

SECTION B North Temple to 250 South

Description

No trail or right-of-way for about 0.6 mile. There are no connections to other trails in this section. Currently, trail users must detour along city streets for several blocks. North Temple is very busy. Consequently, not many people use this section, although the sections directly north and south of this area get a lot of use.



This section of unfinished trail offers a plethora of problems in a very short distance. Beginning on the south, the first major hurdle is I-80. Tunneling under it is the only solution. Running parallel to I-80 is 200 South, which would also need an underpass. Between 200 South and North Temple



there are four RR lines, utility crossings of gas and water, and a fiber optic cable. There is also a UP&L Substation on the east side of the river. The trail would be easy to install along the east side of the river where the Utah State Fairpark overflow parking lot is located. However, North Temple would need an over/under-pass. Because of the concentration of problems above and below ground, a skywalk should be considered.

The land for development of the trail and other improvements in this section has been discussed with the property owners – Utah Power & Light (Pacific Corp.), Questar Gas Co. and a Men's Shelter that is located at the East Side of 200 South. UP&L has already signed an agreement and has partially funded and constructed a new Trail Head at North Temple (So West Corner at the River).

What needs to be done

1. Salt Lake City will work on design to help understand the issues and the possible solutions for this major crossing.
2. Cost needs to be estimated.
3. Salt Lake City will continue to communicate with the land owners regarding options for the trail.
4. No determination has been made for funding of trail construction.

Concerns and Issues

- There are major obstacles slowing the design and completion of this section. They include:
 - Major rail lines (5 tracks)
 - Communication lines that will have to be crossed by the trail (fiber optic cable that runs under the same area of the Right-of-way)
 - Interstate 80
- Funding: Rough estimate is \$1,220,000.*

Public Input

Most respondents ranked this section high, but many gave it a low-medium priority.

Priority	1	8	2	4	5	6	7	9	3
Responses	21	12	9	5	4	3	3	3	1

There are many issues in this small section: homeless hang-out, 5 sets of RR tracks, fiber optics, & a UP&L substation. It will be very expensive for a .5 mile section of trail and impractical because of liability issues.

The suggestion was given for an alternate route using the existing street to the east that already goes under I-80. This would eliminate obstacles in this area.

There is a plan to daylight City Creek (#24 & Scott Stoddard.) Perhaps some solutions will be found as SLC and the Corps of Engineers work together on this project.

The sections of Trail on both sides of this section are currently well used by the public and have seen steady increase in usage over the past few years. The only way to facilitate this trend continuing is to link the two sections by completing the trail between N. Temple and 250 S. Even if it can't all be done at once, at least start by paving an underpass below I-80 and 200 S. The elevated level of I-80 at this point should allow this.

Thus, by allowing access up to the railway lines, it is hoped that Union Pacific railroad would be encouraged to work towards avoiding being the only remaining barrier to Trail completion.

A pedestrian crossing light could be installed at the trail crossing on N. Temple. This has proved to work just fine on California Ave. which has a similar traffic load.

Wetland & Wildlife Habitat - Unknown. We will have to work for solutions and approvals by all concerned stake holders. I would add that because of development that extends right to the river bank, along the river in this area, that the thin line of vegetation along the river provides negligible habitat for wildlife. Doug Sakaguchi, DWR

* Planning level cost estimate based on City provided unit costs for similar recent work.

DRAFT RECOMMENDATION

- Salt Lake City should move forward with funding for design work.
- In the mean time, discuss options with land owners.
- Completion of the trail will be a few years from now.

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