Jordan River Parkway Trail Completion Prioritization – Salt Lake County

SPONSORS

GOAL:
To complete
The trail from Utah
Lake to the Great Salt Lake

DRAFT: December 29, 2004

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ORGANIZATION OF REPORT

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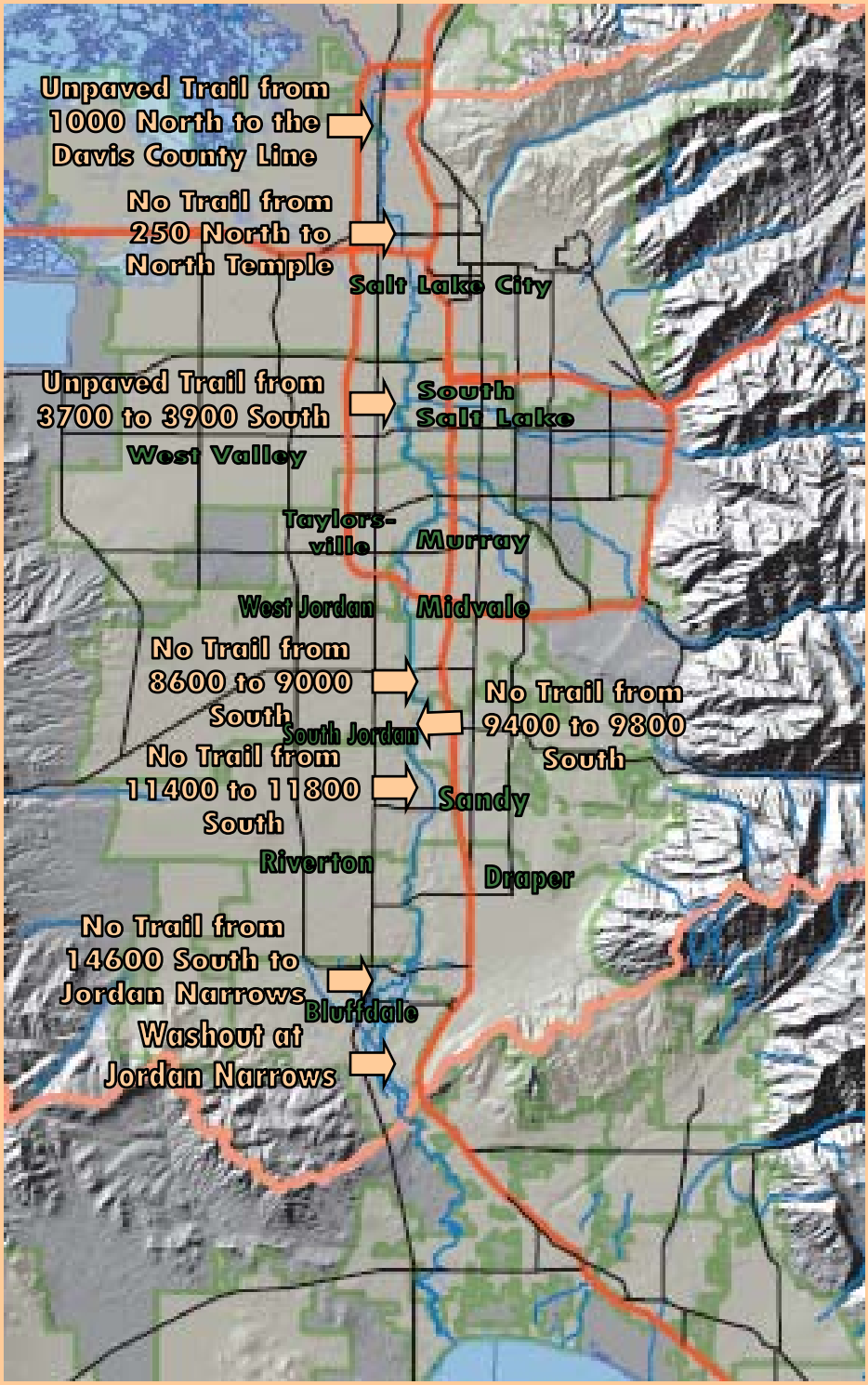
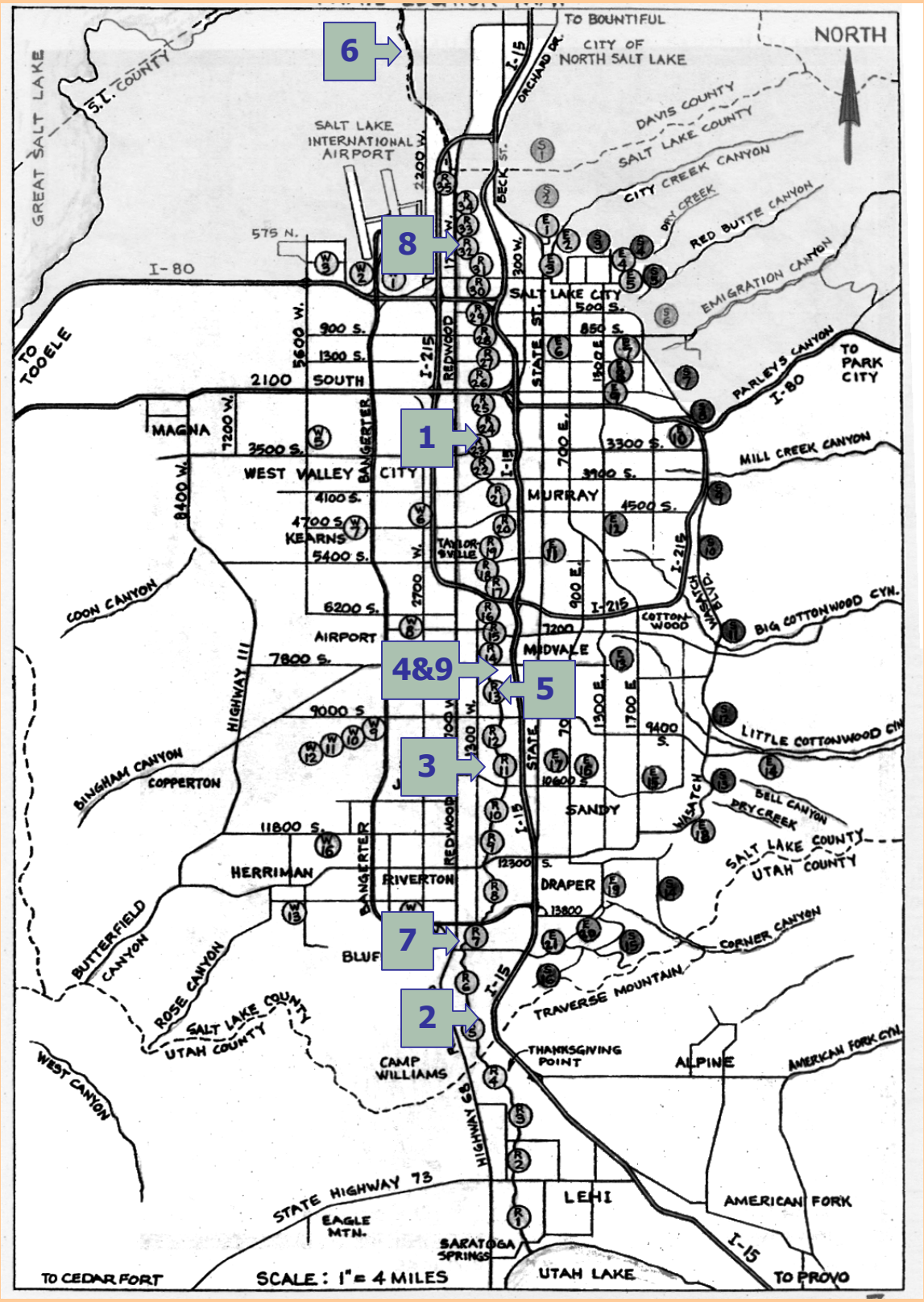
Salt Lake Valley, Showing Jordan River in the Center, Unfinished Trail Sections and Municipal Boundaries



Salt Lake Valley, Showing Jordan River Parkway Trail in the Center
Unfinished Trail Sections are Numbered in Priority Order
— See detailed section descriptions in report



BACKGROUND

The Jordan River Parkway trail has a number of incomplete sections or sections needing work. The purpose of this project was to create a prioritized list of for completing the trail within Salt Lake County. The report also includes a discussion of issues and recommendations.

The Jordan River Natural Areas Forum (JRNAF) is a voluntary coalition of local municipalities, county, state and federal agencies, non-profit organizations, local businesses, and individual citizens dedicated to promoting awareness, acquisition, management and restoration of natural areas along the Jordan River — balanced with the human use of the river corridor.

The trail completion prioritization process was conducted by the "Trail Group" — an ad hoc subcommittee of JRNAF — in response to a request from the Salt Lake County Mayor's Office and a resolution passed by JRNAF on July 7 2004. The process included gathering of data, public open houses and a web-based comment sheet.

Open Houses to collect public input were held —

- October 26th: South Jordan Community Center 10778 S. Redwood Rd.
- October 27th: Murray NRCS 1030 West 5370 South
- October 28th: Day Riverside Library 1575 West 1000 North

Comment sheets were available for the public to prioritize the unfinished trail sections and to provide other information. The comment sheets were also available on the JRNAF web site.

After gathering information and public input, the Trail Group prepared a draft report. The draft will be posted on the web site and additional comment taken. The final report will be revised and presented to the Salt Lake County Council of Governments for review and action.

DISCUSSION

Expanding the popular Jordan River trail in Utah, Salt Lake, and Davis counties will enhance the recreational opportunities of residents throughout the Salt Lake Valley. In so doing, the county and municipalities should strive to create a user-friendly trail, preserve open space, and protect the environment, especially sensitive areas and those of ecological importance. In addition to a wonderful recreational destination, the trail can provide a connection with nature, including a sense of awe and an appreciation of natural beauty as well as a place where the public can see natural processes. The various benefits of the trail include enhancement of the quality of life of Utah, Salt Lake, Utah and Davis county residents, protection of environmental resources, recreation, preservation of scenic views (viewsheds), public access to the river, educational opportunities, and protection of the watershed both directly and indirectly.

ENVIRONMENTAL GUIDELINES

In designing the trail, consideration should be given to environmentally sensitive areas and resources, particularly wetlands, the riparian zone, the Jordan River (including the banks and floodplain) steep slopes, viewsheds, mature native trees, and lands that provides unique habitats for wildlife. There has been some discussion as to whether or not the trail should be allowed on both sides of the river. However, this shouldn't be a concern as long as the following guidelines, which have been adopted by JRNAF, are respected:

1. Wetlands

a. Avoid wetlands:
   i. Align trail around them.
   ii. Create natural buffers between wetlands and the trail.
b. If the trail must go through wetlands, then use a bridge.

2. Riparian Zone

a. Create a buffer between the trail and the river. Consider that the river may meander and change position and that flooding is likely to occur at some future point. The buffer will protect the trail infrastructure as well as the natural river processes and vegetation.
b. Allow views of the river, but discourage off-trail travel through natural buffers such as hedgerows (willow, rose).
c. Post signs to encourage people to appreciate and respect the trail and nature.
d. Provide areas where people can have access to the river or views:
   i. Consider opportunities (e.g., kiosks) to educate the public about natural processes, hazards, wildlife, and benefits of the environment.
   ii. These should be designed to avoid damage to the riparian zone, avoid cut banks, avoid the need to rip-rap, etc.

3. Jordan River, Banks and Floodplain

a. Create a buffer between the river and trial. If possible, place the trail away from the river as much as possible.
b. Strive to create a diversity of experiences. Basically, this means that the trail does not need to be the same 10 feet from the river for the entire length of the river. Let the trail meander away from the river, perhaps around a wetland, around a parcel of open space, through a woodland (responsibly), or up on a ridgeline.
c. Avoid the need to rip-rap the banks of the river.
d. Protect natural vegetation.
e. Let the river meander.
f. When the Jordan floods, have alternative routes or have means of closing the trail.

4. Viewsheds

a. Create views that allow people to see the Wasatch, the Oquirrhs or other natural areas. This might mean a rise in the trail, a ridgeline, or even protection of a parcel as open space so that a large building (or complex) is not built.
b. Coordinate with adjacent landowners in development.
c. Do not simply build the trail within the narrow confines of the river corridor.

5. Steep Slopes

a. Generally this should not be a concern, but avoid steep slopes because of erosion.
b. If trail must do through or over slopes, allow drainage and passage of water.

6. Mature Trees (Native Species) and Natural Areas

a. Where stands of native trees (e.g., cottonwoods, willows) exist, align the trail around or design so that minimum number of trees are cut or damaged.
b. Areas protected or set aside as open space or as wildlife habitat are not automatically trail material. Some parcels have conservation easements or other deed restrictions which might prohibit trails, buildings and other facilities.
c. It is also important to recognize and respect the use of the land, and to coordinate with the landowner.

7. Additional Considerations

a. Lighting: Recommend not lighting the trail to avoid light disturbance to wildlife. It may be acceptable to light trailhead and parking areas, but have lights directed down rather than up or laterally and use minimum amount needed.
b. Trash Receptacles: Place at trailheads, not along the trail. This will make it easier to collect, and will be a lesser enticement for raccoons, skunks, and such from residing near the river. Many people may like raccoons and skunks, however, they can create health concerns, can be a nuisance, and are predators on birds, bird nests, and other wildlife.
c. Noxious Weeds:
    i. Adopt ways to keep them from spreading.
    ii. Adopt control methods.

d. Dogs:
   i. Keep dogs on-leash; do not allow them to run free for the safety of people, pets, wildlife and the river.
   ii. Encourage people to pick up after their pets.

RIGHTS-OF-WAY & DEVELOPMENT

There is not a public right-of-way for a trail along the entire river – only where it has been acquired. There are regulatory controls over development, including trail development, within the river corridor. Controls include:

- County Flood Control – Twenty-five feet along the banks.
- State of Utah Parks and Recreation – One-hundred and fifty feet from the banks of the river (or as far as the flood-plain)
- State of Utah Sovereign Lands – The riverbed
- State of Utah Water Rights – Stream modifications
- State of Utah Department of Transportation – Where roads exist or are developed
- Local government zoning – All areas
- US Army Corps of Engineers – Wetlands and riparian areas

Although these controls exist, residential and commercial development occurs within the flood plain – there is no absolute prohibition. The trail group received comments regarding this issue, but considers them outside the scope of this report except as follows:

1. Any new road or bridge construction projects should include underpasses to provide for the trail.
2. When new residential and commercial development is proposed, developers should provide rights-of-way for the trail.
3. New development should always follow the environmental guidelines above.

COST & FUNDING

Except as noted in the part of this report that describes the specific trail sections to be completed, cost estimates for completion of the trail are not available. However, some information from trails that have recently been done is helpful. For example:

Paved 10' wide pedestrian/bicycle trail	$25/linear foot[1]
Graded 6' wide equestrian trail	$ 8/lineatr foot[2]
Trailhead (no restroom)	$100,00 - 200,000
Restroom facility	$85,000 - 170,000
Bridge across river 10' wide	$140,000 – 180,000

[1] One mile = 5288 feet. Construction and paving cost ≅ $132,200
[2] Construction for one mile ≅ $42,300

The crossing underneath 6400 South (photos below) was completed last year at a cost of over $500,000.

Funding recommendations are outside the scope of this report. It is hoped that this report will provide information to assist with funding efforts – both for the trail and other needs of the Jordan River corridor.

VOLUNTEERS

There are many opportunities for volunteers to help with projects, especially river and trail clean-up.

MAINTENANCE

Trails need to be maintained. In unpaved areas, there are a lot of puncture weeds and tree roots that make biking/blading difficult. Also, overgrown shrubbery near Oxbow Jail becomes a safety issue.

The suggestion was made to remove exotic plants and maintain the natives.

Thought needs to be given to clearing the river of hazards for canoeing.

SAFETY

There is a concern for women on the trail north of 48th South. Apparently, north of 39th South there are a lot of homeless persons and illegal activity.

Public comment was received concerning horses on the paved trail presenting health and safety issues.

There is a concern among respondents about redundant and unnecessary access. One respondent suggested that "vandalism, polluting, dumping, and other illegal activities are bound to escalate if we create too much access." However, residents in Murray had the same concerns before the trail was made, yet the exact opposite happened. Since the trail was completed problems have diminished in the area.

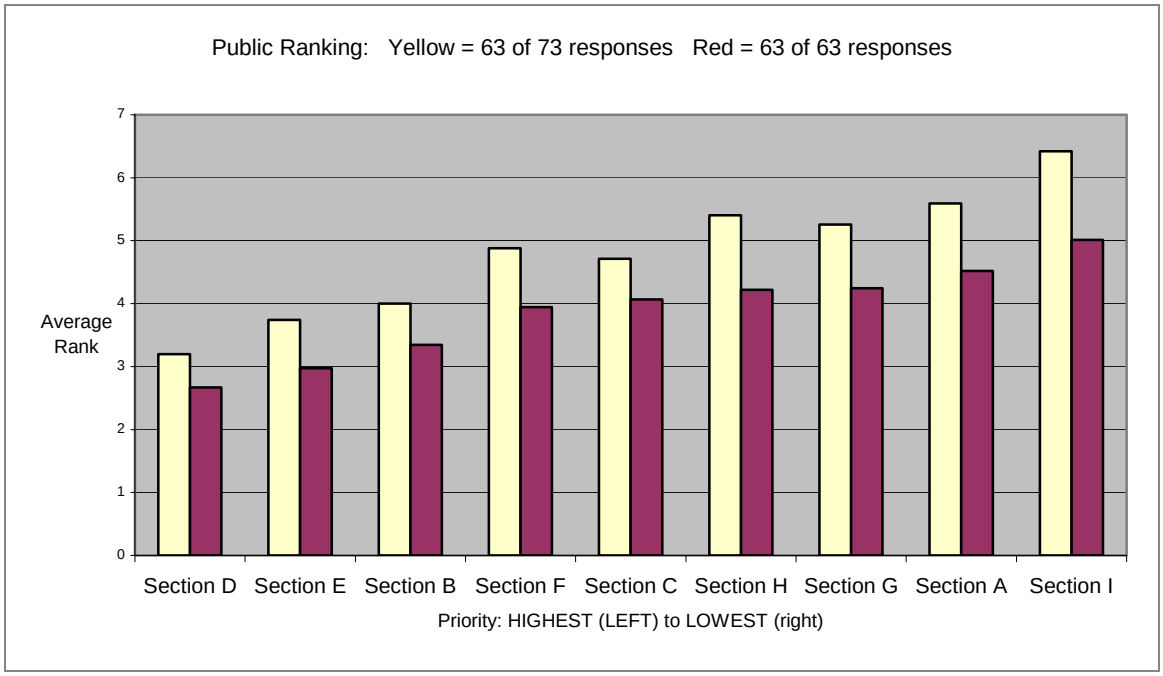
A report commissioned in 2002 found:

> In summary, the Jordan River Parkway Trail is an amenity to the majority of Salt Lake City residents who live along its border. The perception among residents is that the trail has increased the value of their homes and it has not compromised their safety. Trail public safety is an important issue to residents and police. In general, the trail is not dangerous and the crimes committed on the trail are by illegitimate trail users. The police believe that these problems can be solved through CPTED and a bicycle patrol. Realtors have found that selling homes along the Jordan River Parkway is easier because of the trail, or that the trail does not affect the selling of homes. The Jordan River Parkway Trail is perceived as a wonderful open space and valuable asset to this community.[3]

[3] "The Jordan River Parkway Trail: Property Values and Public Safety" Sponsored by Salt Lake City Corporation, The Foundation for the Provo-Jordan River Parkway, and Helen M. Peters, Chair of the Sugar House Community Council

PRIORITIZED LIST

Three open houses were held and a web site was set up to receive public input. The public was asked to rank the priority for completion of the trail sections. A total of 73 responses were received and only 63 actually prioritized the trail sections. This small number is not considered significant and the trail group did not give this information much weight in the final analysis. However, the results were averaged to show the general sentiment of the respondents. The chart below is presented here are for informational purposes only.



The Trail Group Discussed and analyzed the data they received. They then created a matrix (page 10) showing when each trail section is likely to be completed, relatively. The time line is not tied to the calendar, because the actions are dependant on so many different parties. However, the Trail Group wants to emphasize the idea that multiple activities can be taking place on multiple sections (indeed many already are) to achieve the goal of completing the trail, rather than focusing on one section at time.

After reviewing the matrix, further analysis and discussion of the relative realities, the trail group came up with the prioritized list, below.

PRIORITIZED LIST
JORDAN RIVER TRAIL SECTIONS NEEDING COMPLETION
WITHIN SALT LAKE COUNTY

These sections with their priority numbers are shown on the map at the beginning of this report.

1. Section C – Unpaved Trail from 37th to 39th South: Easy to complete quickly
2. Section I – Washout at the Jordan Narrows: Easy to complete relatively quickly

[1]

3. Sections F & G – 114th to 118th South (Previously listed as two sections on either side of the river – route needs to be prioritized): Bridge to be funded and constructed by UDOT within 2 years. Other work underway.
4. Section D – 86th to 90th South (Temporary route): Will take a lot of work to complete
5. Section E – 94th to 98th South: Will take quite a while to complete

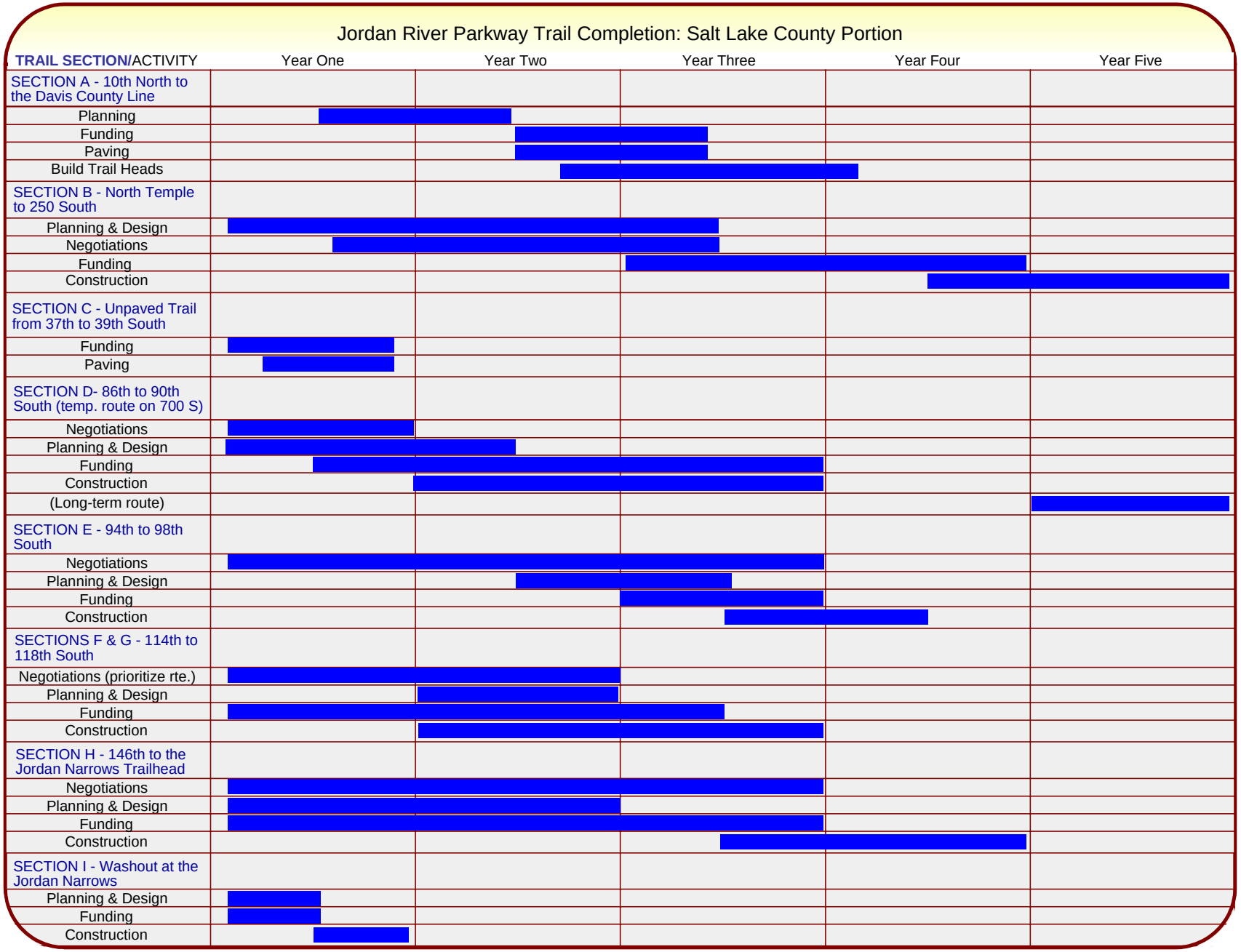
[2]

6. Section A – 10th North to the Davis County Line: Relatively easy to complete, but route contingent on sports complex plans with funding
7. Section H – 146th South to the Jordan Narrows Trailhead: Will take a lot of time and work to complete
8. Section B – North Temple to 250 South: The most difficult to complete
9. Section D – 86th to 90th South (Long-term route): May take a long time to complete

[3]

[1] There is very little distinction between priority 1 and 2. They should be worked on simultaneously.
[2] There is very little distinction among priorities 3, 4, and 5. They should be worked on simultaneously.
[3] Priorities 4 and 9 are the same section of trail. Priority 4 is a temporary solution and priority 9 is the long-term solution, which is very uncertain.

Jordan River Parkway Trail Completion: Salt Lake County Portion



DRAFT RECOMMENDATIONS

General

- Follow environmental guidelines for all trail development
- Coordinate with all responsible jurisdictions for:
  - Rights-of-way acquisition
  - Design
  - Funding
  - Other issues
- Involve public – especially volunteers
- Provide adequate trail maintenance
- Assure trail safety
- Work with communities in Davis and Utah Counties to address their trail needs

Section A — 10th North to the Davis County

Priority #6

- The section from 1000 North to Redwood Road should be paved.
- The section from Redwood Road to Davis County should be planned as the Sports Park concept develops.

Section B — North Temple to 250 South

Priority #8

- 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.

Section C — Unpaved Trail from 37th to 39th South

Priority #1

- Salt Lake County should move forward with funding for the work.

Section D — 86th to 90th South

Priority #4 (temporary route) Priority #9 (long-term route)

- It is impossible to estimate when the land north of 9000 South will become available for the long-term trail route.
- In the mean time, the temporary solution along 700 West should be built.
- Sandy City can work with UDOT to improve 700 West and 9000 South and plan the 9000 South crossing.
- Sandy City can complete the gap in the trail on the south side of 9000 South.
- The County and Cities can work on the design and cost estimates for the trail.

Section E — 94th to 98th South

Priority #5

- It is impossible to estimate when the land north of 9000 South will become available for the trail.
- In the mean time, Sandy City, West Jordan City and South Jordan City can work with the canal company to improve the crossing.
- The cities can work on design and cost estimates for the trail.

Sections F & G — 114th to 118th South

Priority #3

- The bridge at 11400 South needs to be put in as soon as possible.
- Set up stakeholder process to determine priority trail route(s).

Section H — 146th to the Jordan Narrows Trailhead

Priority #7

- Bluffdale should be supported in its efforts to complete this section. It will take a lot of time, negotiations and funding to complete.

Section I — Washout at the Jordan Narrows

Priority #2

- This is a repair/maintenance job, although some re-design is advisable. Salt Lake County will begin construction next year on a trailhead on Sunrise Dr. (north of Camp Williams and the Veterans Memorial Cemetery, approximately 170th South and 12th West.) It makes sense to repair the trail and have this relatively cheap and easy section in tact.

SECTION DESCRIPTIONS AND MAPS

SECTION A
10th North to the Davis County Line

(Following map in 3 parts)

Description

This section is nearly 3 miles. It begins on the north side of 1000 North, just across from the Day-Riverside Library (1575 West 1000 North), runs long the east side of the river until the Rose Park Golf Course, crosses a bridge to the west side, continues to Redwood Road, crosses back to the east side, and continues to the Davis County Line. The trail is a gravel road/path. There are no connections to other trails in this section.

The section of the trail north of Redwood Road was under the jurisdiction of State Parks. Now it belongs to Salt Lake City. The City is looking into the development of a Sports Park on the West side of the river in the area from Redwood Road to the Davis County line. If developed, the Sports Park will interface with the Jordan River Parkway trail in that area.

What needs to be done

1. Paving.
2. Possible trail head development at 1000 North and another at Redwood Road.
3. Plan how the Sports Park will interface with the trail.
4. Funding: Current estimate is over $163,000.*

Concerns and Issues

- Interface with Sports Park.
- Funding

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

Public Input

Most respondents ranked this section as low, but many ranked it as a high priority.

Priority	9	8	1	2	3	5	7	6	4
Responses	16	11	10	8	4	4	4	2	0

Several comments would like to see this section paved. Apparently, there are Olympic stations along this trail and pavement would make them more usable. One person suggested that children along this section of the parkway didn't have the same recreational opportunities because the trail was unfinished. The suggestion was made to use ZAP taxes.

A major safety concern is the golf course. One hole tees off on the west side of the river, with the hole on the east. The suggestion was made for warning signs that indicate this part of the trail continues through a golf course.

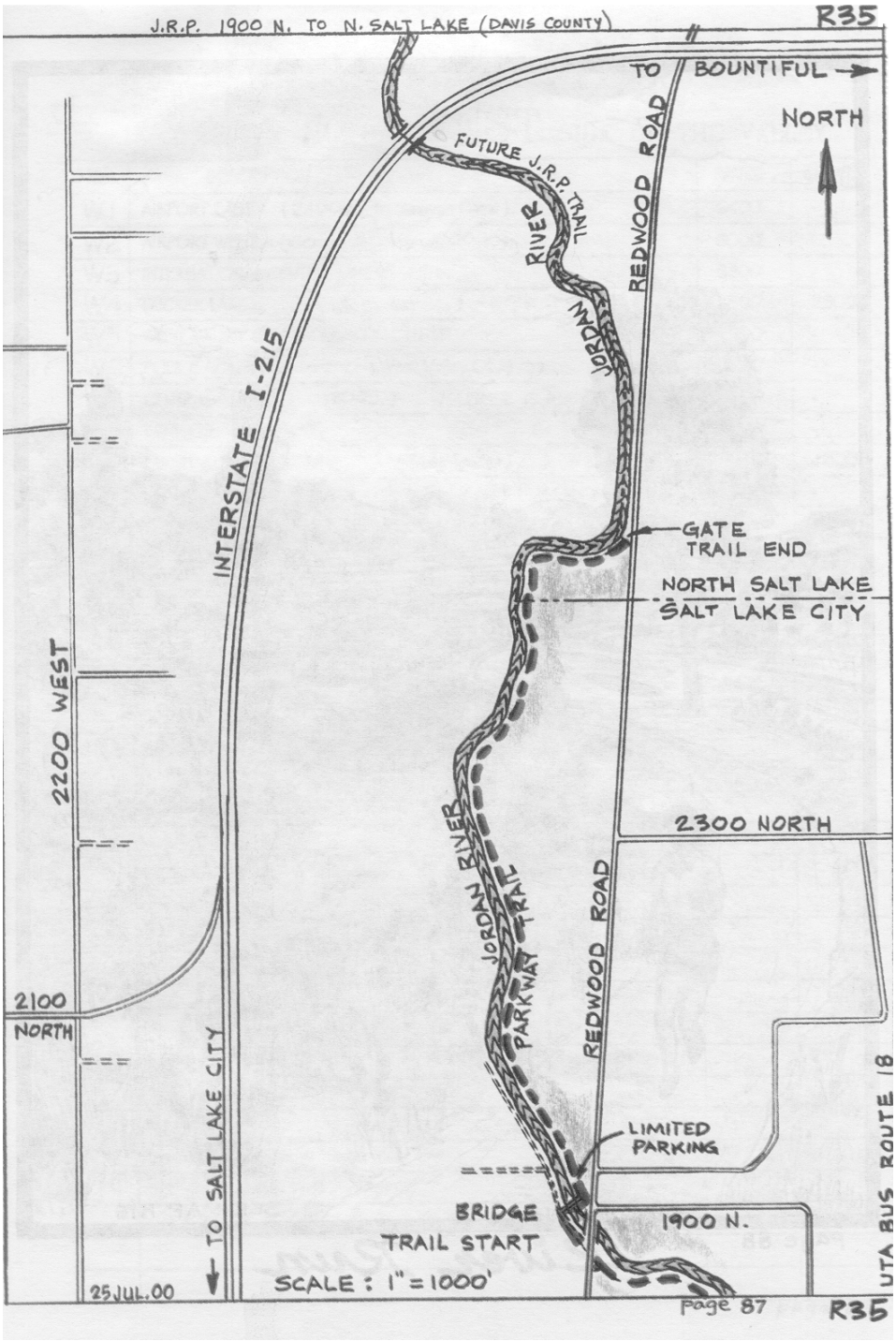
In this area, SLC is planning the sports complex. One comment suggested that the trail be part of the complex and restore the east side of the river to a natural condition with lots of trees to screen the industrial area.

Wetland & Wildlife Habitat - Because the trail already exists in this area, we feel that we do not have any issues with wetlands. There have been some conversations with those involved with habitat in this area, so we will have to continue our discussions and reviews of this trail once we have some funding to entertain improvements in this area. I would add that there is a narrow line of mature cottonwoods, some large willows, and some Chinese elm (exotic) trees along the river banks. Phragmites (common reed) also has invaded the wet areas and edges of the river. Doug Sakaguchi, DWR

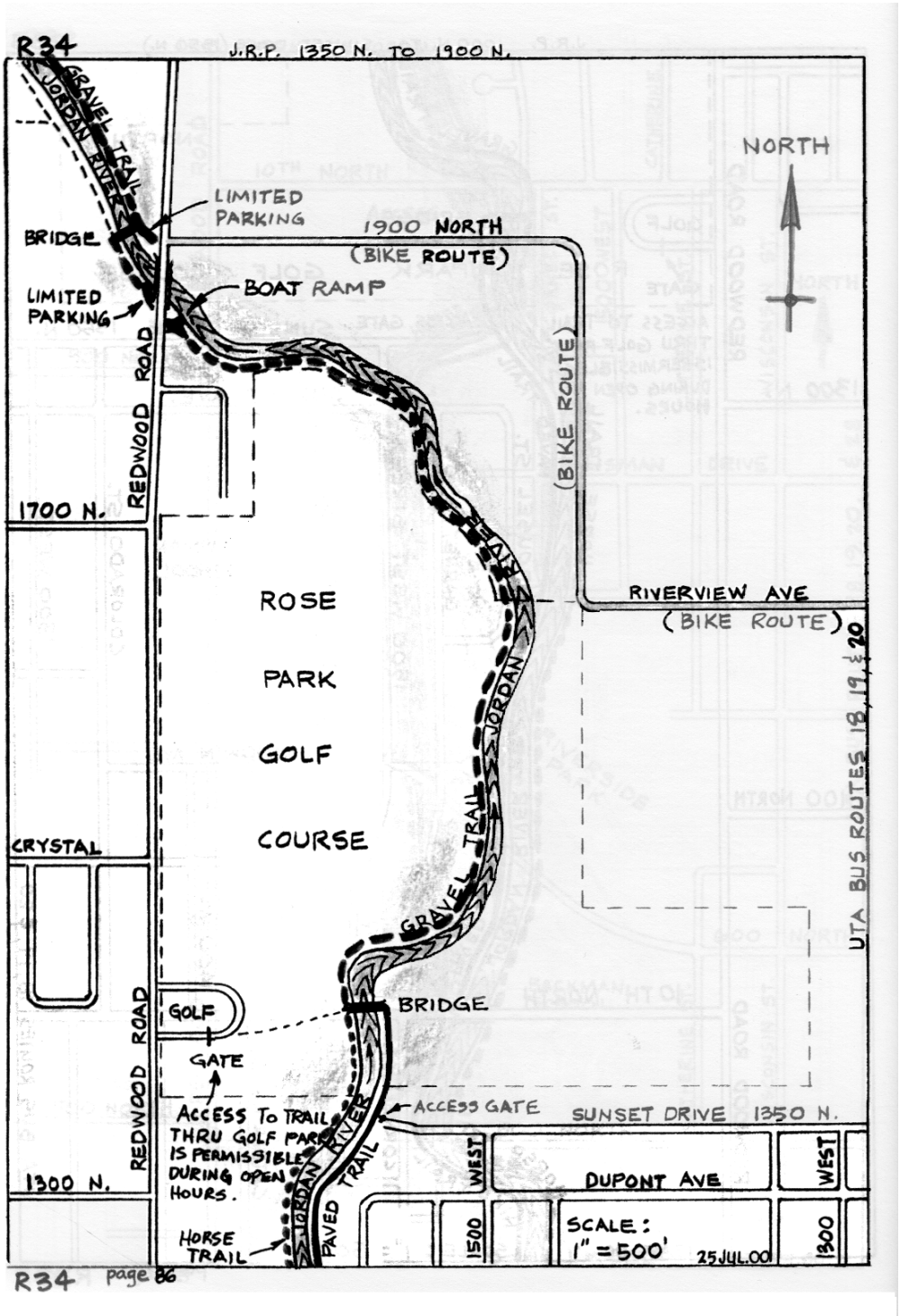
***DRAFT* RECOMMENDATION**

- The section from 1000 North to Redwood Road should be paved.
- The section from Redwood Road to Davis County should be planned as the Sports Park concept develops.

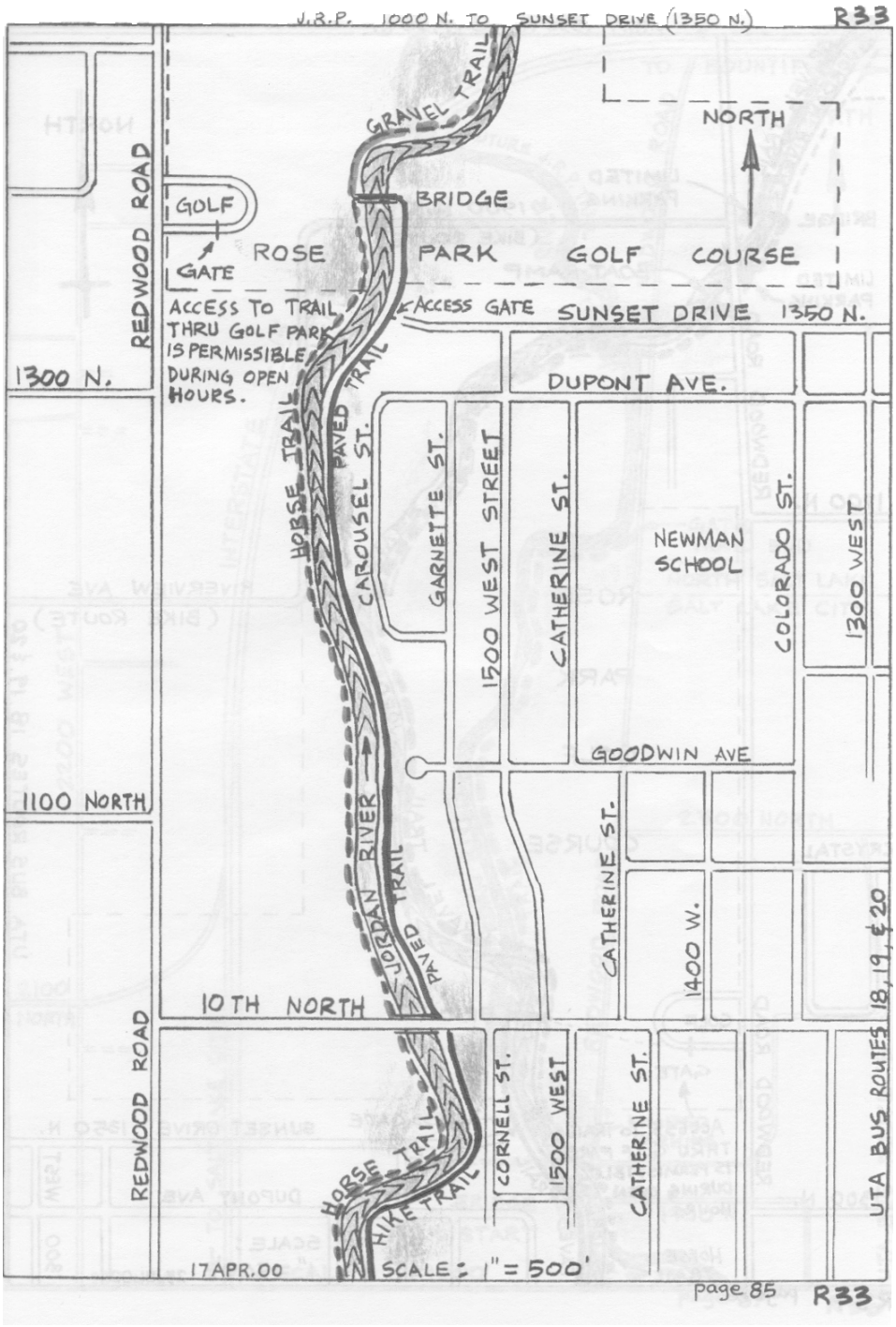
10th North to the Davis County Line (map 1 of 3)



10th North to the Davis County Line (map 2 of 3)



10th North to the Davis County Line (map 3 of 3)



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.

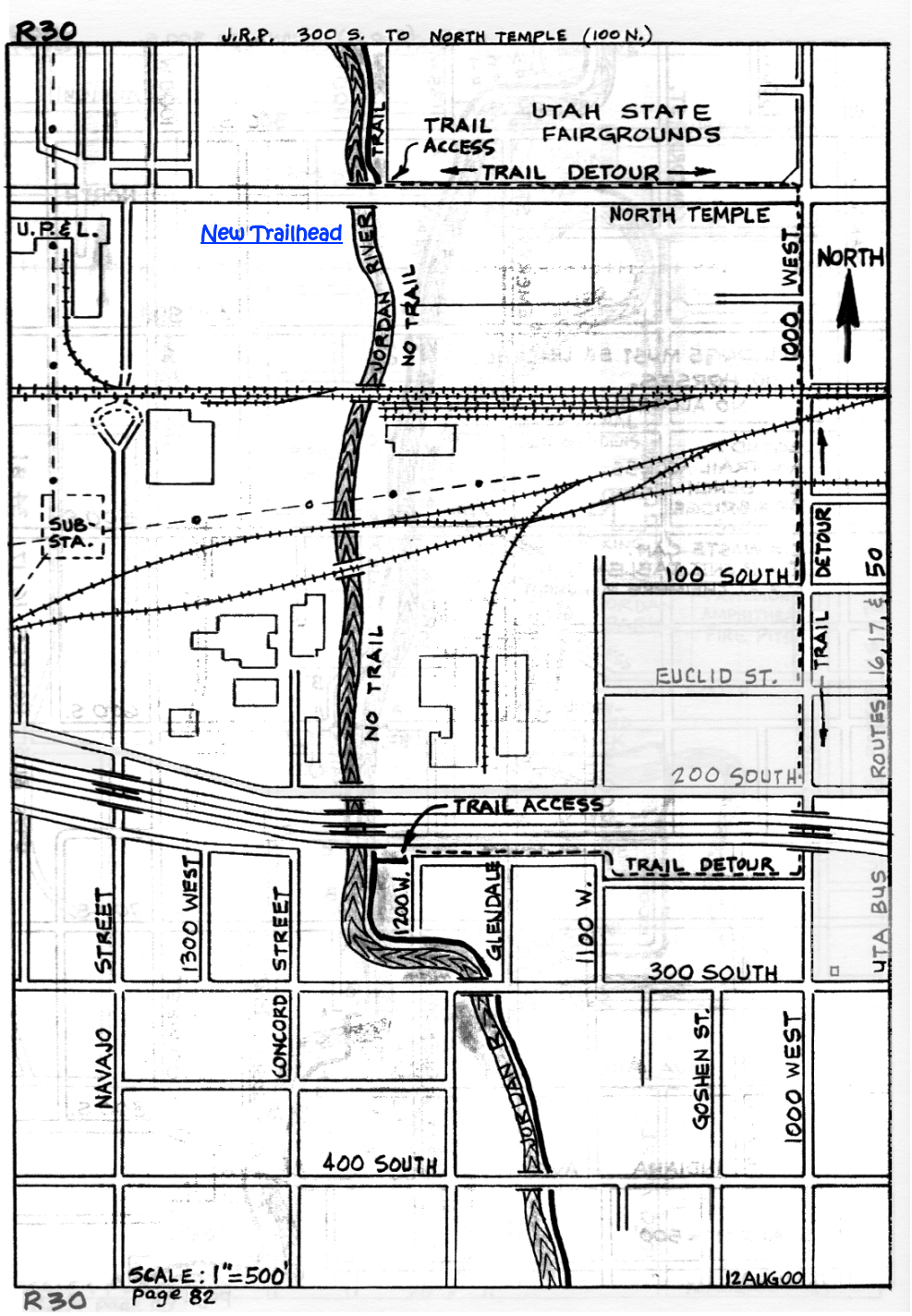
Wetland & Wildlife Habitat - Unknown. We will have to work for solutions and approvals by all concerned stake holders. I would add that because of development that extends right to the river bank, along the river in this area, that the thin line of vegetation along the river provides negligible habitat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

North Temple to 250 South



SECTION C
Unpaved Trail from 37th to 39th South

Description

About 0.2 mile. This section of trail was designated a mitigation area by the U.S. Fish & Wildlife Service and as such we have not been allowed any improvement of the trail. That designation has recently been lifted and we now can proceed with improvements. There are now no physical obstacles to completing the trail. There are no connections in this section to other trails.

The County has ownership of the General Holmes Park located on the north side of 39th South, east of the river, where the trail passes through the park as it goes north. The County also owns the entire length of the trail north to 2100 South.

What needs to be done

1. Paving.
2. Funding of $25,000 has been requested in the County Budget.

Concerns and Issues

- Funding

Public Input

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

Rank	2	3	7	9	1	8	6	4	5
Responses	12	10	9	9	8	5	4	3	3

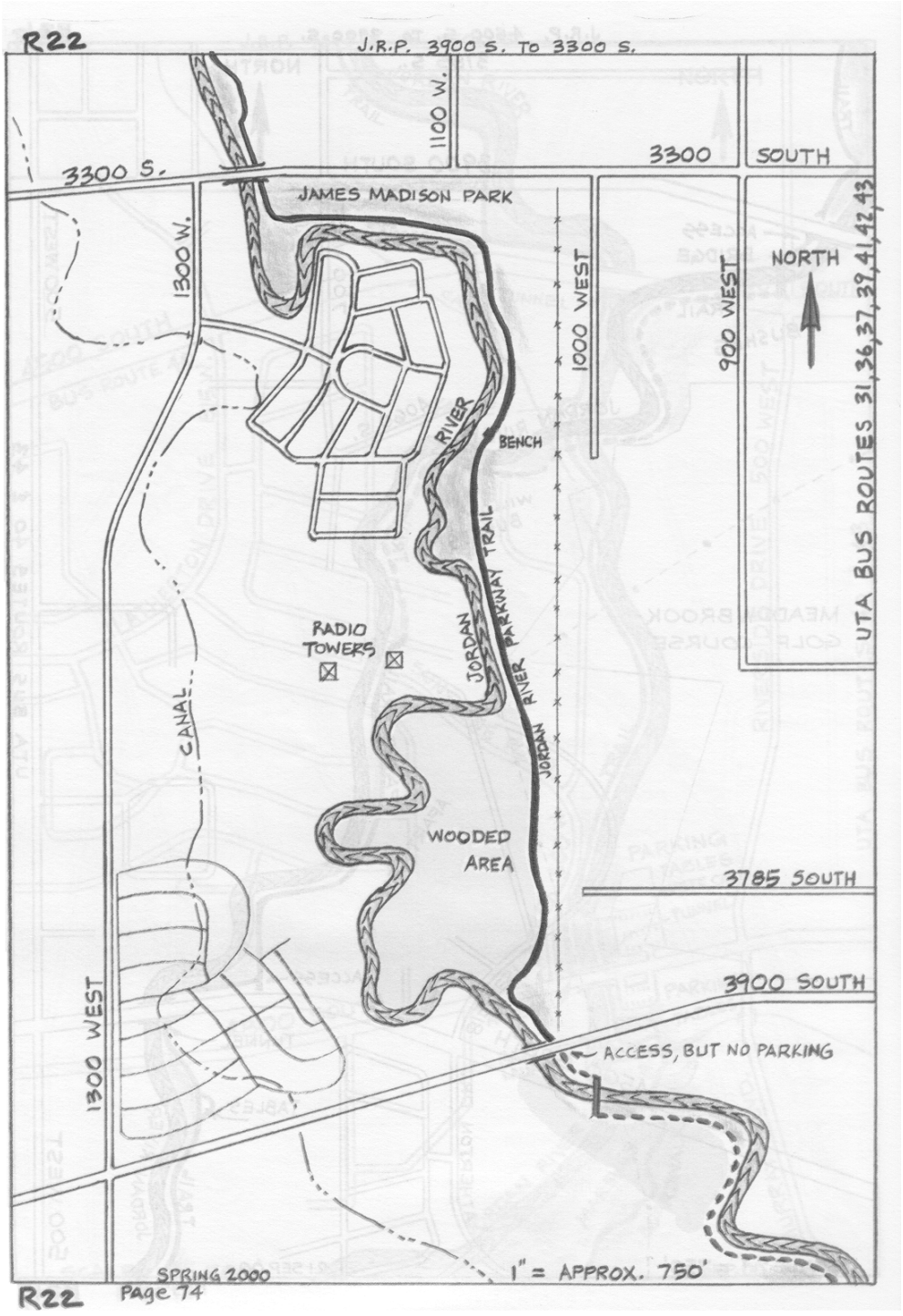
Beside the puncture weed problem (OH1), the overwhelming concern is crossing safely at 39th South. This needs to be addressed with the county.

Significant Wildlife Habitat, none that would be impacted by the paving of the trail. No wetlands identified. I would add that there are mature cottonwoods, some exotic weed-trees-tamarisk and some scattered Russian olive. Doug Sakaguchi, DWR

DRAFT RECOMMENDATION

- Salt Lake County should move forward with funding for the work.

Unpaved Trail from 37th to 39th South



SECTION D
86th to 90th South

Description

This undeveloped section is about 8-9/10 of a mile. Much of it is in a county "island." There is no trail or right-of-way, no crossing for 9000 South, and no connection to the completed trail through the River Oaks Golf Course.

Currently, trail users must cross and travel on 700 West. They must also cross 9000 South to get to the trail continuing south along the river. Sandy City is working with Utah Department of Transportation to improve 700 West and 9000 South for trail users. The 9000 South intersection is very dangerous. The road is a four-lane highway with constant traffic traveling at speeds of 50 mph and faster. A temporary solution is to install traffic lights.

A long-term option would be to build a tunnel under the 9000 South road bridge over the river. There is a large concrete storm drainage structure north of 9000 South on the east side of the river that would make a tunnel difficult on that side. West of the UP&L substation, as the road begins to climb out of the river bottom, would be a good place to tunnel under the road. The tunnel would line up with the surplus canal. However, this does not connect with the trail south of 9000 South, which is on the east side of the river. Trail users would still have to travel along 9000 South for a distance or a new trail would have to be constructed south of 9000 South on the west side of the river along the canal.

There are options for the trail to go on either the west or east side of the river between 8600 and 9000 South.

On the west side the Army Corp of Engineers plans to restore the highly channelized river to a meandering corridor. They are not amiable to trail development at this time. The trail would probably have to go far west of the river for a few blocks and then cross back to the east side. One option would be along the Surplus Canal from 9000 to approximately 8400 South. From here, following a ditch that runs east to the river is the shortest point between the canal and river. At this point, there would

need to be a bridge across the river. This would then allow the trail to connect to the existing Jordan Parkway Trail coming from the north.

The east side of the river is land controlled by the Furbreeders Association. They do not want anyone on or near their property. However, The County could wait until this property eventually comes before the Planning Commission for development and require the developer to provide the trail.

What needs to be done

1. The County wants to wait until the property on the east side of the river, north of 9000 South, comes before the Planning Commission for development and require the developer to provide the trail.
2. Sandy City may build a temporary trail along the shoulder of the road at 700 West. However, this will be on the east side, requiring users to cross 700 West twice.
3. The County and cities need to work with UDOT to design and build a crossing at 9000 South.
4. Sandy City will complete the section south of 9000 South to connect
5. Cost needs to be estimated.
6. No determination has been made for funding of trail construction.

Concerns and Issues

- Difficulties obtaining rights-of-way from land owners.
- Design and construction of 9000 South crossing.
- Funding.

Public Input

Most respondents ranked this section as high, but some gave it a medium priority.

Rank	3	2	1	5	4	6	8	9	7
Responses	16	13	11	9	6	4	1	1	0

A couple of comments expressed desire to have continuation of the trail (#10 & #21) with at least of path along 7th West (#35.) Once again, we run into a UP&L substation (#25.) This section is slated as a Corps of Engineers project which might include a trail (Rick Bliss.)

West Jordan recently passed a $4 million bond issue for trails and open space - is this section going to benefit? (Richard Lewis)

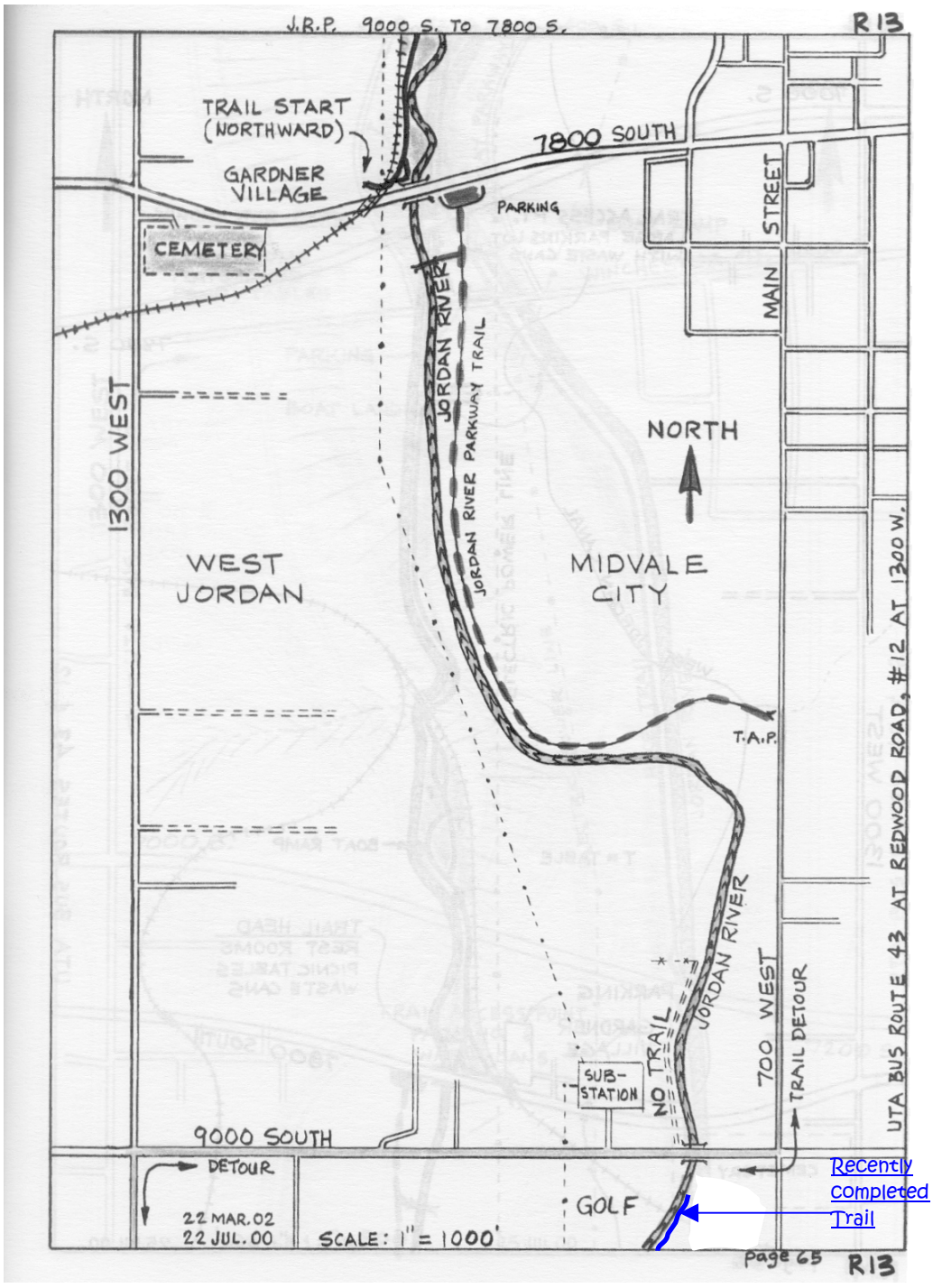
Wetland & Wildlife Habitat - None identified, although there are many birds along both the river and the canal. There are several nesting boxes along the canal. There are no wetlands identified. I would add that here is limited value for wildlife at this super fund site. Non-native mature

bullfrogs were observed in a ditch on the east side of the river. Doug Sakaguchi, DWR

***DRAFT* RECOMMENDATION**

- It is impossible to estimate when the land north of 9000 South will become available for the long-term trail route.
- In the mean time, the temporary solution along 700 West should be built.
- Sandy City can work with UDOT to improve 700 West and 9000 South and plan the 9000 South crossing.
- Sandy City can complete the gap in the trail on the south side of 9000 South.
- The County and Cities can work on the design and cost estimates for the trail.

86th to 90th South



SECTION E
94th to 98th South

Description –

This undeveloped section is about 4/5 of a mile.

Sandy City has put in the trail on the east side of the river through the River Oaks Golf Course from 9000 to about 9400 South, except for a slight gap across private property at the north end. The City is acquiring a right-of-way across the private property and they plan to complete this connection to the trail that goes through the River Oaks Golf Course.

The trail ends south of the clubhouse, after crossing over the golf course bridge to the west side of the river between the river and a canal. South of the bridge a small length of the uncompleted section (about 150 feet) is in West Jordan City. So is the canal crossing, which needs to be improved in order for the trail to continue along the west side of the river.

The rest of the uncompleted section is in South Jordan City. There is no trail right-of-way through these private parcels. The City is working with one developer who will dedicate a portion of their property for the trail. This is a small piece in about the middle of the undeveloped length.

There is an 11-acre area on the east side of the river within the golf course property that includes some reserved wetland mitigation area. The goal for this site is to restore the land for wildlife without intrusions from humans. With that in mind, it appears that the best place for the trail would be the west side of the river. However, some of the 11-acre area is riparian and wetland habitat that is considered a nature park.

The trail picks up again at the Shields Lane parking facility, approximately 9840 South.

What needs to be done

1. South Jordan City will work with land owners to dedicate trail rights-of-way as the properties are proposed for development.
2. West Jordan City needs to develop the trail and canal crossing.
3. Cost needs to be estimated.
4. No determination has been made for funding of trail construction.

Concerns and Issues

- Difficulties obtaining rights-of-way from land owners.
- Working with the canal company to improve the crossing.
- Funding.

Public Input

Most respondents ranked this section as high-medium priority.

Rank	4	3	2	5	1	6	7	9	8
Responses	13	11	10	9	6	4	4	1	0

This section needs to be completed for the overall connection of the parkway (#10.)

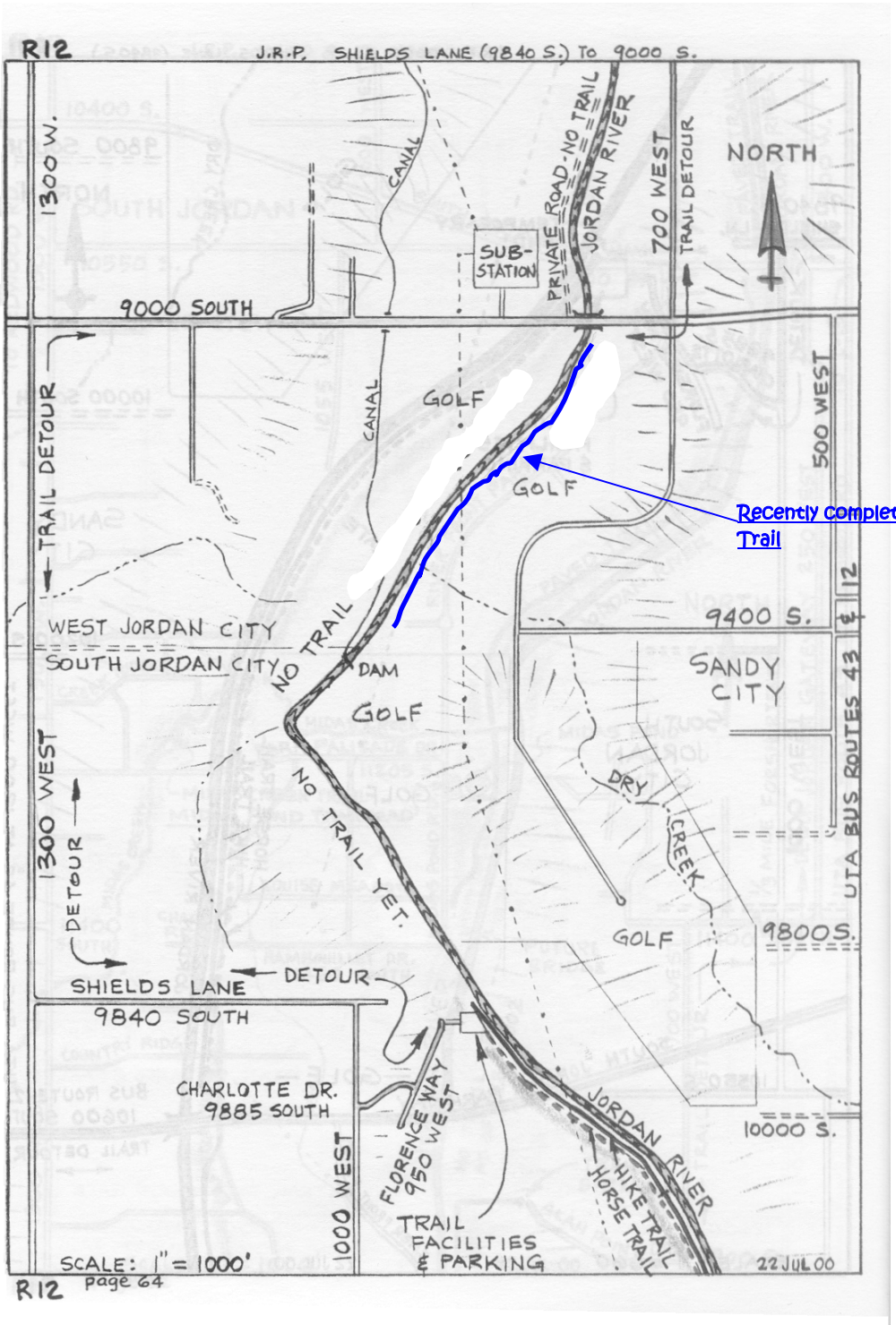
Also, let developers put the trail in as the developments happen (#35.)

Wetland and Wildlife Habitat - This is a wildlife habitat area. There is a major spring at approximately 9800 South at the bottom of the hill, which drains into the Jordan River . The area surrounding the spring is a wetlands area with lots of water and marsh land. I would add some areas are choked with tamarisk and Russian olive (invasive exotic trees), value of the river corridor as wildlife habitat is impacted by golf courses on both sides of the river (River Oaks Golf Course at Sandy City). Russian knapweed (noxious weed) is also present in the area, so it would be important that disturbed areas be properly revegetated to reduce the rate of invasion by this weed. Doug Sakaguchi, DWR

***DRAFT* RECOMMENDATION**

- It is impossible to estimate when the land north of 9000 South will become available for the trail.
- In the mean time, Sandy City, West Jordan City and South Jordan City can work with the canal company to improve the crossing.
- The cities can work on design and cost estimates for the trail.

94th to 98th South



SECTIONS F & G
114th to 118th South

Description

This is really one section, but was described as two sections for the public open houses, one on each side of the river. The completed trail going north from this section is on the west side of the river. The completed trail going south is on the east side. Also, there is an equestrian trail connection a little farther south on the west side, which continues to Tithing Hill Historic Bridge in Riverton.

There is no trail or right-of-way on either side. The trail on both sides of the river already exists for a mile. Due to informal use, there are a number of pathways crossing the unfinished trail areas. It may be better to connect the trail formally, rather than have people cutting through along the riverbank. The future 11400 South Road Construction is planned to include a trail crossing with the road bridge. Also, the future 11400 South Road Construction will accommodate the trail under the road crossing.

West side: Currently, the section for which the trail is planned is designated agricultural/open space. The property to the west is zoned 1.8 residential. It is a requirement of the South Jordan City Plan that a portion of the property along the river be dedicated as a trail connecting to the existing JRP trail. A concept design for subdivision development has been submitted to the planning department. However, as of yet, no preliminary plans have been approved.

East side: Trail head access for this segment of trail will be from the existing Jordan River Rotary Park located off 12300 South. Draper City plans to extend the existing trail on the east side from 11800 South north to the city boundary at 11400 South. South Jordan City has plans to extend the trail north to approximately 11200 South for neighborhood access. The trail would cross four private properties, two S.L. County parcels, and one State Parks & Recreation parcel. The City is currently negotiating with landowners and Salt Lake County for easements along the river north to

114th South. There are county bank stabilization easements that will require the trail to be routed away from the river along these properties.

What needs to be done

1. Work with UDOT for funding to complete the bridge as soon as possible.
2. Determine whether or not to focus on trail on one side of river or both.
3. Acquire rights-of-way.
4. Design trail.
5. Estimate costs for the trail.

Concerns and Issues

- Environmentally trails on both sides of the river are discouraged.
- Routing trail away from county bank stabilization easements.
- Funding.

Public Input

(Note: The rankings indicate that completing the trail in this area has a high priority, but the West side may be preferred over the East side.)

WEST SIDE
Most respondents ranked this section as medium-high priority.

Rank	6	4	3	1	5	8	7	9	2
Responses	12	10	9	6	6	5	4	4	2

The only comments were addressing the trail on both sides of the river - conclusion: not needed.

One respondent suggested a pedestrian bridge.

Wetland & Wildlife Habitat - Some grassland cover noted. Also, areas for shore birds.

I would add that the are Russian olive, thistle (both undesireable plants), and willow on the pasture lands. The habitat value for wildlife as the area presently exists is limited. If the area were developed into a well maintained park, then it would also have limited value for wildlife. Doug Sakaguchi, DWR

EAST SIDE
Most respondents ranked this section as low-medium priority.

Rank	7	4	9	5	2	1	3	6	8
Responses	13	8	8	7	6	5	5	4	3

Same comments as above - not needed on both sides.

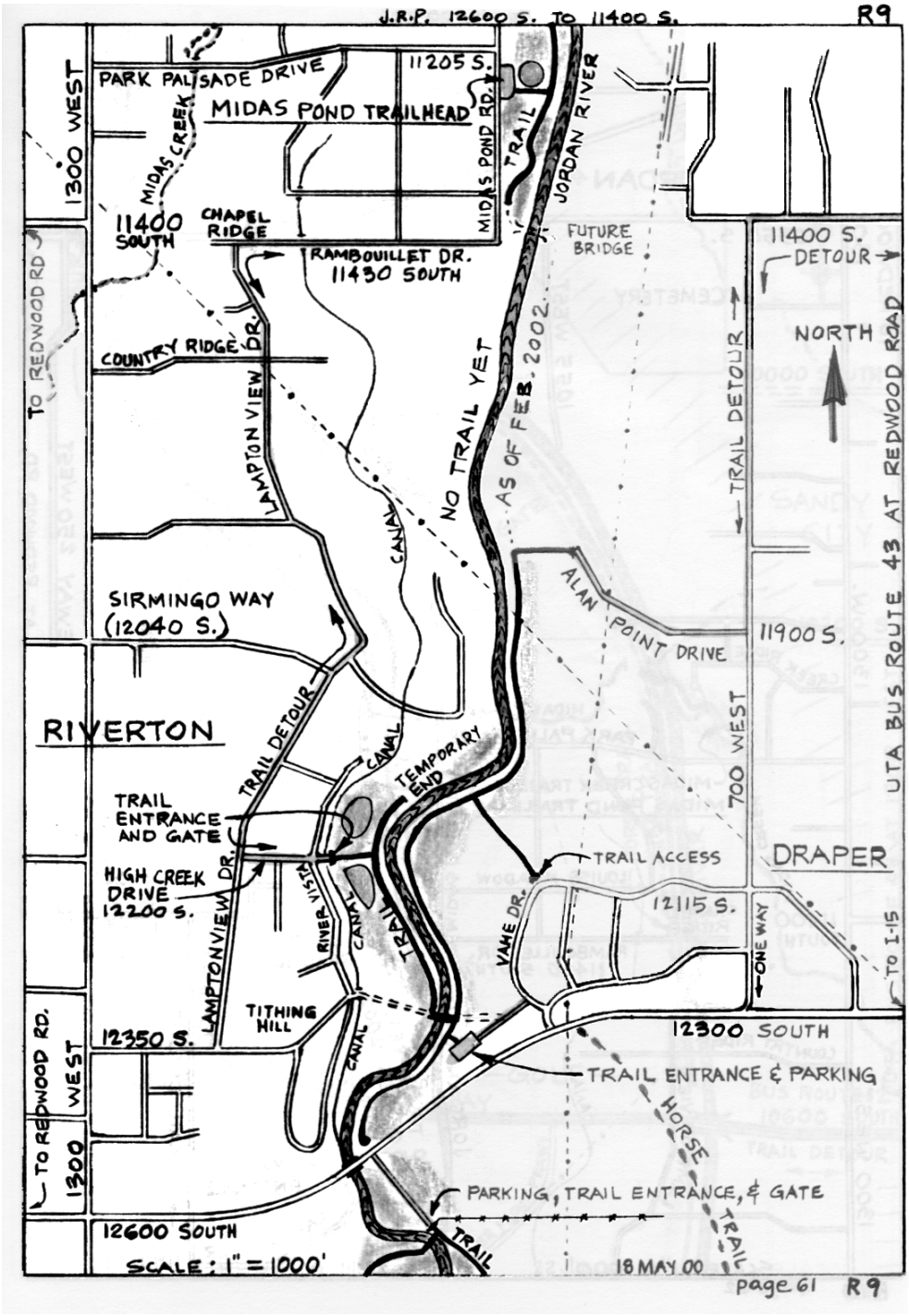
Go ahead with the trail if it is already funded.

Wetland & Wildlife Habitat - None identified. I would add that wildlife habitat values would be very limited because of the Russian olive and the developments so close to the river. Doug Sakaguchi, DWR

DRAFT **RECOMMENDATION**

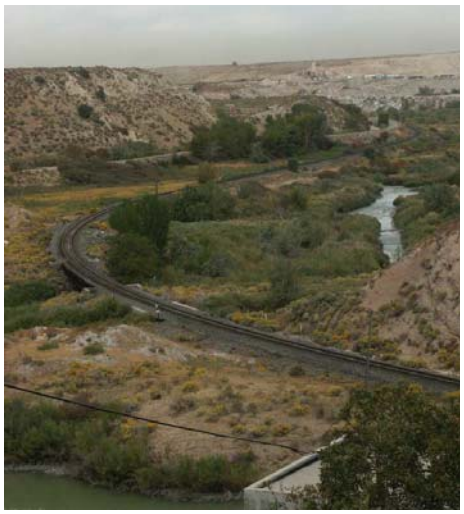
- The bridge at 11400 South needs to be put in as soon as possible.
- Set up stakeholder process to work on priority trail route(s).

114th to 118th South



SECTION H
146th South to
Jordan Narrows Trailhead

(Map in 2 parts)



Description

This is the longest gap in the Jordan River Parkway system; about 4.5-6 miles, depending on how the trail is routed.

The north end of this gap is at 14600 South. North of that, the Springview Farms development will build the trail through their property on the east side of the river. Another development group is working with Bluffdale City to include an equestrian trail and arena in their project, located on the west side of the river north of River View Drive (15730 S.). The Narrows Trailhead at the south end is also on the west side of the river.

Bluffdale City has suggested a place for a bridge at about 15500 South which would span the river from one elevated spot to another, thus allowing good clearance of the river. Bluffdale City has an ironworkers group willing to donate and build a bridge. Bluffdale City has recently acquired 30 acres for the trail on the east side. Bluffdale is taking aggressive action to purchase key pieces along the river.

What needs to be done

1. Determine trail location and design to fill in gaps. Beginning from the north end on the east side of the river, the trail would probably need to run parallel to the RR along 13th West or along the Jordan and Salt Lake Canal. This would be considerably east of the river because of a large land owner, who is unwilling to allow a trail along the river edge.

At about 15500 South, where Bluffdale proposes a bridge, the trail would cross to the west side of the river and continue to the Narrows Trailhead.

2. Finalize bridge location and obtain approvals.
3. Estimate costs.
4. Obtain funding and/or work with developers as they plan projects.

Concerns and Issues

- Difficulties obtaining property, both costs and working with land owners.
- There are environmental concerns, because this is the largest undeveloped area with wetlands and wildlife habitat.
- Funding.

Public Input

Most respondents ranked this section as medium-low priority.

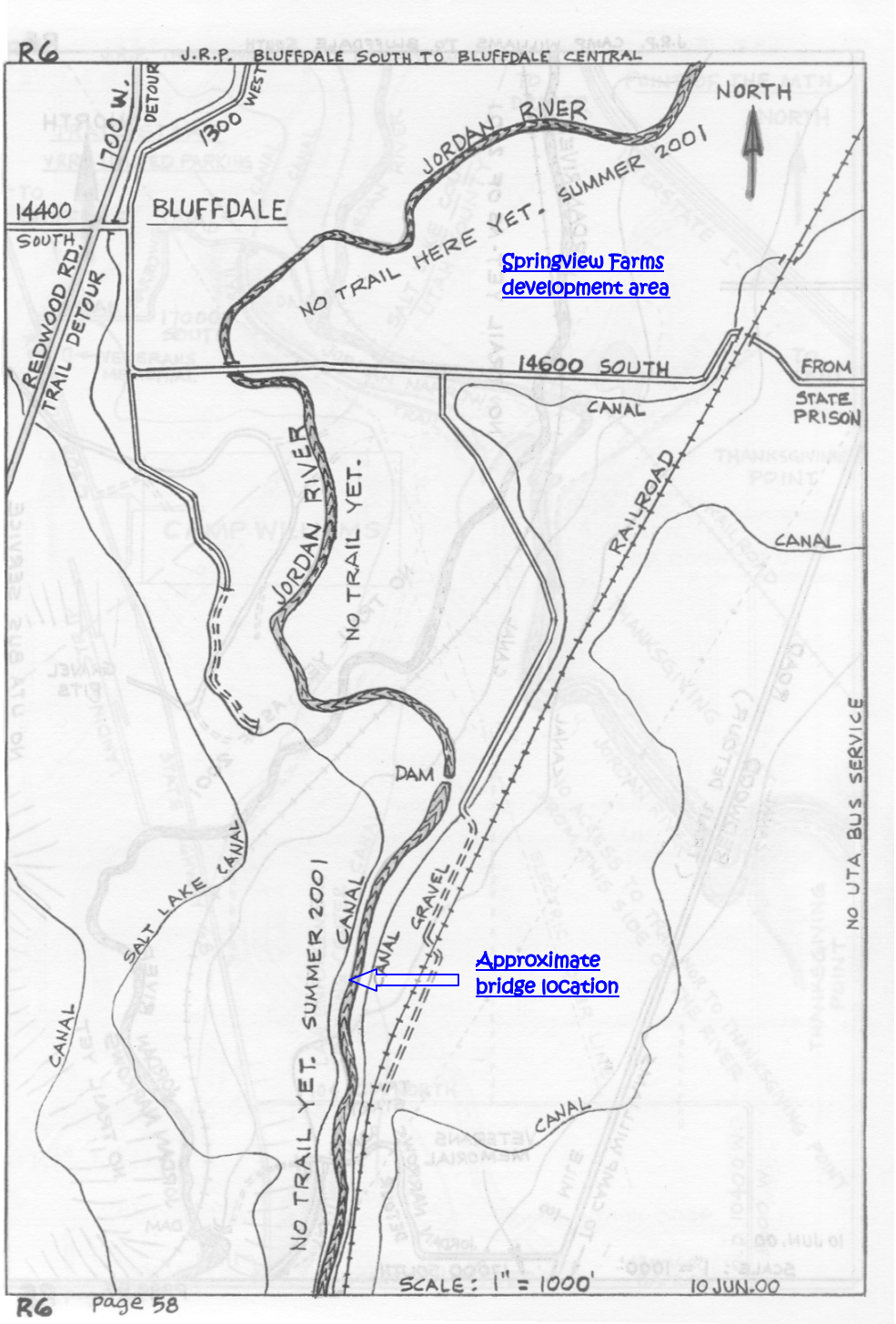
Rank	6	5	8	4	3	7	1	2	9
Responses	13	12	11	9	4	4	2	2	0

One comment made this area as a low priority (#5); however, another said as much as possible such be protected (OH2.) Bluffdale City has recently acquired 30 acres (Rick Bliss.) The 70 acre conservation easement at Springview Farms is completed. They have set aside $1.1 million to use for parkway improvements. A pedestrian bridge easement has been secured and the bridge is ordered. Work on the parkway trail will soon begin (Chris McCandless.)

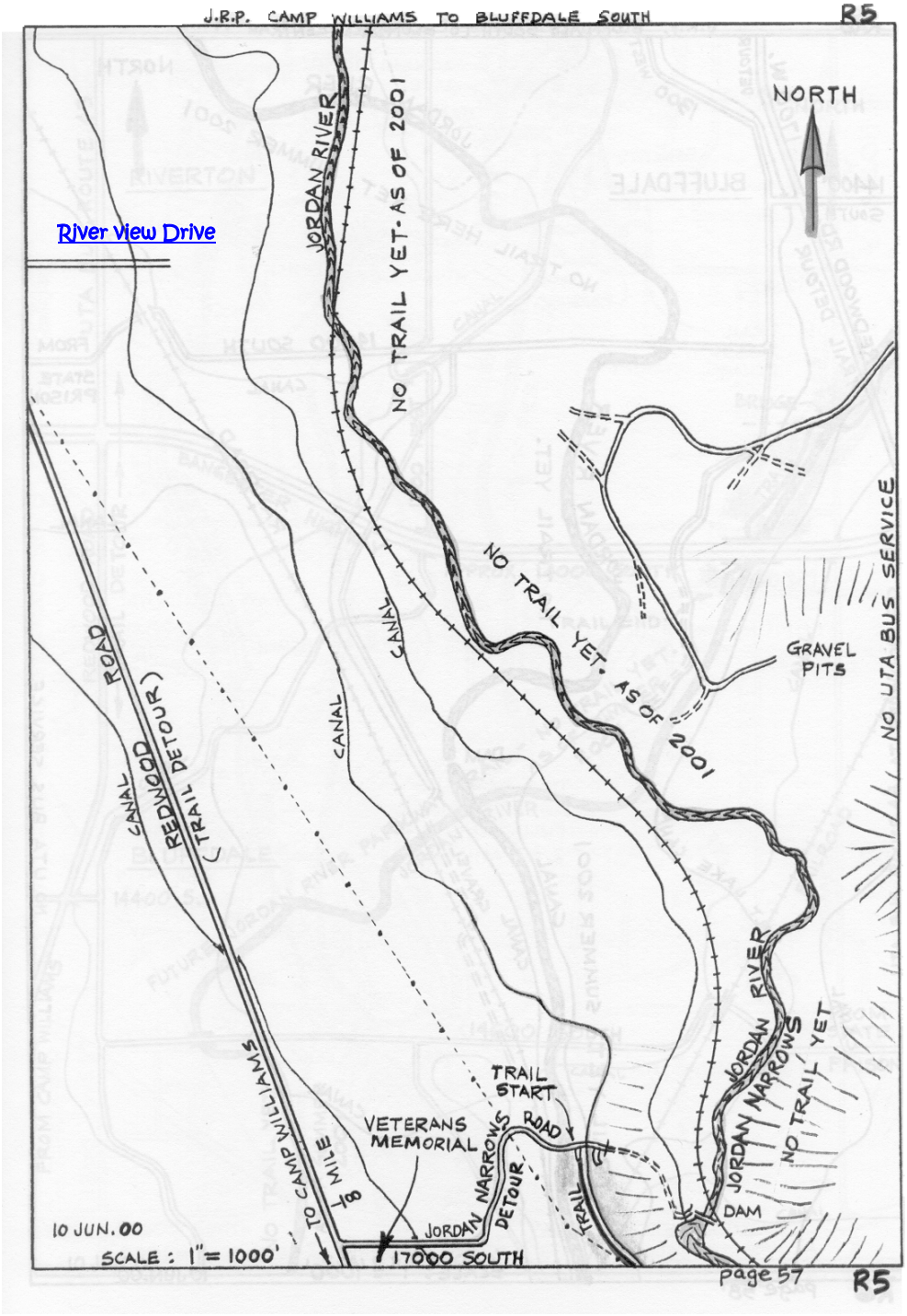
***DRAFT* RECOMMENDATION**

- Bluffdale should be supported in its efforts to complete this section. It will take a lot of time, negotiations and funding to complete.

146th South to the Jordan Narrows Trailhead (Map 1 of 2)



146th South to the Jordan Narrows Trailhead (Map 2 of 2)



SECTION I
Washout at Jordan Narrows

Description

Approximately 400 feet of trail that passes through Beef Hollow was washed out in the fall of 2003. The washout was a result of water backing up Beef Hollow and unstable subsurface material, which failed. Apparently, the drainage pipes under the trail had become blocked or crushed over time. Water backed-up, undermined the Utah Lake Distribution Canal, the embankment adjacent to the canal failed, and triggered a mudslide. The canal company has repaired their canal and the access road on the eastside of the canal.

From here the trail rises sharply to the paved Jordan River Parkway trail leading south to Utah County. This slope needs to be cut back to a more gradual incline.

Two options can be considered: The first option is to leave the trail along the east side of the canal, using the canal access road. The second option is to swing the trail around to the west side of the canal where it would connect easily to the county-planned trail head on Sunrise Dr.

The second option would also avoid a possibly dangerous section east of the existing trail where the canal enters a pipe which is between 1500' to 2000' long. If a person fell in the canal and entered the piped section, certain death would result. This trail will ultimately be accessed from the Jordan Narrows Trailhead about half a mile north and connect to the Bluffdale section of the trail system.

What needs to be done

1. It will be necessary to do some significant grading and building of protective railing to restore this section of trail.

2. Then two options can be considered:
   a. The first option is to leave the trail along the east side of the canal, using the canal access road.
   b. The second option is to swing the trail around to the west side of the canal where it would connect easily to the county-planned trail head on Sunrise Dr.

Concerns and Issues

- Funding is really the only concern. Salt Lake County Parks & Recreation has requested money $95,000 in the 2005 budget for design and construction of the damaged trail.

Public Input

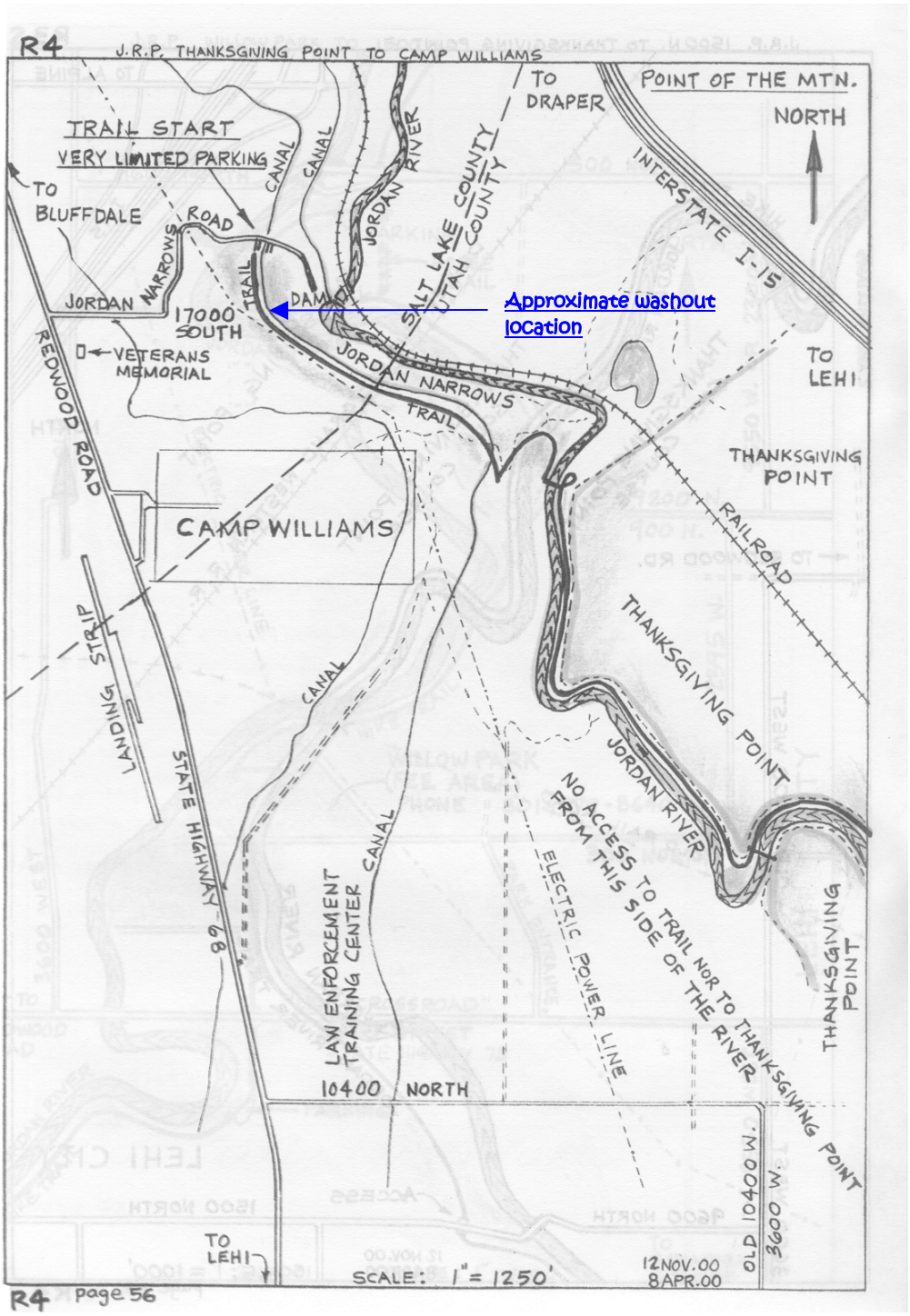
Most respondents ranked this section as medium-low priority.

Rank	7	9	6	8	4	1	2	3	5
Responses	14	13	9	7	4	3	2	2	1

There are mixed opinions on this section. The first is that the county is going to fix it anyway, so it is a high priority (#13.) The second is to go ahead when funding is available (#35.) The third is that the trail system is complete in Utah county and needs to be finished in this section to optimize continuous sections because growth is tremendous in the southern part of the valley (#14.) Going along with this last thought are two comments that make the observation that the trail was already built here and needs to be maintained before constructing new trails (#17 & Paul Hawker.) Those from Utah County want this section restored, so that Utah and SL County stay connected (#17 & Paul Hawker.)

Rick Bliss has written a letter to SLCo Mayor, Commission, and County Parks requesting money be budgeted for this repair. The other chairs at the next South Valley Parkway meeting are to co-sign the request (Rick Bliss.)

***DRAFT* RECOMMENDATION**

- This is a repair/maintenance job, although some re-design is advisable. Salt Lake County will begin construction next year on a trailhead on Sunrise Dr. (north of Camp Williams and the Veterans Memorial Cemetery, approximately 170th South and 12th West.) It makes sense to repair the trail and have this relatively cheap and easy section in tact.

Washout at the Jordan Narrows