathway
- Streetside-Pathway
- Bike Lane
- Park
- Existing School
- Church
- Emergency Services
- Trailhead
- Future School
- Cemetery
- Airport
- Incorporated
- Planning Area

ENVIRONMENTAL

- Weber River
- Drainage Channel or Canal
- Lake/Waterbody
- FEMA Flood Boundary

STREETS AND TRANSIT

- At-Grade Rail Crossing
- Existing or Future Bridge
- Existing or Future Arterial Bridge
- Existing or Future Transit Station
- Future Dedicated Transit Line
- Existing Major Arterial
- Future Major Arterial
- Existing Minor Arterial
- Future Minor Arterial
- Existing Major Collector
- Future Major Collector
- Existing Minor Collector
- Future Minor Collector
- Future Major or Minor Commerce
- Existing Major or Minor Neighborhood
- Future Major or Minor Neighborhood
- Future Roundabout

STREET CLASSIFICATION	MINIMUM RIGHT-OF-WAY WIDTH	CONTEXT
Minor Neighborhood Street	60 Feet	A minor neighborhood street is a street that does not generally connect neighborhoods. ROW width variance should be based on context of site conditions. Travel surface should be wide enough for two-way travel with minimum shoulder area. Sidewalk may or may not be necessary.
Major Neighborhood Street	66 Feet	A major neighborhood street is a street that connects neighborhoods, but does not support the traffic load of a collector street. Travel surface should be wide enough for two-way travel with shoulder area that can support street parking. Sidewalk or a side pathway is necessary on both sides.
Minor Collector Street	80 Feet	A minor collector street is a street that collects traffic from neighborhood streets and disperses to the greater street network. Travel surface should be wide enough to support two-way travel on 12 foot wide lanes plus shoulders wide enough to support bike lanes. Sidewalk or a side pathway is necessary on both sides.
Major Collector Street	100 Feet	A major collector street is the same as a minor collector, but is designed for additional demand. Travel surface should be wide enough to support three 12 foot wide lanes, two travel lanes and one center turn lane. Shoulders should be wide enough to support bike lanes. Sidewalk or a side pathway is necessary on both sides.
Minor Commerce Street	100 Feet	A minor local commerce street is intended to provide local streets that connect commercial and industrial uses to collector streets. Travel surface should be wide enough to support two-way travel on 12 foot wide lanes plus shoulders wide enough to support bike lanes. Sidewalk or a side pathway is necessary on both sides.
Major Commerce Street	132 Feet	A major local commerce street is the same as a minor commerce, but is designed for additional demand. Travel surface should be wide enough to support three 12 foot wide lanes plus shoulders wide enough to support bike lanes. Sidewalk or a side pathway is necessary on both sides.
Minor Arterial Street	132 Feet	A minor arterial street is a street designed to connect collector streets to the greater region. An arterial is typically a state highway. Travel surface should be wide enough to support five 12 foot wide lanes, four travel lanes and one center turn lane. Shoulders should be wide enough to support bike lanes. Sidewalk or a side pathway is necessary on both sides.
Major Arterial Street	270 Feet	A major arterial street is intended for existing or planned limit access freeways. It should not have on street sidewalk or pathway facilities, but should have plenty of ROW to allow those facilities to parallel. ROW should also be wide enough to accommodate a frontage street on either or both sides.

These cross sections and this plan's street standards are intended to represent streets at full community build-out. When the County acquires rights-of-way or constructs streets, they may be of various sizes based on community need at the time.