



# East Jordan Canal Trail

## *Feasibility Study* | 2024

*Prepared for:*



*Prepared By:*





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## Project Team

This study benefited from the collaborative efforts of a diverse team comprising representatives from multiple entities. The collective expertise and perspectives included individuals brought together from both private- and public-organizations. These combined contributions not only enriched the depth of analysis but also ensured a holistic approach to addressing the complexities in extending the East Jordan Canal Trail.

### **Cottonwood Heights**

- Mike Johnson: *Community & Economic Development Director*
- Samantha DeSeelhorst: *Senior Planner*

### **Wasatch Front Regional Council**

- Christy Dahlberg: *Community Development Planner*

### **Township + Range**

- Tim Sullivan: *Principal*
- Sophie Bellina: *Planner\**

### **Kimley-Horn**

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- Nick Parkes: *Transportation Analyst*
- Makena Gove: *Transportation Analyst*
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- Madison Simboli: *Document Editor and Coordinator*
- Eve Fillingham: *Graphic Designer*

*Transitioned to Kimley-Horn during project timeline\**

# East Jordan Canal Trail *Feasibility Study*



## 1 – EXECUTIVE SUMMARY

### Introduction

This feasibility study outlines a vision for extending the existing East Jordan Canal Trail (EJCT) while addressing both local perspectives and broader statewide priorities in active transportation. This document details the logistical components of the expansion project and identifies the challenges that need to be addressed.

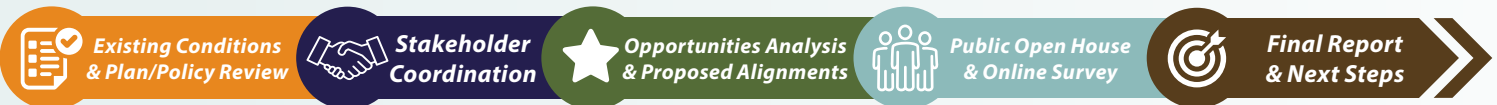
### Vision, Goals, and Objectives

The City of Cottonwood Heights (City) desires to expand an existing neighborhood trail; improve access to open spaces, goods, and services; and provide enhanced mobility through connection to the existing and future trail network. This study examines the feasibility of extending the existing EJCT to the north and east. It also looks at opportunities for connecting north and east.

### *The feasibility study goals and objectives are as follows:*

1. Build upon the success of the existing EJCT
2. Analyze the potential expansion of the EJCT and tie into additional areas
3. Comply with existing adopted master plans and policies
4. Identify optimal alignment and any needs for future right-of-way acquisition
5. Conduct public outreach and present findings to elected and appointed officials

Figure 1. Study Timeline/Process



### Existing Conditions & Plan/Policy Review

We started by looking at existing information about the existing Canal trail, its context and current plans that impact the future trail.

**Site:** Existing right-of-way and property research along the trail and Canal corridor

#### **Plans:**

- Cottonwood Heights General Plan
- Cottonwood Heights Bicycle and Trails Master Plan
- Mid-Valley Active Transportation Plan
- Fort Union Area Master Plan
- Cottonwood Heights Parks, Trails and Open Space Master Plan
- Holladay I-215 Trail Study
- Murray & Holladay Existing/Planned Canal Trails

#### **Current Projects and Opportunities considered in this study:**

- Town Center at Fort Union Boulevard & 2300 East
- Fort Union Boulevard Corridor
- Highland Drive Trail
- Wasatch Boulevard

# East Jordan Canal Trail *Feasibility Study*



- Salt Lake City Public Utilities Canal Tour
- Holladay City Trail Coordination Meeting
- Utah Department of Transportation (UDOT) Coordination Meeting

## Stakeholder Coordination and Public Open House & Online Surveys



Canal Tour with Salt Lake City Public Utilities



Public Open House & Online Survey

***“Will you use the trail if it were extended along the Canal?” - Public Survey Question***

*Feedback on the trail alternatives supported a separated trail extension with the greatest access to neighborhood and regional connections.*



## Opportunities Analysis & Proposed Alignments

Opportunities identified through our engagement and research efforts informed extension alternatives that considered access and comfort levels of future users. These alternatives were also cross checked with regional connection opportunities to support trail alternatives with the greatest potential to link existing segments.

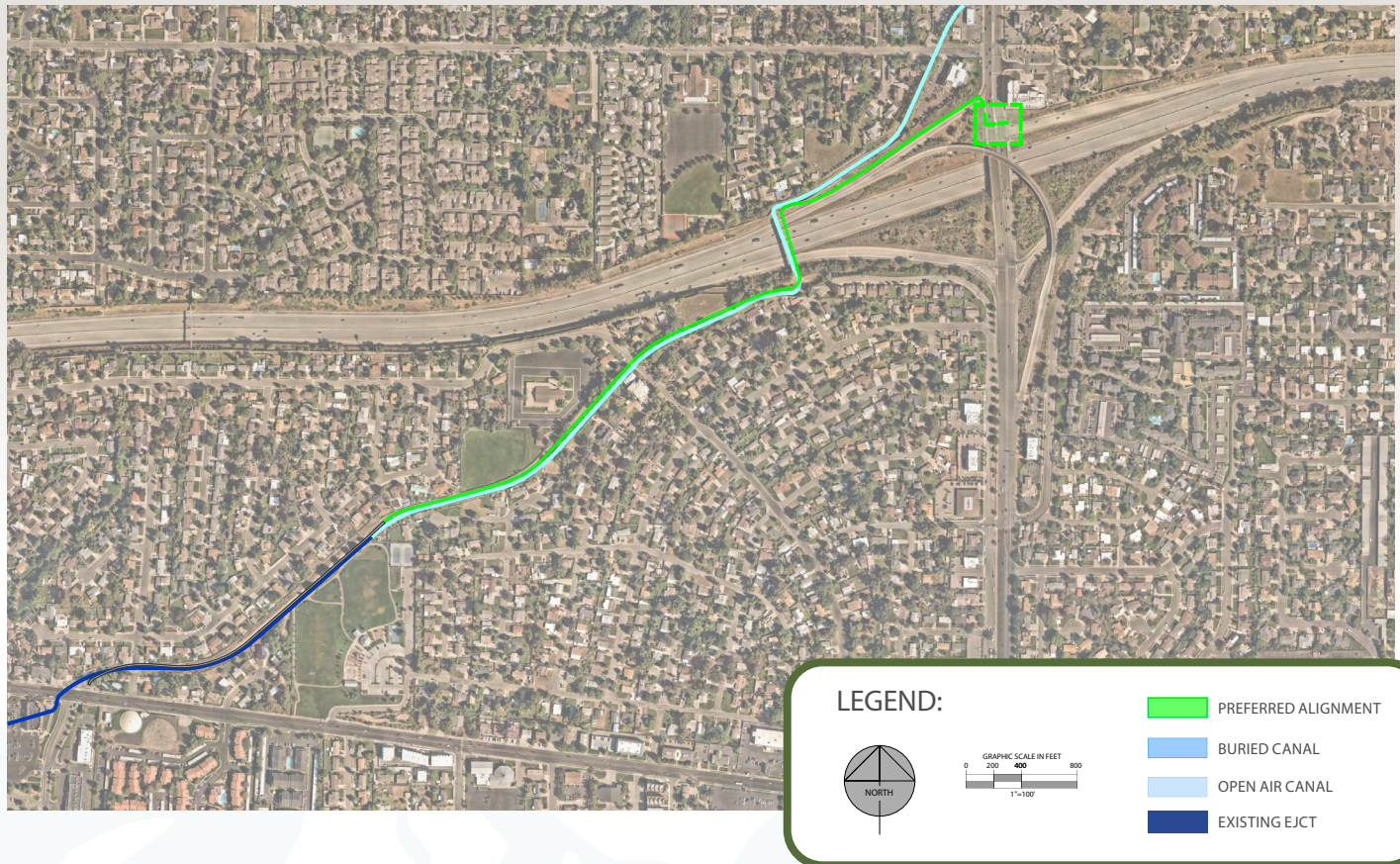


## Recommendations & Next Steps

The preferred alternative was Option 1: Off Street Segment with I-215 Bridge alternative and on-street Highland Drive/I-215 Intersection Improvements seen in **Figure 2**, below.

- Next steps are outlined on page 29 of this document with specific steps to continue engagement with Salt Lake City Public Utilities, UDOT, WFRC, Holladay City, Murray City, and Midvale City in addition to coordination steps for the Cottonwood Heights Trails and Open Space Committee.

**Figure 2.** Preferred Alignment



## Study Conclusions

- ★ Extend the EJCT along the existing canal corridor and construct a new bridge over I-215 (Option 1.1)
- ★ Continue engagement with Salt Lake City Public Utilities for canal easement access
- ★ Continue engagement with UDOT regarding right-of-way acquisition
- ★ Conduct canal easement title research and resolution
- ★ Construct a 10-foot wide trail with gates, perimeter fencing, signage and wayfinding
- ★ Connect EJCT to other citywide and regional links including Cottonwood Heights Town Center, Ft. Union Boulevard, 2300 East, Park Centre Drive, Little Cottonwood Creek, 7200 S., Bonneville Shoreline Trail, and Old Mill/Big Cottonwood Trail

# East Jordan Canal Trail *Feasibility Study*



## 2 – EXISTING CONDITIONS

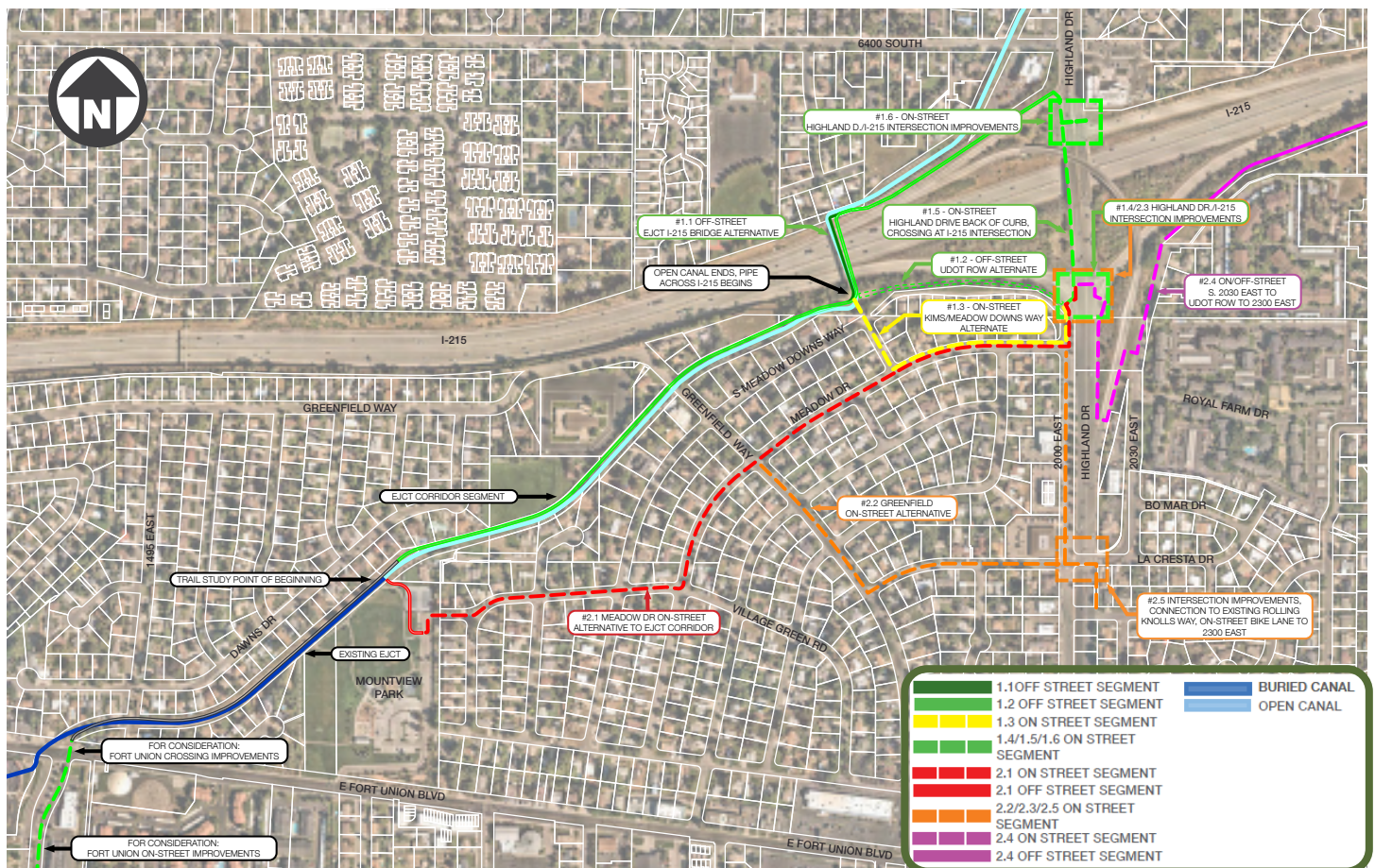
### Background

This study explores the feasibility of extending the EJCT by constructing a scenic pathway along the open water section of the existing Canal. The preferred route would extend northeast from Mountview Park, potentially crossing the I-215 freeway and reaching Holladay.

**This expansion aims to enhance both local and regional connectivity by seamlessly linking neighborhoods and providing access to various points of interest, including places of worship, shopping areas, parks, and additional trail networks.** The project promises to foster a more vibrant and accessible community.

Through the Wasatch Front Regional Council (WFRC) Transportation and Land Use Connection program, Cottonwood Heights engaged Kimley-Horn to conduct a planning feasibility study for extending the EJCT. Salt Lake City Public Utilities manages the Canal's right-of-way. This memorandum summarizes information gathered in coordination with WFRC, Cottonwood Heights, UDOT, and Salt Lake City Public Utilities. The project area is depicted in **Figure 3** below.

**Figure 3. Overall Alignments (Full exhibit in appendix)**





## History and Context

The history of the East Jordan Canal (Canal) is deeply intertwined with the development and expansion of the Salt Lake Valley. Originally constructed in the late 19th century, the Canal played a pivotal role in facilitating agricultural irrigation, serving as a lifeline for the region's early settlers. Its waters nourished crops, sustained livestock, and fueled the growth of communities along its path. Over time, as urbanization reshaped the landscape, the Canal has evolved from purely a utilitarian uses to expand upon recreational potential.

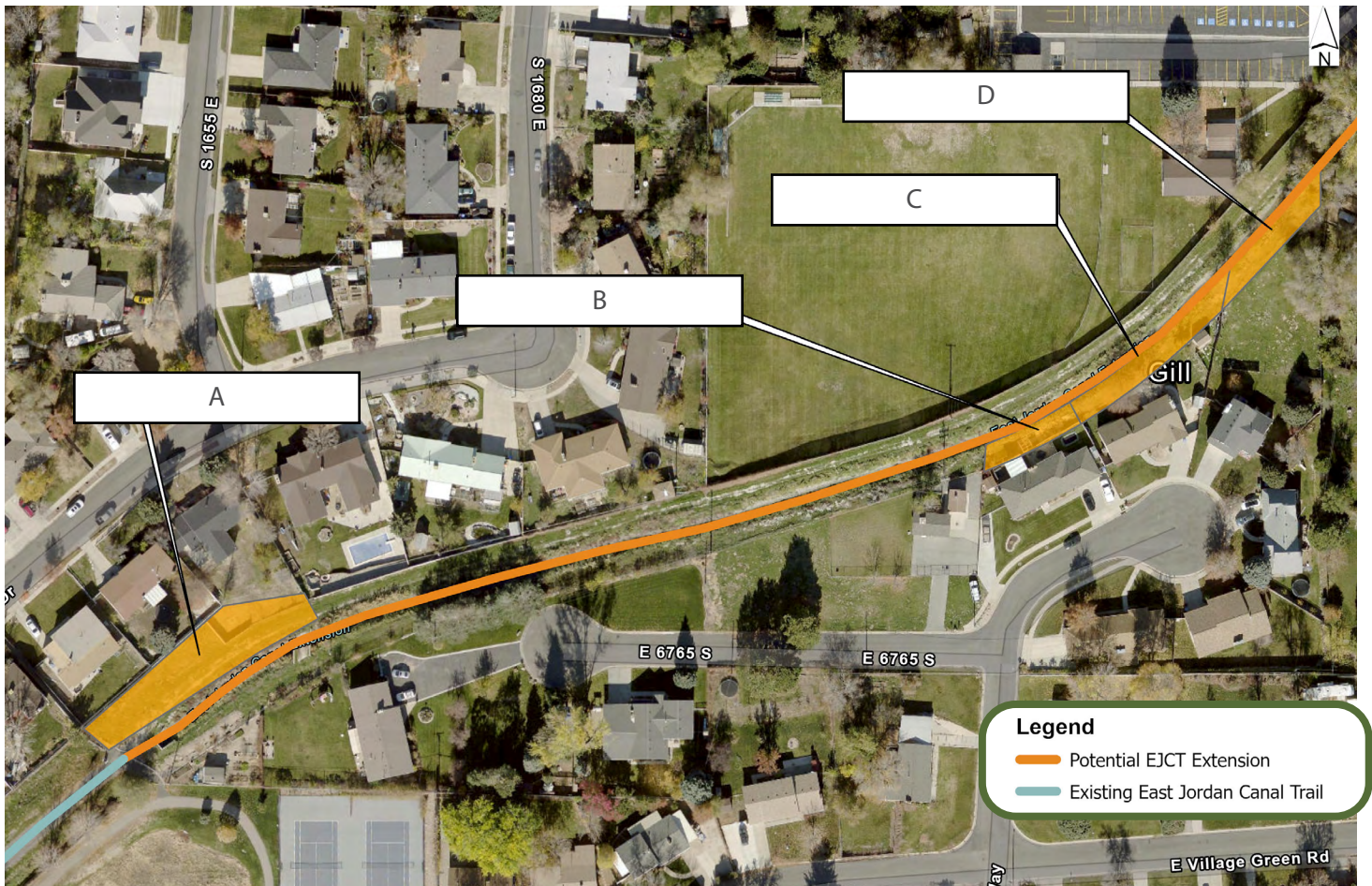
Today, the EJCT continues to support irrigation needs while also providing a scenic backdrop for outdoor activities. With the potential expansion beyond its current segment, it could become a vital corridor for active transportation. Managed by Salt Lake City Public Utilities, the EJCT's rich history reflects a legacy of human ingenuity and adaptation in harnessing natural resources to meet the evolving needs of local residents.

## Existing Right-of-Way and Property Findings

The existing EJCT, completed in 2019, is a 10-foot asphalt trail that starts on the north side of Fort Union Boulevard and crosses 1495 East. It continues north, along a portion of the East Jordan Canal that is fully piped and underground, below Mountview Park, and ends at the northernmost part of the park, at the same point that the Canal daylights.

The preferred extension would begin at parcel A on the north-west side of the Canal, illustrated on the left side of **Figure 4**. Existing right-of-way research was unable to determine the underlying fee ownership of this parcel. It is recommended that additional ownership research of the chain of title be conducted. Three additional parcels (shown as B, C, and D in **Figure 4**) along the south border of the Canal would require similar underlying fee ownership research should the alignment be considered along that side of the Canal.

**Figure 4.** Parcel Title Findings



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## East Jordan Canal Trail: *Plan and Policy Review*

The project team actively engaged with Cottonwood Heights staff to review a series of completed and ongoing plans and studies relevant to the EJCT Study. Together, we explored ongoing projects and opportunities that could inform the trail expansion. The following summarizes the plans, policies, and current projects that inform the Canal trail extension, concluding with relevant overall takeaways. The companion piece to this document is the attached map *EJCT: Planning, Policy and Projects Informing Potential Extensions*, which summarizes this plan and policy review in map form.

### Relevant Plans & Regional Connections

#### 1. Cottonwood Heights General Plan

The Cottonwood Heights General Plan of 2005 served as a foundational blueprint for the City's growth and development, providing a framework to guide land use, transportation, infrastructure, and community amenities. This comprehensive plan aimed to balance preservation of the area's natural beauty with responsible urban expansion, fostering a vibrant and sustainable community. Emphasizing principles of smart growth and environmental stewardship, it sought to enhance quality of life for residents while promoting economic vitality. Recognizing the need for recreational opportunities, the plan identified local corridors such as East Jordan Canal near Mountview Elementary School as opportunities for active transportation enhancement. However, acknowledging the dynamic nature of urban environments, Cottonwood Heights is currently in the process of updating the General Plan to reflect changing demographics, evolving priorities and emerging trends. This ongoing effort underscores the City's commitment to proactive planning and continuous improvement, ensuring that the General Plan remains a relevant and effective tool for shaping the future of Cottonwood Heights. An update to the City's original General Plan is currently underway.

#### 2. Cottonwood Heights Bicycle and Trails Master Plan

The Cottonwood Heights Bicycle and Trails Master Plan of 2016 provides a strategic framework for the development and enhancement of biking and trail infrastructure throughout the City. Adopted to promote active transportation, recreation, and connectivity, this plan outlines a network of trails, bike lanes, and pathway designs to accommodate cyclists and pedestrians of all

ages and abilities. It identifies key corridors and routes for improvement, aiming to create a safe, accessible, and interconnected system that encourages alternative modes of transportation and outdoor recreation.

**The Plan goals support trail expansion throughout the City. Examples include:**

- Promote healthy lifestyles through bicycle and pedestrian travel options: Expand Cottonwood Heights bike lanes & trail network and increase bike parking facilities.
- Make bicycle and pedestrian travel a viable option within the City, and between Cottonwood Heights and its surrounding communities: Assess connections between Cottonwood Heights and surrounding jurisdictions - prioritize intercity connections; create fully connected bike network.
- Promote Cottonwood Heights as an outdoor recreation destination: Assess connections between existing parks and open spaces, addressing the gaps. Highlight connections to natural trails.
- Focus on bicycle lanes and trails as catalysts for economic development: Establish methods to increase non-motorized travel and safety in commercial areas of the City; enhance existing partnerships with Salt Lake County, state agencies, and surrounding municipalities.

The Plan has been partially implemented as it includes the vision for the EJCT between Fort Union Boulevard at Park Centre Drive and Greenfield Way, with trail construction connecting Fort Union Boulevard to Mountview Park. The additional segment to the northeast, connecting the park to Greenfield Way, is still yet to be developed.

The plan's primary recommendation for the EJCT is focused along the extent of the waterway between Fort Union Boulevard and Greenfield Way, and does not provide a clear vision for a western extension of the trail through the Union Park area or along Little Cottonwood Creek to the north, nor a western extension beyond Greenfield Way. It does, however, propose a trail connecting the Park Centre big box area up the bluff to the neighborhood to the southeast.

Aspects of prioritization include connectivity (the plan notes that there are few safe east-west facilities); proximity to destinations; population density around access points (areas with highest density should be priority); and community support (citizens should provide input on which improvements are their priority). This feasibility study aims to further the goals of this plan.



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## 3. Mid-Valley Active Transportation Plan

The Mid-Valley Active Transportation Plan of 2022 is a collaborative effort among the cities of Taylorsville, Midvale, Murray, Millcreek, Holladay, and Cottonwood Heights aimed at enhancing bicycle and pedestrian connectivity in the region. Through extensive engagement with community members and stakeholders, the study identified more than 240 active transportation projects across the six cities. This list includes “backbone projects” that are noted as being crucial for regional connectivity and access to existing facilities. This plan is especially relevant as the EJCT extension is suggested to provide regional connections to Holladay and Midvale.

- The EJCT is not part of the envisioned backbone network. However, a preferred buffered bike lane or multi-use path on Fort Union Boulevard, just to the south, is part of the backbone network.
- The Mid-Valley network envisions the EJCT completing the trail along the Canal alignment to the northeast then crossing I-215 and heading north/northeast through Holladay.
- The Mid-Valley network envisions the EJCT extending south through Mountview Park, across Fort Union Boulevard, then south to 7200 South and connecting to 1300 East.
- The Mid-Valley network does not include a trail along I-215 east of Highland Drive on either side.

## 4. Fort Union Area Master Plan

The Fort Union Area Master Plan of 2016 outlines a strategic vision for the Fort Union Boulevard corridor in Cottonwood Heights, positioning it as a vibrant gateway to Big and Little Cottonwood Canyons and the Salt Lake Valley. The Fort Union Boulevard corridor is envisioned as a “Main Street”, fulfilling the goal for such an area as outlined in the City’s 2005 General Plan. This plan integrates community aspirations into a cohesive strategy for managing change along this significant boulevard. Divided into three key sub-area districts, the plan aims to build and maintain a framework for the community’s transition from a suburban bedroom community to a dynamic urban center. Developed with input from residents, businesses, and officials, the plan emphasizes community engagement, sound urban design principles, and economic prosperity. It serves as a fundamental policy document guiding future growth and development, while also providing a framework for decision-making and implementation. The plan’s recommendations span various aspects, including land

use, community design, catalyst and redevelopment sites, economic development, public improvements, and implementation strategies. With projected local and regional growth implications in mind, the plan seeks to transform the Fort Union Area in a sustainable way, accommodating existing and proposed zoning while fostering transit-oriented, mixed-use neighborhoods. The plan’s goals, objectives, and policies provide a road map for evaluating future development proposals, aiming to achieve desired conditions and measurable outcomes for the Fort Union Boulevard Corridor.

The Fort Union Area Master Plan does not address the EJCT in much detail. However, the vision of the Fort Union Boulevard corridor as a series of walkable activity centers and multi-modal corridor is relevant in considering how the trail can help achieve this goal. In particular, the Fort Union Boulevard evolution towards a walkable corridor will likely span years to decades; in the meantime, the EJCT can be a critical active transportation link to help access corridor destinations.

## 5. Cottonwood Heights Parks, Trails, and Open Space Master Plan

The Cottonwood Heights Parks, Trails, and Open Space Master Plan encapsulates the essence of the City’s identity, rooted in its history, geography, and surrounding natural landscape. Recognizing the significance of its canyons, parks, and open spaces in shaping the City’s character, the plan underscores the importance of strategic planning and investment to preserve and enhance these assets. Spearheaded by Mayor Mike Peterson, the vision statement highlights Cottonwood Heights as a healthy and active community that prioritizes environmental sustainability and fiscal responsibility. The plan consolidates goals and policies for parks, open space, trails, and urban forests into a cohesive framework, aiming to guide acquisition, conservation, and preservation efforts. With legal authority derived from the City’s General Plan, this plan serves as an advisory guide for land use decisions, emphasizing the integration of open space and natural trails with parks, recreational facilities, and the built environment. It identifies future parks, trails, and open space areas to meet the demands of a rapidly growing city, incorporating resident feedback and existing long-range plans. Implementation strategies outlined in the plan include various funding sources, such as city funds, impact fees, grants, and private donations, to realize its recommendations. Through proactive planning and community engagement, this plan seeks to ensure the City’s continued prosperity while preserving its unique charm and natural heritage.

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The plan envisions a network of trails, parks and open spaces. **The EJCT is a central piece of the preferred trail network in the northwest part of the City – the vision proposes to extend the existing segment in multiple directions:**

- To the east along the Canal alignment, to a trail running along the south side of most of the Cottonwood Heights segment of I-215, and even proposing extensions across the freeway along Highland Drive and over the Canal bridge into Holladay
- To the west into a dense network of trails running through Union Park along Fort Union Boulevard, Park Centre Drive and other links such as Little Cottonwood Creek heading north over I-215; and
- To the south into the neighborhood south of Fort Union Boulevard

## **6. Holladay I-215 Trail Study**

The City of Holladay recently completed a study in 2023 of a trail along the north side of I-215. The study assesses a trail from Knudsen Park west to Highland Drive. This alignment would create an extension of the Big Cottonwood trail linking to the mouth of Big Cottonwood Canyon, as well as connections to the Cottonwood Corporate Center area trails. Its preferred terminus at Highland Drive would create a potential connection point for the EJCT extension, depending on the ability to connect across the barriers of Highland Drive and I-215.

## **7. Murray & Holladay Existing/Planned Canal Trails**

Murray City has an existing trail along the Jordan and Salt Lake Canal to the north of I-215, less than a mile from the existing EJCT in Cottonwood Heights. This trail begins at the southeastern edge of the Wheeler Farm open space, near Little Cottonwood Creek, and runs northeast to the border with Holladay. As identified above, Holladay conducted a study to extend this trail and to build a trail on its portion of the East Jordan Canal north of I-215. The study yielded public feedback, an assessment of the title to the key properties, and an assessment of the feasibility of building the various segments of trail. They ranged from “easy” to “moderate” and “difficult.” The majority of the segments were rated “easy,” with several “moderate” segments and only two “difficult” segments. Three properties were found to lack documentation of an easement for use by Salt Lake City Public Utilities. Overall, the plan proposed three miles of trails estimated to cost \$2-3 million.

**8. The Salt Lake County Active Transportation Implementation Plan (ATIP) 2017** does not address the EJCT or the northwest portion of Cottonwood Heights at large.

**9. The Wasatch Front Regional Council (WFRC) 2023-2050 Regional Transportation Plan (RTP)** has been updated to include the preferred extension alignment for the EJCT. It also includes a shared use path along Fort Union Boulevard and Highland Drive.

## **Current Projects & Opportunities**

### **1. Town Center at Fort Union Boulevard & 2300 East**

The City recently bought the Hillside Plaza property, at the southeast corner of the Fort Union Boulevard and 2300 East intersection (minus the Walgreens), as a catalytic development site for its future town center. If connected, the Holladay I-215 trail and EJCT would help facilitate movement towards the future town center.

### **2. Fort Union Boulevard Corridor**

As part of two recent private redevelopment projects, two short segments of protected bike lane were constructed above the curb on the south side of Fort Union Boulevard. The City applied for and received a grant to connect the two segments, a project that is now underway and represents the first step in the long-range vision to have safe active transportation facilities along the full extent of Fort Union Boulevard. This project complements the potential extension of the EJCT by providing additional connections to the adjacent neighborhoods and regionally planned trail opportunities. The City is also working on a form-based code applied to properties along the Fort Union Boulevard from the Union Park area to the 2300 East area.

### **3. Highland Drive Trail**

The City is working on trail opportunities along most of the length of Highland Drive through Cottonwood Heights:

- On the segment between I-215 and Fort Union Boulevard, the City is considering how the frontage road could accommodate a shared use path, which could be a piece of the EJCT extension.
- On the segment between Highland Drive from Fort Union Boulevard to Bengal Boulevard several trail projects are awarded and being considered, all are in different stages and led by different City departments.
- The City is also re-designing the Bengal Boulevard/ Highland Drive Triangle.

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## 4. Wasatch Boulevard

While Wasatch Boulevard is far from the EJCT and most of its potential extension alignments, it will be part of a regional trail network that the EJCT may be able to connect into and will be relevant to both transportation and recreation. Following the recommendations of the Wasatch Boulevard Master Plan and UDOT's Little Cottonwood Canyon Environmental Impact Statement, UDOT plans to build a shared use path along Wasatch

Boulevard from Big Cottonwood Canyon to Little Cottonwood Canyon. This trail will likely connect to the Big Cottonwood Trail, which could in turn connect to the EJCT via either the planned Holladay I-215 trail or a trail connection on the south side of the I-215 Freeway. In addition, if a mobility hub is constructed at the Gravel Pit per the Little Cottonwood Canyon EIS, this will be an important destination/node to consider in planning trail network connectivity.



### Key takeaways:

- The EJCT extension is not just an opportunity for a single clear alignment/connection but an opportunity to link an entire part of the City – in all directions.
- There are a range of other proposed projects that the EJCT could connect to. With all of these connections on maps, it will be important to consider which links will come to fruition so that the EJCT can leverage its best position in the network.
- There are compelling possibilities for a northern extension into the existing Murray Canal Trail and potential future Holladay canal trails. While the Murray trail is very close, I-215 sits between it and the existing EJCT, posing a formidable barrier.
- Cottonwood Heights and surrounding cities struggle with safe east-west active transportation connections – the EJCT could provide such a connection.
- It is important to consider how the EJCT complements and connects to Fort Union Boulevard in the future, especially considering walkability, new development, north-south connections, and transit.
- Highland Drive is a major barrier that existing policy hasn't addressed in detail but ongoing opportunities could address.

## Precedents

### Primary Projects

- **Murray Canal Trail** - Directly north of project area
- **Greater Parley's Trail, Millcreek/SLC** - Crosses freeway and ramps
- **Hidden Hollow/Sugar House Park** - Runs through commercial center/activity center and has tunnel to park under major street
- **9-Line Trail** - On-street trail example
- **Ogden River Parkway** - On a waterway, strong relationship to new development, restaurants/commercial, and amenities

### Secondary Projects

- **Clearfield Canal Trail**
- **Welby-Jacobs Canal Trail, South Jordan, UT**
- **Jordan and Salt Lake Canal Trail, West Valley City, UT**
- **Utah Salt Lake Canal Service Road Trail**
- **White City Canal Trail, White City/Sandy, UT**
- **Sandy/Draper Canal Trail**
- **Canal Road Trail, Logan, UT**
- **Murdock Canal Trail**




## 3 – STAKEHOLDER COORDINATION

The project team focused heavily on coordination with Salt Lake City Public Utilities, the City of Holladay, and UDOT to gather feedback and direction. The following section summarizes the engagement process and the steps taken with each stakeholder throughout the feasibility study.

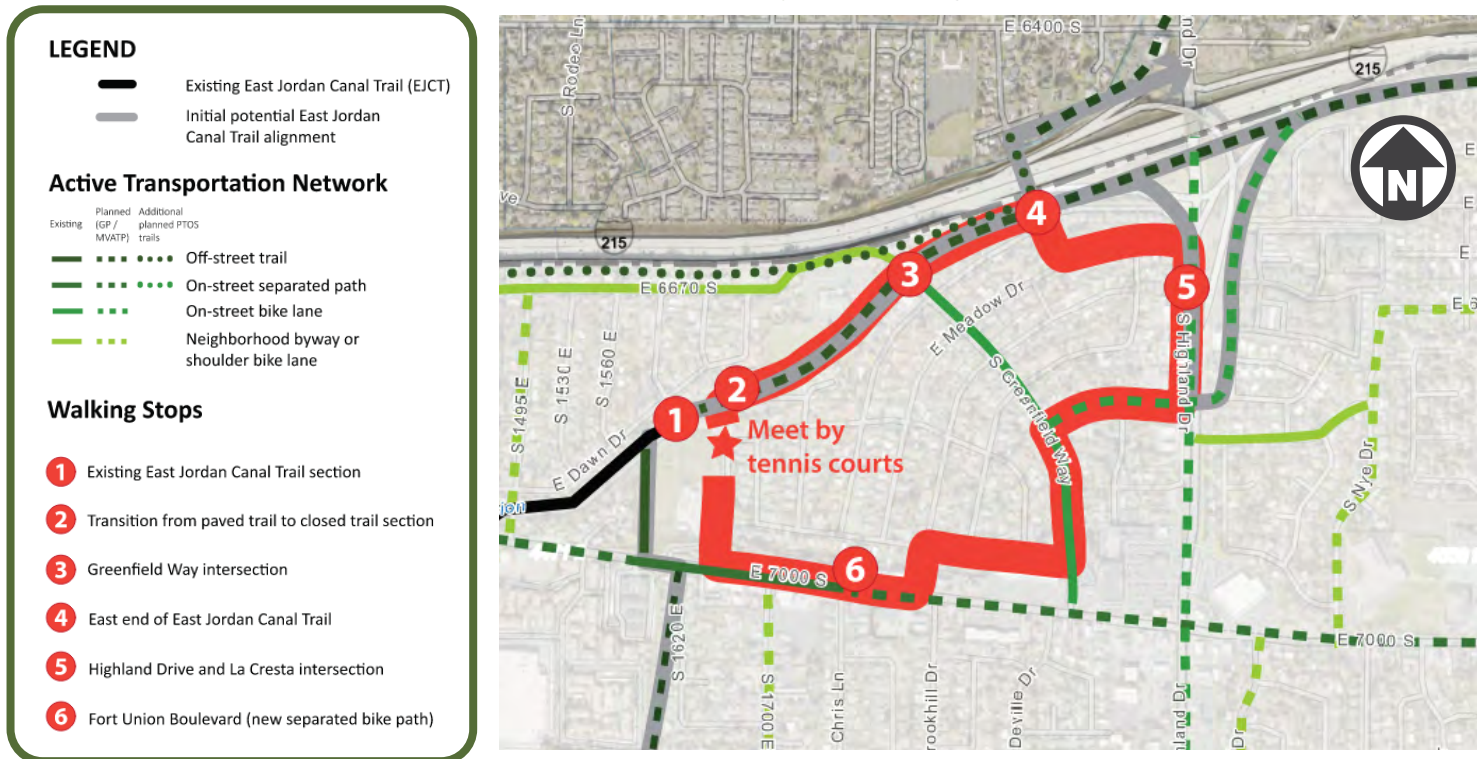
### Salt Lake City Public Utilities Canal Tour

The project team met with Salt Lake City Public Utilities staff to discuss the feasibility of extending the EJCT. A canal walking tour, on October 24, 2023, was coordinated and attended by Salt Lake City Public Utilities staff, Cottonwood Heights staff, and other project team members. The group conducted a thorough walking tour of the potential extension from Mountview Park to I-215, as shown in **Figure 5 below**. The tour map in its entirety including driving stops can be found in the appendix of this document. During the tour, discussions focused on key points outlined in the Canal tour summary, which was shared with all attendees.

The tour summary included images from both the existing canal and the recently completed Murray Canal Trail. Action items included consideration for the following:

-  **1. Construction**
-  **2. Canal Operation**
-  **3. Interlocal Agreement Items**
-  **4. Trail Standards**
-  **5. UDOT Coordination**
-  **6. Additional Requirements**

**Figure 5.** Walking Tour Map (Full tour map found in appendix)



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## Canal Tour Summary

*The points below summarize the outcome of the Canal tour and ensuing summary calls with Salt Lake City Public Utilities (SLCPU) staff, Cottonwood Heights staff, and other project team members:*

A “path to yes” list was developed to further coordinate specific items with SLCPU and work to address requirements for permitting.

“Path to Yes” includes:



### 1. Construction

- 1.1 Temporary Construction Permit, bound by construction area description.
- 1.2 No large or heavy equipment, overnight parking, storage of staging of vehicles or materials
- 1.3 Permit only valid through construction completion or date timeline from agreement.
- 1.4 Trail improvements, plans, specifications, and schedule for construction to be approved in advance of work. Plan revisions will be made per SLCPU direction prior to approval.



### 2. Canal operation concerns

- 2.1 Canal Flow - Applicant agrees and warrants to not interfere with canal water flow, communication set forth, Applicant and SLCPU agree to meet, resolve issues. Applicant will remove any obstacle or utilize closing down process (as proscribed in agreement) or letter of notice to continue obligation of this agreement.
- 2.2 Improvements - Applicant will not erect any structure other than approved facilities or make any other improvement without consent and approval from SLCPU. Installation by applicant to be per federal, local ordinance, county or state law or regulation.
- 2.3 Maintenance - Maintenance practices are to be approved by SLCPU. No herbicides, pesticides or other chemical without expressed written consent of SLCPU. Submit and get written approval for management plan before commencing work. Prevent impacts to public, environment and water quality.
- 2.4 Owner use and liability - Agreement subject to any desired use on premises by SLCPU. SLCPU not liable for loss of use or damage. Emergency access will be unrestricted.

## Existing East Jordan Canal Conditions



Greenfield way street crossing



Existing EJCT over buried canal



West end of study area



Greenfield way street crossing



Existing EJCT over buried canal



East end of study area



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### 3. Interlocal Agreement (Salt Lake City and Cottonwood Heights)

An interlocal agreement between Salt Lake City Public Utilities and Cottonwood Heights would be necessary to implement and maintain the trail. Key concerns to be addressed include permitting, construction, canal operations and maintenance, trail standards and maintenance, public notice, liability and insurance.

Additional coordination with UDOT was also identified to address planning, access to rights-of-ways, maintenance and crossing I-215 possibilities.



### 4. Trail standards (to be agreed by both parties)

- 4.1 Paving material, no asphalt
- 4.2 Identify grading direction
- 4.3 Minimum 10-foot wide trail, minimum 12-foot clear, ideal clear width is 16 feet
- 4.4 Gates and fencing
- 4.5 Signage and Wayfinding
- 4.6 EJC Precedent - Murray Canal Trail @ Vine Street



### 5. UDOT Coordination for I-215 crossing



### 6. Additional as identified by Salt Lake City Public Utilities

- Additionally, UDOT easement and canal crossing at I-215 coordination is needed. Cottonwood Heights staff and project team members also walked City streets to observe and discuss potential alternative on-street bike facilities to facilitate public feedback and implementation phasing.
- Salt Lake City Public Utilities strongly recommends piping the full canal in order to accommodate the trail in their easement, similar to the implemented section of the EJCT as a solution to addressing all of their concerns for an interlocal agreement.

### Improvement Considerations

(Murray Canal Trail shown as precedent example with **yellow tint**)



Rapid Flashing Beacon Crossing; Ada Ramps; Vehicle Access Gate; and Boundary Fencing (Post And Rail W/ Chainlink Infill)



Signage; Trail Rules; Hours Of Use; Conduct Expectations; Contact Info; City Logo; Vehicle Access Gates; Signage and Canal Rules; and Private Property Fencing



Maintained Trail Edges And Paving



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## Recent Legislation for Canal Companies

The State of Utah has recently passed new legislation that lessens liability of canal companies for the inclusion of trails along canal ROWs. A brief description follows:

From the 2023 Utah State legislative session HB 33 Water Related Liability Amendments, sponsored by Carl R. Albrecht and enacted 3/14/2023, addresses duties of canal owners and the liability of an owner or operator of a water facility, stream, or river along certain trails. Lines 154-160 “(a) the damage or personal injury arises out of, is in connection with, or results from the use of a [pedestrian or equestrian] trail that is located along a [ditch, canal] water facility, stream, or river, regardless of ownership or operation of the water facility, stream, or river;” This relates to where the definition of a water facility includes a canal, as per the law.

## Holladay City Trail Coordination

On October 18, 2023, project team members met with Horrocks Engineering to review the plans they prepared in 2023 for a trail along the north side of I-215 in Holladay, from Knudsen Park to Highland Drive.



### Key takeaways from the meeting include understanding:

- The City of Holladay is studying this segment as a viable option for connection to the Big Cottonwood Trail
- Alternative alignments and potential locations for EJCT trail connection

## UDOT Coordination

On March 19, 2024, a coordination meeting was held with UDOT Region 2 planning and maintenance staff. The feasibility study’s scope was presented and potential crossing of I-215 and right-of-way use was discussed. The following are takeaways from that discussion.

- No Access Line Break – Federal Permitting Process required for Ped/Bike Bridge over I-215
- Current canal bridge is not feasible to support pedestrian crossing
- Design consideration should follow lessons learned and precedent examples bridges at Parleys Trail and Jordan River Trail
- Maintenance of facility would be responsibility of the municipality
- City will need to agree to meet trail material requirements
- Consistent/coordinated effort needed with potential Holladay trail
- Not certain if subject to UDOT standard funding practices for inclusion in future projects
- Update/amend regional transportation plan to support funding pursuits
- Right-of-way easement coordination, UDOT typically would gift easement access to municipality





## 4 – OPPORTUNITIES ANALYSIS

### Opportunities for Regional Connections, Supporting Trail Links, and Future Extensions

One of the biggest reasons to pursue an extension of the East Jordan Canal Trail is the potential for expanding significant regional connectivity. Currently, the trail is an “island” – without direct trail links to the east or west. But for comparatively short extensions in either direction, the trail can connect to and enhance a network of existing trails, ongoing projects, and planned trails. **This section summarizes these opportunities in three types:**



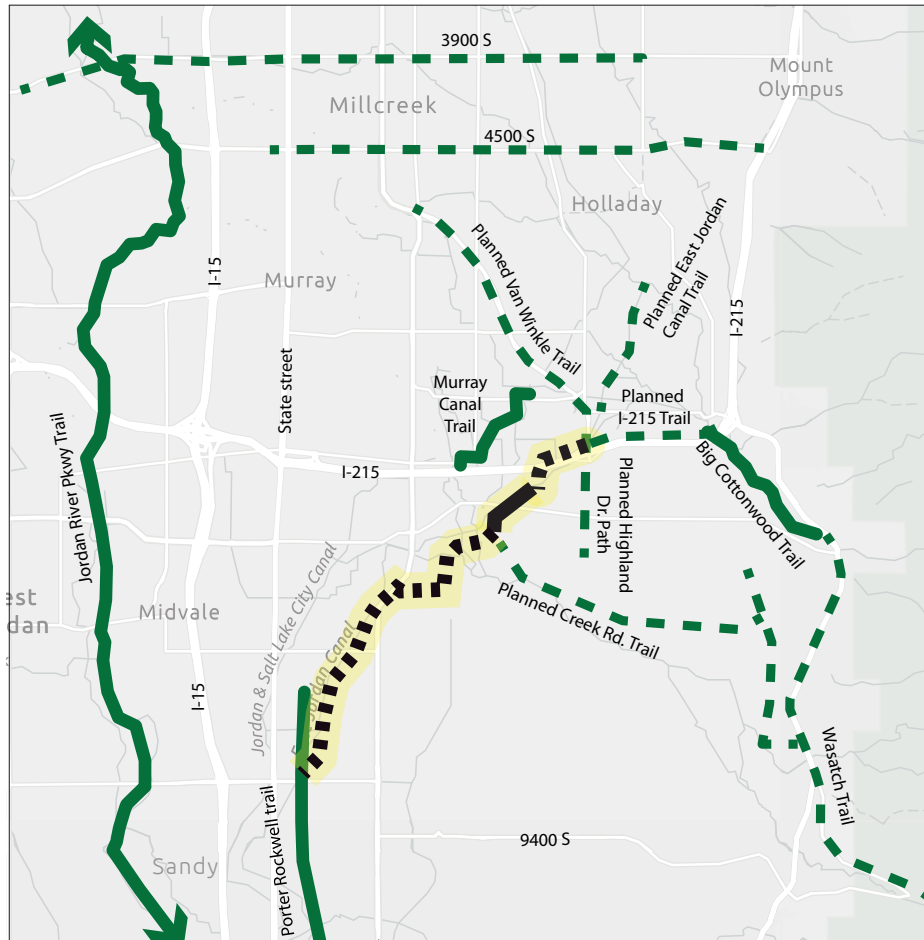
**Extensions:** Beyond the potential alignments of the eastward and northward extension the trail could readily be extended further, especially to the west and south into Midvale.

**Supporting Trail Links:** A corridor made up of the EJCT and connecting trails running much of the east-west length of Cottonwood Heights would provide an attractive amenity. It is important to consider how to get people from their homes to the trail safely, comfortably and conveniently, as well as to connecting the trail corridor to other Cottonwood Heights community activity centers and destinations.



**Regional Synergy:** This analysis inventories the myriad of ways that an EJCT extension can become part of the greater regional system, even extending up to Holladay. This could especially happen to the east, with connections to Cottonwood Canyons and Shoreline Trail systems, and to other canal trail systems in Murray.

**These opportunities—which we call the greater EJCT network—can be broken down into those west of the EJCT and those that are east of the EJCT. Each is shown on its own map below in Figure 6.**



**Figure 6. Potential Regional Connections**

- Existing trails
- Planned trails (RTP)
- Existing East Jordan Canal Trail
- Potential East Jordan Canal Trail extension





# East Jordan Canal Trail *Feasibility Study*



## East of the EJCT

East of the existing EJCT, there are opportunities for the greater EJCT network to access:

- Cottonwood Heights' future Town Center on Fort Union Boulevard
- Big Cottonwood Trail
- Wasatch Canyons
- Future Gravel Pit center
- Bonneville Shoreline Trail

### *Potential links also include:*

1. The planned Holladay trail along the north side of I-215 could provide important connections for Cottonwood Heights.
2. The 2300 East bike lane can connect the potential I-215 trail to Cottonwood Heights. This could be an important link between the future EJCT/Holladay I-215 trail and the future Cottonwood heights Town Center on Fort Union Boulevard.
3. Improved active transportation facilities at 2300 East and Fort Union Boulevard can connect into and through the future Town Center.
4. Trails along Fort Union Boulevard would be a direct connection to the EJCT that can open up easy access to the mountains for recreation. Fort Union Boulevard is probably most useful to think of as a parallel corridor to the EJCT.
5. Future trail links can access the Bonneville Shoreline Trail across Fort Union Boulevard and Wasatch Boulevard into the future Gravel Pit activity center.
6. The Old Mill/Big Cottonwood Trail provides a great connection from Knudsen Park to the base of the Wasatch Mountains and Canyons. Connecting the EJCT network to it would open trail access to the Wasatch to much of Cottonwood Heights.

### Opportunities:



**Opportunities** -  **Extensions**  **Regional Synergy**  **Supporting Trail Links**

All of these links have value as one or more of the three categories. They vary in feasibility. The priority of the links depends on this feasibility as well as which alignment is recommended for the EJCT extension to the east and north.

# East Jordan Canal Trail *Feasibility Study*



## West of the EJCT

West of the existing EJCT, there are opportunities for the greater EJCT network to access:

- Shopping, jobs, and transit at the Union Park/Midvale Family Center area
- The Murray trail system
- The TRAX stations in Midvale and Sandy
- Trails to the south and west like the Porter Rockwell Trail and the Jordan River Parkway

### *Potential links also include:*

1. A pathway on Park Centre Drive could extend the EJCT into the Union Park area. This could be a primary westward extension of the EJCT, especially since the Canal is buried for much of this stretch.
2. The EJCT trail corridor could connect directly south from Mountview Park across Fort Union Boulevard and into the neighborhood to the south. This would likely be a supporting trail link, since it would connect midway into the existing trail.
3. A trail link could be made from 7200 South down the hill to Union Park Center, although the steep slope would have to be mitigated. This would be a supporting trail link, but its use for the greater EJCT network would depend on how the trail is extended westward.
4. Southwest of the Union Park area, a collaboration with Midvale could extend a trail along the East Jordan Canal, which has clear opportunities in segments for an improved trail. Eventually, this alignment reaches Sandy and a potential connection to the Porter Rockwell Trail. This extension option would need to resolve how the trail gets to where the EJC emerges on the far side of the Union Park/Family Center area.
5. Little Cottonwood Creek through Union Park Center could provide a key trail link. Most likely this would provide a piece of an EJCT extension between Park Centre Drive and a potential extension westward along the East Jordan Canal or another alignment but could also serve as a supporting link. This could be a very ideal location for a trail, although it would likely be a short link.
6. A trail could run north from the Union Park area along Little Cottonwood Creek to connect into the Murray trail system and Wheeler Farm.

### Opportunities:



**Opportunities** -  **Extensions**  **Regional Synergy**  **Supporting Trail Links**

# East Jordan Canal Trail *Feasibility Study*



## Preferred EJCT Alignments

Direction from the stakeholders led to the identification of alignment alternatives that would be used for public consideration. Alignment options were separated into Off-Street and On-Street types, with 2-3 alternate segments each.

- **Off-street** - Completely separated bicycle or pedestrian path from vehicle interaction.
- **On-street** - Some or no separation of bicycle use from vehicle interaction.

Feedback focused on trail alignment issues and opportunities, trail type (on-street and off-street), relative comfort, desirability of type of trail, key connection points, points of interest. Comfort was determined by level of separation from vehicles.

**High comfort** – total separate trail for bikes and pedestrian

**Medium comfort** - separated barrier such as posts, curbs or additional spacing

**Lowest comfort** – on-street shared lane/sharrows

### On-Street Examples:



High Comfort/Low Stress Tolerance



Mid-Level Comfort



Low Comfort/High Stress Tolerance

### Off-Street Example:

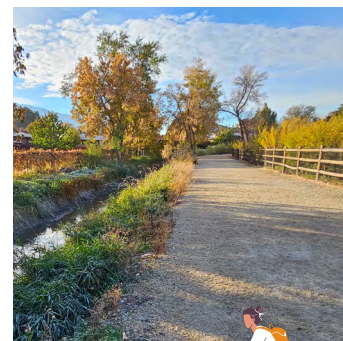


Table 1 below, describes some of the trade-offs associated with each option:

Table 1. Alignment Trade-Offs

TRADEOFFS	OFF-STREET	ON-STREET
Right-of-Way	Acquired	Existing
Cost	Higher	Lower
Comfort	Higher	Lower
Vehicle conflict	Less	More
Pedestrian use	Yes	No

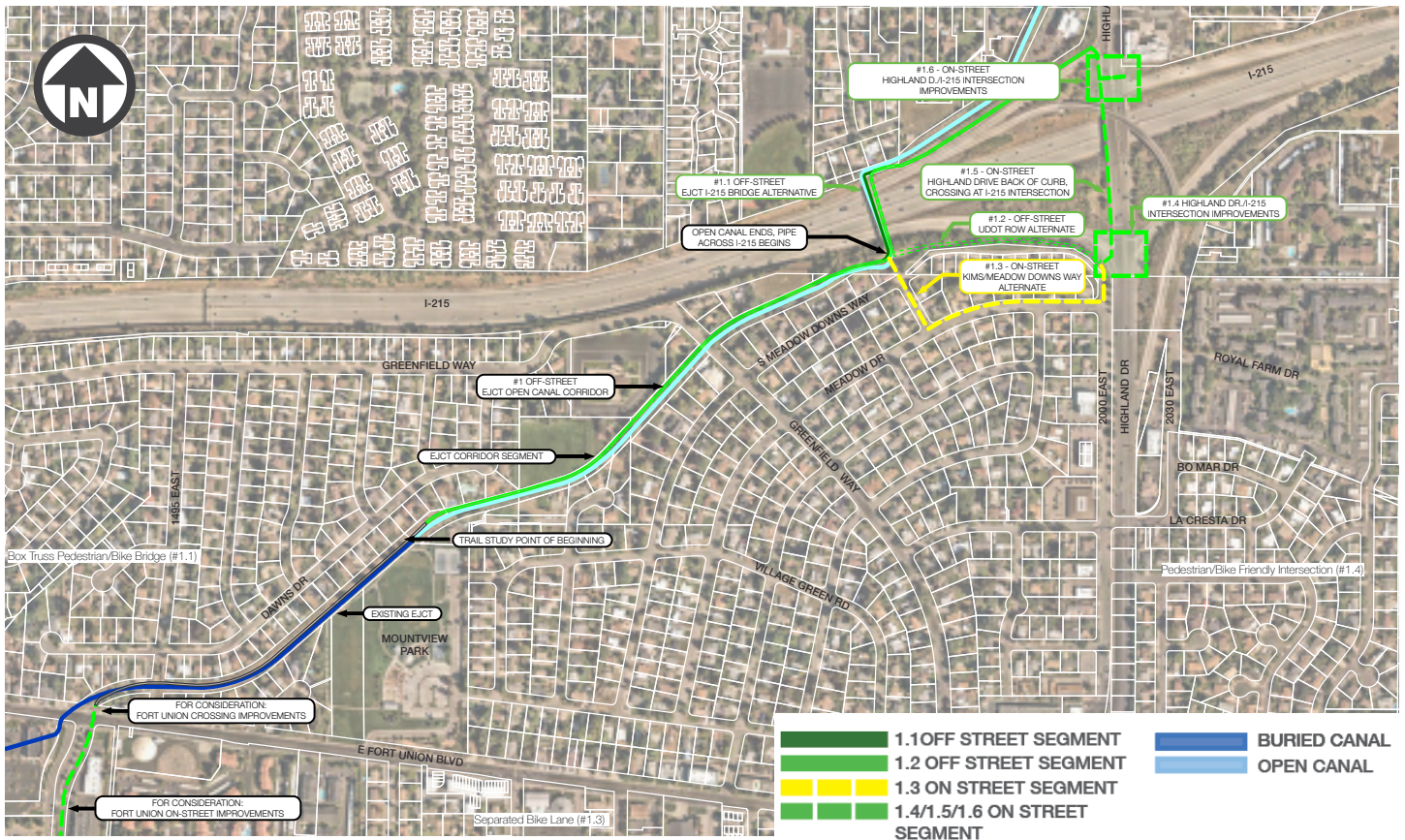
The maps and tables on the following page further explore the potential segment options and their comparable costs.

# East Jordan Canal Trail Feasibility Study



**Figure 7** displays the preferred **Off-Street (High Comfort) alignments**. These options entail higher implementation costs as they require the construction of new infrastructure rather than using the existing street infrastructure. **Table 2**, located beneath the map, provides a cost comparison for these potential segments.

**Figure 7. Off-Street Alignments (Full exhibit in appendix)**



**Table 2. Option 1 Off-Street - Concept of Probable Cost/Alignment Cost Comparison**

Segment	Name	Cost
1.0	OFF-STREET TRAIL	\$\$
1.1	I-215 BRIDGE	\$\$\$
1.2	UDOT RIGHT-OF-WAY AT GRADE	\$\$
1.3	ON-STREET TRAIL	\$
1.4	HIGHLAND DRIVE/I-215 INTERSECTION SOUTH	\$\$
1.5	HIGHLAND DRIVE BRIDGE IMPROVEMENTS	\$\$\$
1.6	HIGHLAND DRIVE/I-215 INTERSECTION NORTH	\$\$

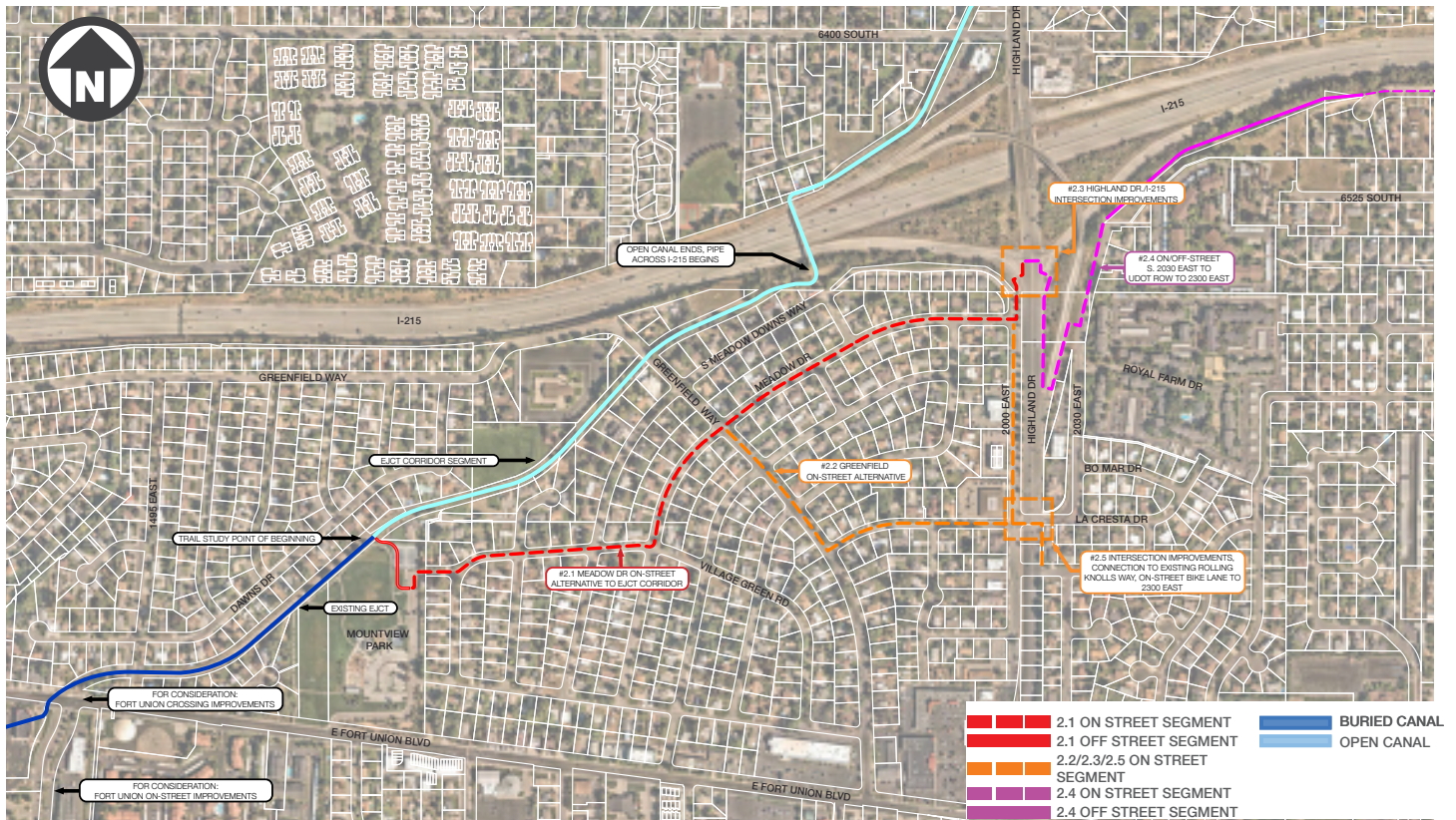
Key: \$=lowest \$\$=moderate \$\$\$=most expensive

Estimated off-street trail implementation costs were determined on a linear foot basis for separated bike and pedestrian trail paving, signage, a pedestrian bridge, and intersection improvements. The I-215 pedestrian/bike bridge also anticipated complexity with the canal crossing and UDOT right-of-way. Options for bike facilities on the existing Highland Drive anticipated both striped and barrier separated configurations. Construction mark-ups and contingencies were also considered. Signal modifications and right-of-way costs were not considered in these numbers.

# East Jordan Canal Trail *Feasibility Study*

**Figure 8** displays the preferred **On-Street (Lower Comfort) alignments**. These options involve overall lower implementation costs as they utilize existing street infrastructure. **Table 3**, located beneath the map, provides a cost comparison for these potential segments.

**Figure 8. On-Street Alignments (Full exhibit in appendix)**



**Table 3. Option 2 On-Street - Concept of Probable Cost/Alignment Cost Comparison**

Segment	Name	Cost
2.1	ON-STREET TRAIL - VILLAGE GREEN/MEADOW	\$
2.1	OFF-STREET TRAIL - PARK	\$\$
2.2	ON-STREET TRAIL - GREENFIELD/LA CRESTA	\$
2.3	HIGHLAND DRIVE/I-215 INTERSECTION SOUTH	\$\$\$
2.4	ON-STREET TRAIL - 2030 E./UDOT TO 2300 E.	\$
2.4	OFF-STREET TRAIL - 2030 E./UDOT TO 2300 E.	\$\$
2.5	HIGHLAND DRIVE/LA CRESTA INTERSECTION	\$\$\$

Key: \$=lowest \$\$=moderate \$\$\$=most expensive

Estimated on-street trail implementation costs were determined on a linear foot basis for the variations of striping, buffered and separated on-street bike accommodations. Intersection improvements were also considered in addition to construction mark-ups and contingencies. Signal modifications and right-of-way costs were not considered in these numbers.

# East Jordan Canal Trail Feasibility Study



## 5 – PUBLIC ENGAGEMENT

### Public Open House Summary

A public open house was held on February 21, 2024 at Cottonwood Heights City Hall. Notification and request for public input was made through distributed postcard notifications, social media, and the City newsletter more than two weeks before the public open house. Additionally, an online survey was used to provide an option for those that couldn't attend the open house, as well as those who attended but had longer comments they wished to provide. The presentation focused on EJCT History and Context, Existing Conditions Regional Connectivity, Overall Canal Extension Segment, and On-Street and Off-Street Alternatives. The overall canal extension plan showing alternatives is found in the previous "Opportunities Analysis" section. Questions and comments were gathered during the meeting verbally and through the use of colored dots, green for likes and red for dislikes, placed directly on the presentation boards (Figures 10 and 11). A full list of the collected comments and the presentation boards can be found in the appendix of this document.

Figure 9. Open House Invite

**East Jordan Canal Trail Feasibility Study**  
**OPEN HOUSE**  
**FEBRUARY 21<sup>ST</sup>, 2024**

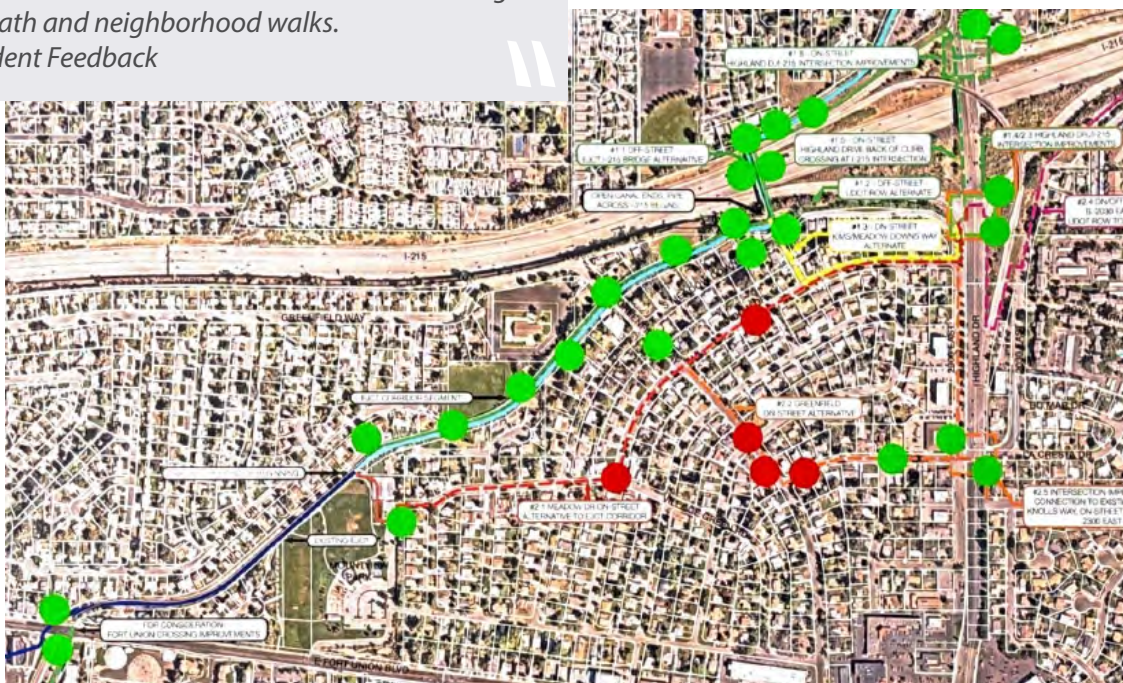
**STUDY OVERVIEW**  
Cottonwood Heights City is conducting a feasibility study for possible extensions to the existing East Jordan Canal Trail (EJCT). The trail currently starts on Fort Union Blvd. and wraps around the northern side of Mountview Park. The city welcomes public input as it considers future options for trail extensions and connections, and identifies associated constraints and opportunities.

**Time:** 5:30 – 7:30 pm  
**Location:** Cottonwood Heights City Hall Community Room (2277 E Bengal Blvd)

**WE WANT TO HEAR FROM YOU!**  
Please join us for a public open house to learn more about the East Jordan Canal Trail (EJCT) extension feasibility study.

*I love connecting to existing / proposed systems to the east and west. Extending the Canal Trail through the now gated off section would be ideal for both longer bike path and neighborhood walks.*  
- Resident Feedback

Figure 10. Off-Street Presentation Board Sticker Comments from Public Open House (Full exhibit in appendix)



# East Jordan Canal Trail Feasibility Study



Figure 11. West Regional Connectivity Board Sticker Comments from Public Open House (Full exhibit in appendix)



“ All about narrower streets and parallel parking to slow motorists.  
That equals safety of walkers and rollers.  
- Resident Feedback ”

“ There have been too many pedestrian fatalities as-is with crosswalks, etc. to make me feel safe having an on-street option.  
- Resident Feedback ”

## Online Survey Summary

The survey responses we collected indicated strong engagement with the EJCT from the community, with a majority of users reporting regular use of the trail. Most respondents have used the existing trail in the past, with nearly all expressing interest in utilizing an extended trail along the canal. Specifically, the responses from those engaged in our survey showed that frequent trail use is common. There was also nearly unanimous support for the trail extension. These insights suggest that the community values and is likely to benefit from enhancements to the trail system.

### Survey Question Examples:

**Have you used the existing East Jordan Canal Trail in the past?**

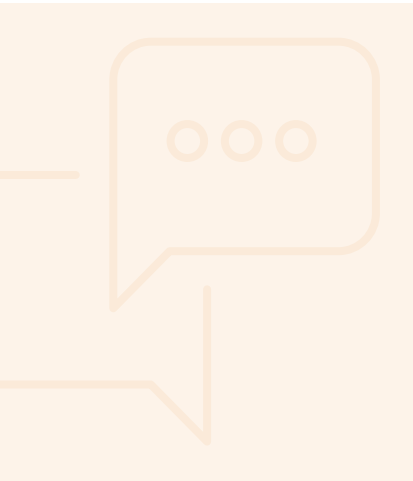
- Yes
- No

**Will you use the trail if it were extended along the Canal?**

- Yes
- No

**How frequently have you used the trail?**

- Multiple times per week
- Once per week
- A few times per month

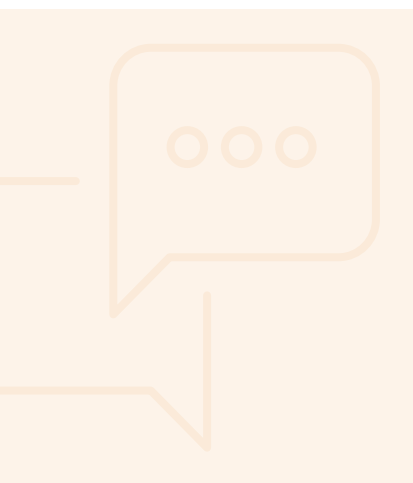
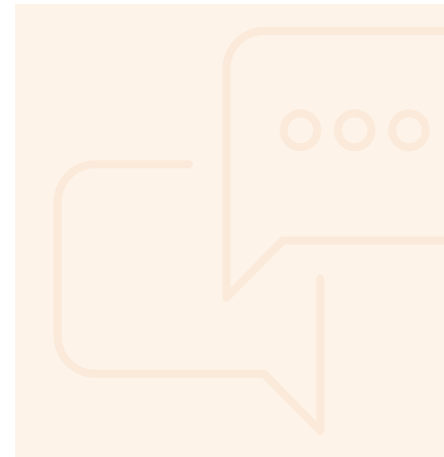


## **What do you like/dislike about the presented off-street alternatives?**

Survey respondents generally liked the off-street alternatives for their separation from cars, safety for children, connectivity to existing and proposed systems, and the ability to explore different areas of the City. Some respondents also mentioned the convenience of avoiding busy roads and the availability of bike lanes. However, one respondent mentioned a desire for more off-street options without providing specific reasons. Overall, the feedback emphasized the benefits of off-street alternatives in terms of safety, connectivity, and convenience.

## **What do you like/dislike about the presented on-street alternatives?**

Survey respondents generally liked the possibility of on-street improvements to make areas without sidewalks safer for biking and walking. They expressed concerns about the lack of safety in current street conditions and the need for better separation from traffic. Some respondents also mentioned the desire for more off-street alternatives and the benefits of improved non-motorized transportation connections. Additionally, there was support for extending the Canal trail and creating more bike lanes for commuting.



## **Please leave any additional comments you have about trail connections and opportunities.**

Survey respondents expressed enthusiasm for ambitious projects such as Parley's Trail and extending the Canal trail, recognizing the positive impact it would have on their quality of life. They emphasized the importance of accessible and safe trails, rather than fancy amenities. There were also suggestions for improving road safety, such as adding speed bumps and dedicated bike/pedestrian lanes. Overall, respondents appreciated the efforts to provide more outdoor options in the neighborhood.





## 6 – CONCLUSION & RECOMMENDATIONS

After consideration of existing conditions, right-of-way analysis, stakeholder input and alignment analysis it was concluded that the extension of the EJCT running to the northeast and crossing I-215 to connect Highland Drive (seen in **Figure 12**), extending the Canal north along the existing canal corridor is preferable because:

- It provides the best connection of neighborhoods
- It is the most comfortable option for the widest range of users
- It has the least vehicle conflicts
- It avoids interaction with the Highland Drive/I-215 intersection
- It is the most neighborhood circulation friendly
- It provides a potential regional connection to the north
- It allows for future extensions past Fort Union Boulevard to Little Cottonwood Corridor and connections to the regional shopping/work center

### Right-of-Way Acquisition Resolution

- Existing right-of-way underlying fee ownership resolution is needed
- Salt Lake City Public Utilities permit is needed

**Figure 12.** Preferred Alignment Option 1.1



# East Jordan Canal Trail *Feasibility Study*



## Recommended Citywide/Regional Links

**Section 4 Opportunities Analysis describes and assesses a series of trail link opportunities that can:**

1. Extend the trail
2. Connect to existing or planned segments of the regional trail network; and/or
3. Provide access to the main EJCT corridor.

While all the connections identified in the Opportunities Section 4 (starting on page 16) are important to Cottonwood Heights, based on the Preferred Alignment, the following are the recommended series of links in the greater EJCT network to serve these specific functions.

### East of EJCT

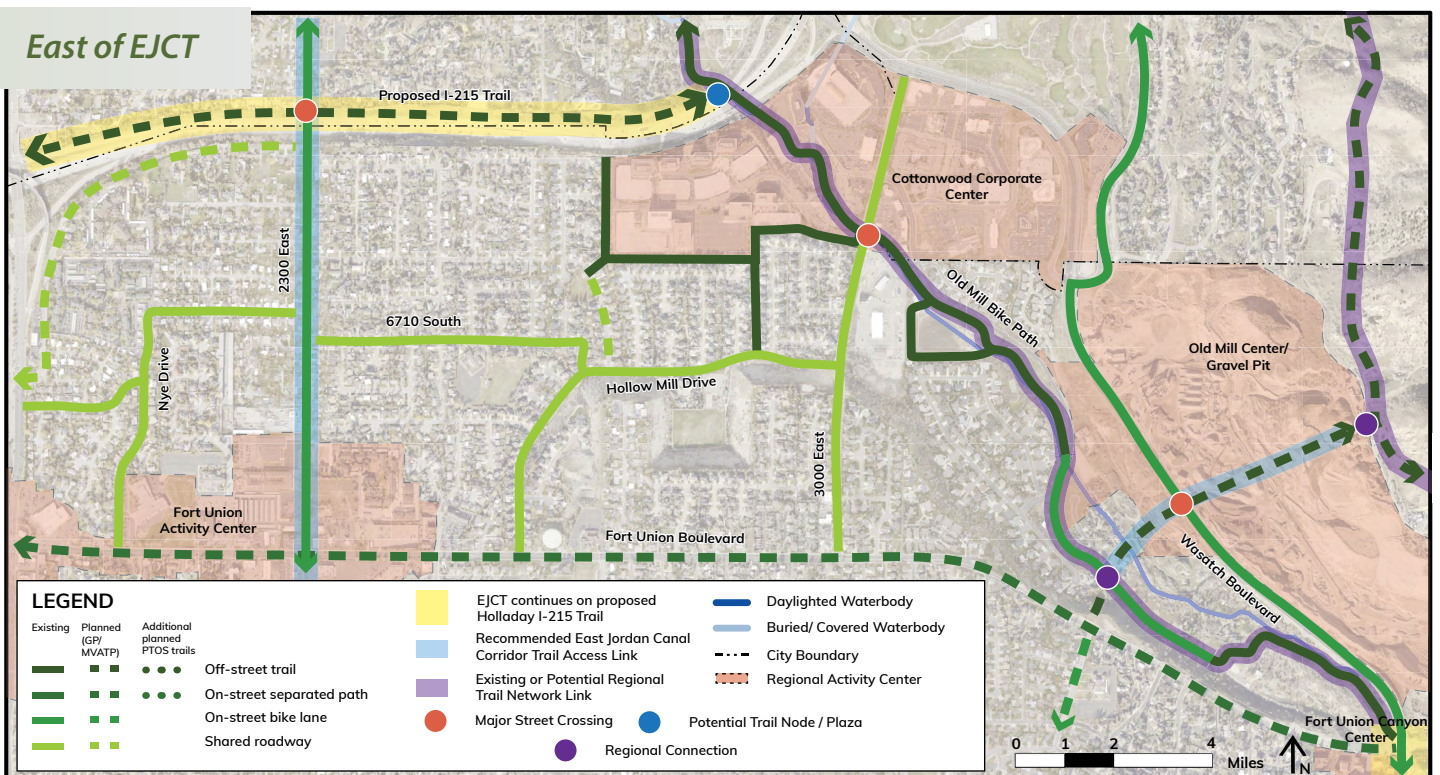
The Preferred Alignment provides connection to the preferred Holladay I-215 trail, which then connects to the Big Cottonwood/Old Mill Trail. This would be the preferred extension of the EJCT eastward, linking to the trail to the emerging network of trails at the base of the Wasatch Canyons, including the Big Cottonwood Trail, Bonneville Shoreline Trail, and Wasatch Boulevard Trail, and perhaps in the future, a trail up Big Cottonwood Canyon.

### Recommended supporting links east of EJCT:

- **2300 East Bike and Pedestrian Corridor Improvements:** 2300 East provides a great opportunity for a high-comfort / low stress bikeway linking the I-215 trail and Fort Union Boulevard.
- **Old Mill / Gravel Pit Link:** A trail climbing the hill from Big Cottonwood Canyon Road to the future Gravel Pit district across/under Wasatch Boulevard up to the future Bonneville Shoreline Trail corridor; shown on Wasatch Boulevard Master Plan.

**Figure 13** provides the bigger picture of how all of these recommended connections will significantly enhance the regional network of trails and high comfort bike facilities – creating a whole greater than the sum of the recommended links.

**Figure 13. Recommended Eastward Extension Alignment**



# East Jordan Canal Trail *Feasibility Study*



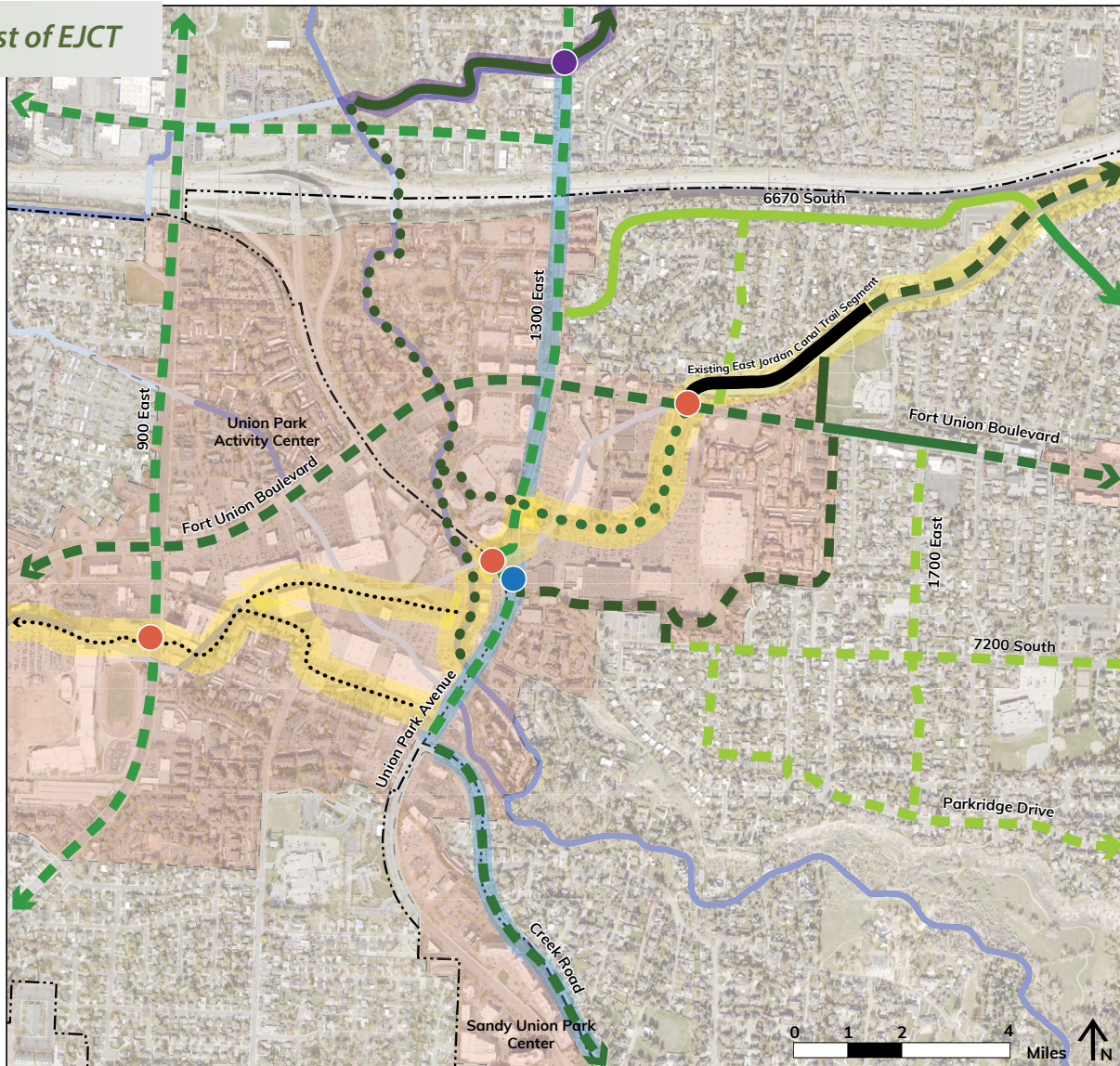
## West of EJCT

The project team believes the best westward long-term extension opportunity for the EJCT is to explore a partnership with Midvale and Sandy that would explore continuing the trail along the EJC, eventually reaching the Porter Rockwell Trail at the Historic Sandy TRAX station.

However, between this opportunity and the existing EJCT is the tangle of streets and commercial land uses of the Union Park and Family Center areas that presents both challenges and opportunities for a trail. The complex / irregular network of streets in the Union Park requires strategic thinking about how to plan a trail through here in a way that is safe, convenient, and comfortable.

**Figure 14. Recommended Westward Extension Alignment**

## West of EJCT



### LEGEND

Existing	Planned (GP/ MVATP)	Additional planned PTOS trails	Existing East Jordan Canal Trail Segment	Potential Trail Node / Plaza
Off-street trail	On-street separated path	On-street bike lane	Recommended East Jordan Canal Corridor Trail Extension Alignment Link	Regional Connection
Shared roadway	Other potential trail link identified by the team	Existing or Potential Regional Trail Network Link	Recommended East Jordan Canal Corridor Trail Access Link	Daylighted Waterbody
		Major Street Crossing		Buried/ Covered Waterbody
				City Boundary
				Property Parcel Outline
				Activity Center

# East Jordan Canal Trail *Feasibility Study*



The following are recommendations for how the trail could extend through this area:

- **Park Centre Drive:** Park Centre Drive meets the EJCT at its current end at Fort Union Boulevard and an on-street trail along this corridor appears to be a viable first step in the extension of the trail. This extension could be created in the short term with wayfinding signage or markings using the existing Fort Union Boulevard crossing and Park Centre Drive sidewalk. In terms of which side to place the path/wayfinding on, the west/north side has more of a buffer from the roadway, but the east/south sidewalk likely provides the more direct connection to the recommended alignment to the west (vehicle driveways to cross are equal).
- **1300 East:** Park Centre Drive meets 1300 East, which poses both a barrier to cross as well as a potential corridor for the trail. The best way to navigate this area from Park Centre Drive westward may be to run along 1300 East for a short while to the south then cross 1300 East to the Family Center at Union Park Drive.
- **Little Cottonwood Creek:** Little Cottonwood Creek runs above ground through Union Park/ Family Center and provides what could be a nice environment for a trail. It roughly parallels 1300 East on the street's west side. Within the alignment recommended here, there is a chance that a short segment of Little Cottonwood Creek could make sense of a trail, along the Starbucks and In N' Out – but the entire corridor does not make sense in the context of the network, creating too much out-of-direction travel and multiple major street crossings.
- **Family Center:** The final area for a trail to navigate in this broader Union Park district is the southern Family Center. Here, there are a few options. All of these would require a partnership with the owners/managers of the Family Center.
  - North route: would run along the street/drive that extends from 7180 South
  - Middle route: would run along the storefronts now occupied by Walmart and adjacent stores.
  - South route: would run behind the Walmart along 7275 South and into North Union Avenue.
- **East Jordan Canal into Midvale:** Beginning at North Union Avenue is an attractive segment of the EJC that could be the beginning of the next segment along the Canal heading into Midvale and Sandy.

Fort Union Boulevard is not being recommended for the EJCT specifically, but the City of Cottonwood Heights envisions Fort Union Boulevard as a parallel complementary corridor to the EJCT and for it to continue to transition to be more multi-modal.

## Recommended supporting links west of EJCT:

**1300 East/Creek Road Corridor:** 1300 East provides a lower-trafficked route northward from the recommended alignment, crossing I-215 without a freeway interchange. To the south, 1300 East transitions nicely to the Creek Road corridor, which accesses Cottonwood Heights neighborhoods and Crestview Park. Both provide good access to the future EJCT as well as to the Murray Trail network.



## Next Steps

Below is a summary of the remaining steps needed to implement the plan:

- Salt Lake City Public Utilities – Continued engagement to solidify an inter-local agreement as outlined in the “Path to Yes” items: Construction Permitting; Canal Operations; Canal Flow Improvements; Maintenance; Owner Use and Liability; Agreement Terms; and Trail Standards
- UDOT – No-access permit coordination, funding source grant programs
- WFRC – Identify addition funding source grant programs and pursue a Park Centre Drive/Little Cottonwood Trail Feasibility Study to support connective projects for the EJCT
- Holladay City – Coordinate connection of the EJCT to Big Cottonwood Trail or interim connections on Highland Drive or 2100 East
- Midvale City – Southwest of the Union Park area, a collaboration with Midvale could extend a trail along the East Jordan Canal
- Murray City – Coordination of I-215 bridge implementation and trail extension to Holladay City.
- Cottonwood Heights Trails and Open Space Committee –
  - Facilitate supportive program planning and amenities
  - Prioritize a 2300 East bike lane to connect the potential I-215 trail to Cottonwood Heights
  - A pathway on Park Centre Drive could extend the trail into the Union Park area
  - Little Cottonwood Creek through Union Park Center could provide a key trail link

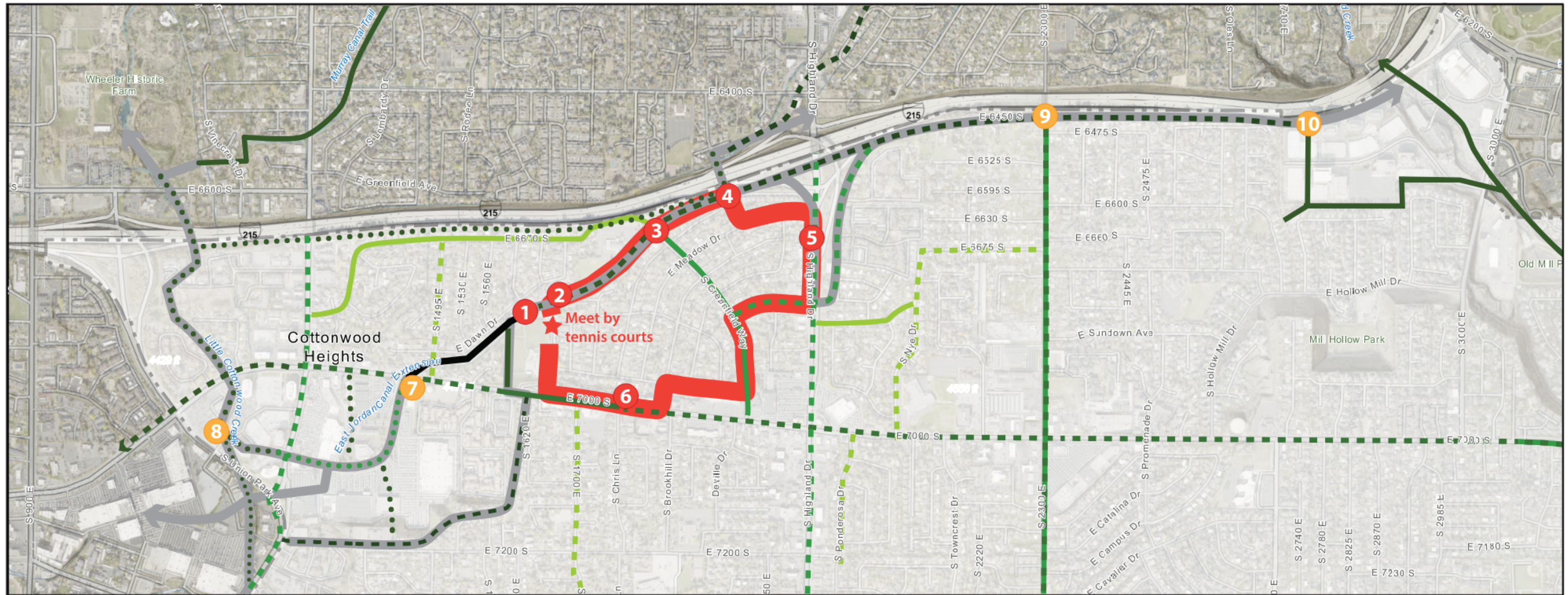




## APPENDICES

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## LEGEND

- Existing East Jordan Canal Trail (EJCT)
- Initial potential East Jordan Canal Trail alignment

## Active Transportation Network

- |          |                      |                                |
|----------|----------------------|--------------------------------|
| Existing | Planned (GP / MVATP) | Additional planned PTOS trails |
|          |                      |                                |
|          |                      |                                |
|          |                      |                                |
|          |                      |                                |
- Off-street trail
  - On-street separated path
  - On-street bike lane
  - Neighborhood byway or shoulder bike lane

\* For bike lanes, neighborhood byways/shoulder bike lanes, and local-level facilities, only routes/planned routes in the general vicinity of the EJCT are shown.

## Walking Stops

- 1** Existing East Jordan Canal Trail section
- 2** Transition from paved trail to closed trail section
- 3** Greenfield Way intersection
- 4** East end of East Jordan Canal Trail
- 5** Highland Drive and La Cresta intersection
- 6** Fort Union Boulevard (new separated bike path)

## Driving Stops












- 7** Existing East Jordan Canal trailhead at Fort Union Boulevard (Park by Panda Express)
- 8** Little Cottonwood Creek in Union Park Center (Park in Century 21 Everest SW parking lot)
- 9** 2300 East Bridge (Park on Ellisonwoods Ave)
- 10** If time permits: Cottonwood Heights Corporate Center (Park at end of 6485 South cul-de-sac)

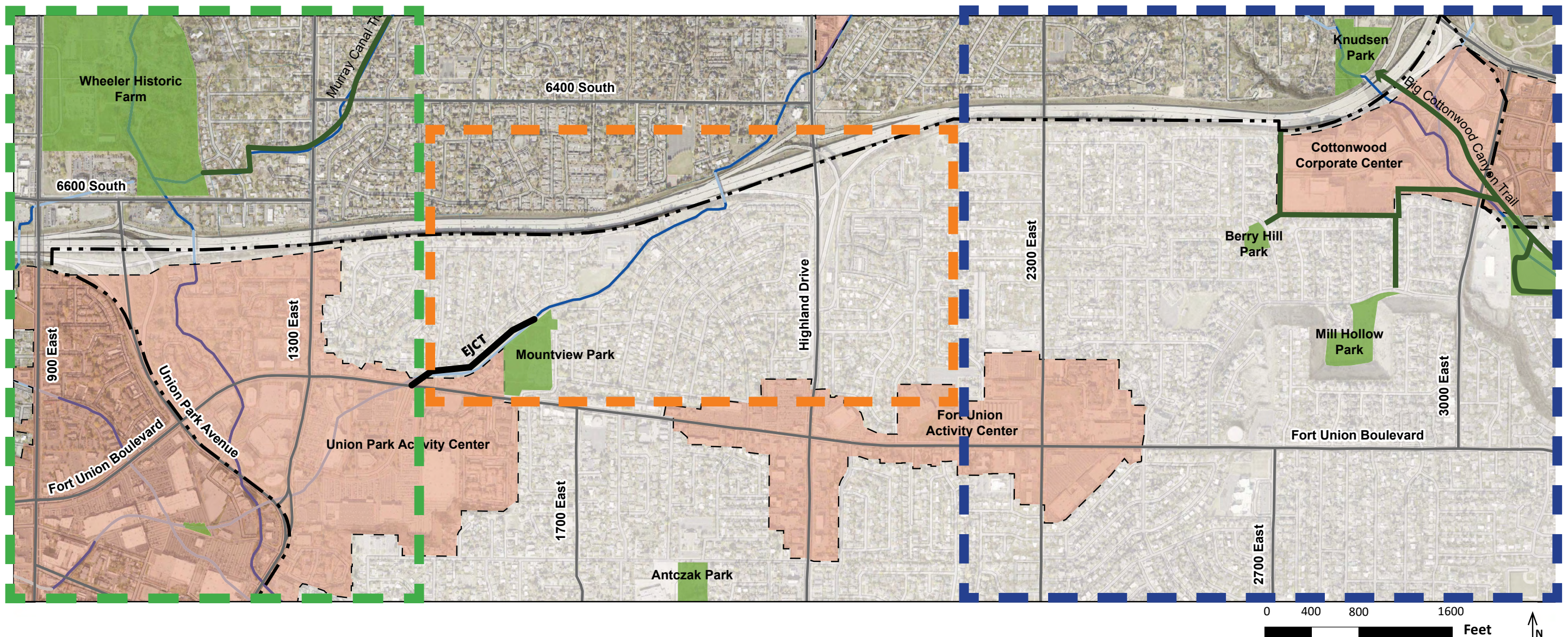


# Welcome!

At your own speed, please peruse these boards to learn more about the East Jordan Canal Trail Feasibility study. You can provide feedback by adding sticky notes with your comments directly to the boards, or by filling out the digital comment card available on the iPad at the front table.

## LEGEND

-  Existing East Jordan Canal Trail (EJCT)
-  City Boundary
-  Major Street
-  Buried Water Body
-  Open Water Body
-  Existing Off Street Trail
-  Activity Center
-  Parks
-  West Regional Connection Focus Board
-  Feasibility Study Area Boards
-  East Regional Connection Focus Board





## 1) BACKGROUND

The East Jordan Canal Trail (EJCT) is an existing urban trail alongside an underground portion of the East Jordan Canal. Constructed in 2019, the current alignment of the EJCT is approximately 1700 linear feet, beginning at 1441 E. Fort Union Blvd., and terminating at the northern most point of Mountview Park.



## 3) EXISTING ALIGNMENT AERIAL



## 2) FEASIBILITY STUDY OVERVIEW

The EJCT is enjoyed by patrons of Mountview Park, as well as residents from the surrounding neighborhood, who utilize the trail for recreation, as well as for connections to the surrounding Union Park activity area. Building on this success, Cottonwood Heights City is considering the feasibility of expanding the EJCT. This study considers both off-street and on-street improvements for extending the trail. The off-street trail option consists of extending to the north alongside the open East Jordan Canal and potential for linking to potential Holladay City trail alignments and regional connection opportunities. On-street trail options consider separated, buffered and painted bike lane configurations as alternatives to off-street alignments.

### YOUR ROLE

We ask you to engage in this study by being informed about potential improvement opportunities, reviewing alignment alternatives and providing feedback. We welcome your comments and suggestions.

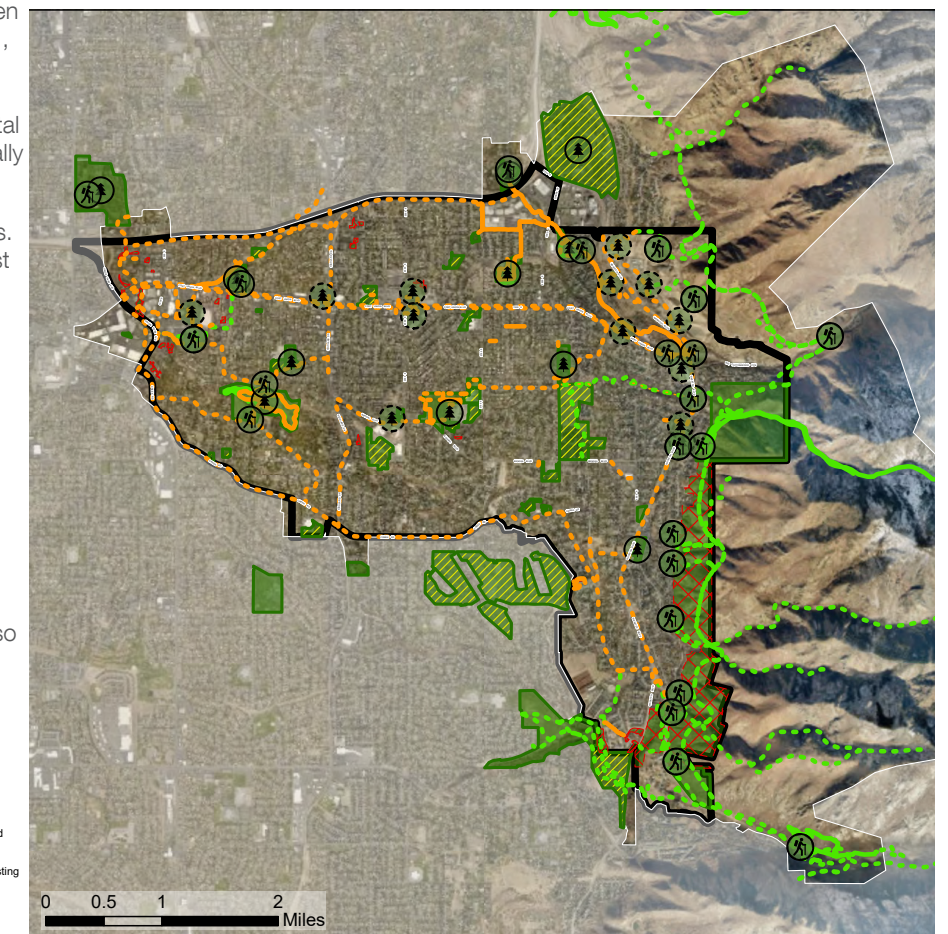
### Parks, Trails, and Open Space Master Plan

Trails are unique in that they are often part of both transportation and open space/recreation planning, which can occur in separate spheres. In 2021, Cottonwood Heights developed a Parks, Trails, and Open Space Master Plan. The plan envisions the city as a healthy and active community that enjoys the natural and urban outdoor world, while improving environmental and physical health and at the same time being environmentally and fiscally responsible.

The Plan sets out an envisioned network of trails, parks and open spaces. The EJCT is a central piece of the proposed trail network in the northwest part of the city – the vision proposes to extend the existing segment in multiple directions:

- To the east along the canal alignment, to a trail running along the south side of most of the Cottonwood Heights segment of I-215, and even proposing extensions across the freeway along Highland and over the canal bridge into Holladay;
- To the west into a dense network of trails running through Union Park along Fort Union, Park Centre and other links such as Little Cottonwood Creek heading north over I-215; and
- To the south into the neighborhood south of Fort Union.

In addition, connecting corridors such as Fort Union and Highland are also proposed trail alignments.



WESTWARD CONNECTION OPPORTUNITIES

→ ACCESS SHOPPING, JOBS & TRANSIT AT UNION PARK/FAMILY CENTER

→ CONNECT TO MURRAY TRAIL SYSTEM

→ CONNECT TO TRAX STATIONS IN MIDVALE

→ EVENTUAL CONNECTION TO JORDAN RIVER PARKWAY

### POTENTIAL LINKS:

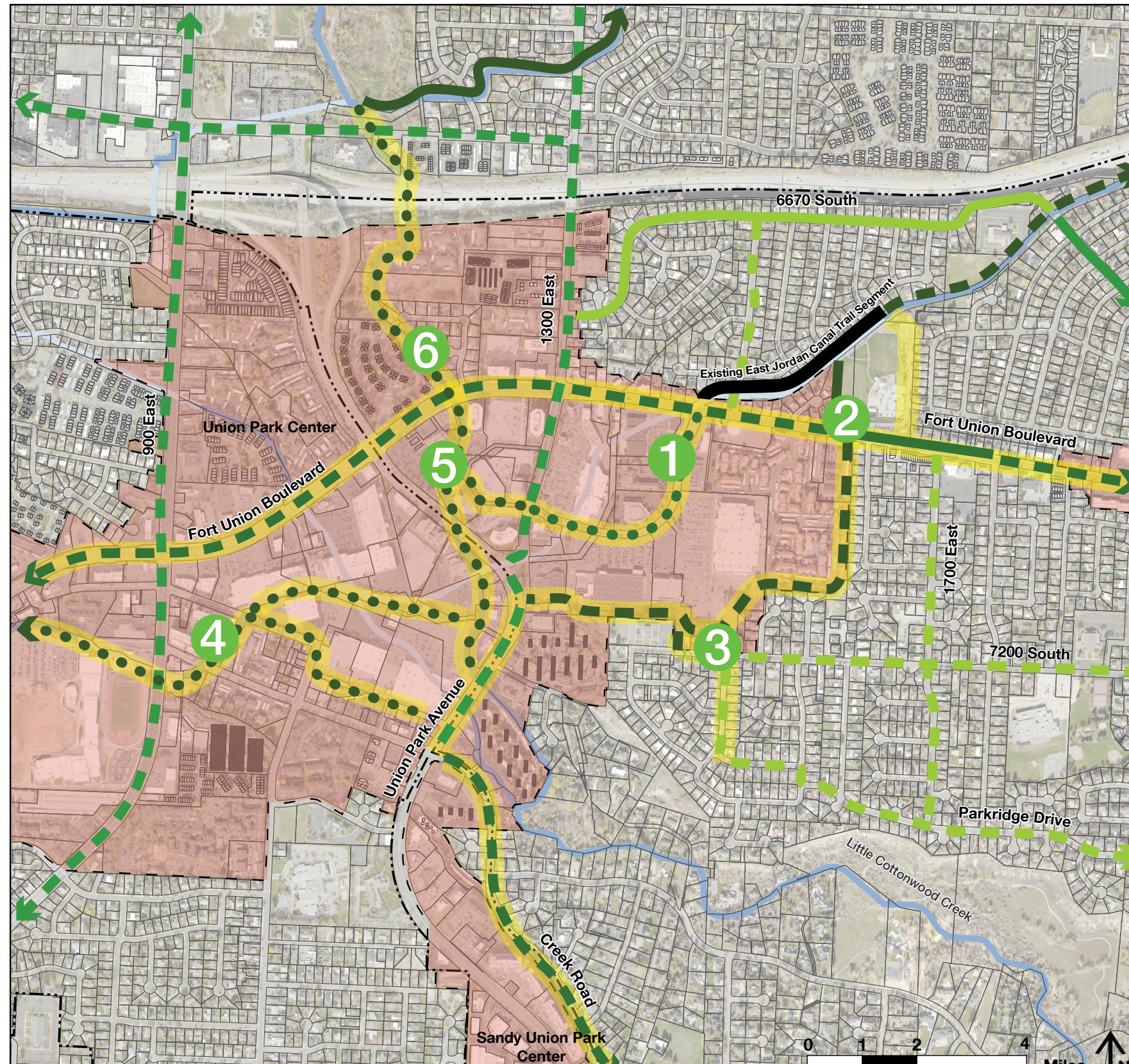
- 1** A PATHWAY ON PARK CENTRE DRIVE COULD EXTEND THE TRAIL INTO THE UNION PARK AREA.


- 2** THE TRAIL CORRIDOR COULD CONNECT ACROSS FORT UNION BOULEVARD AND INTO NEIGHBORHOOD.



- 3** A TRAIL LINK COULD BE MADE FROM 7200 SOUTH DOWN THE HILL TO UNION PARK CENTER.



- 4** SOUTHWEST OF THE UNION PARK AREA, A COLLABORATION WITH MIDVALE COULD EXTEND A TRAIL ALONG THE EAST JORDAN CANAL.





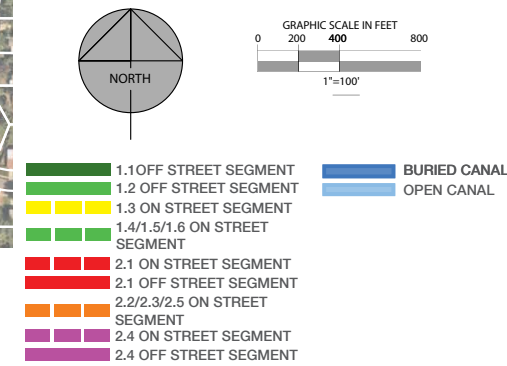
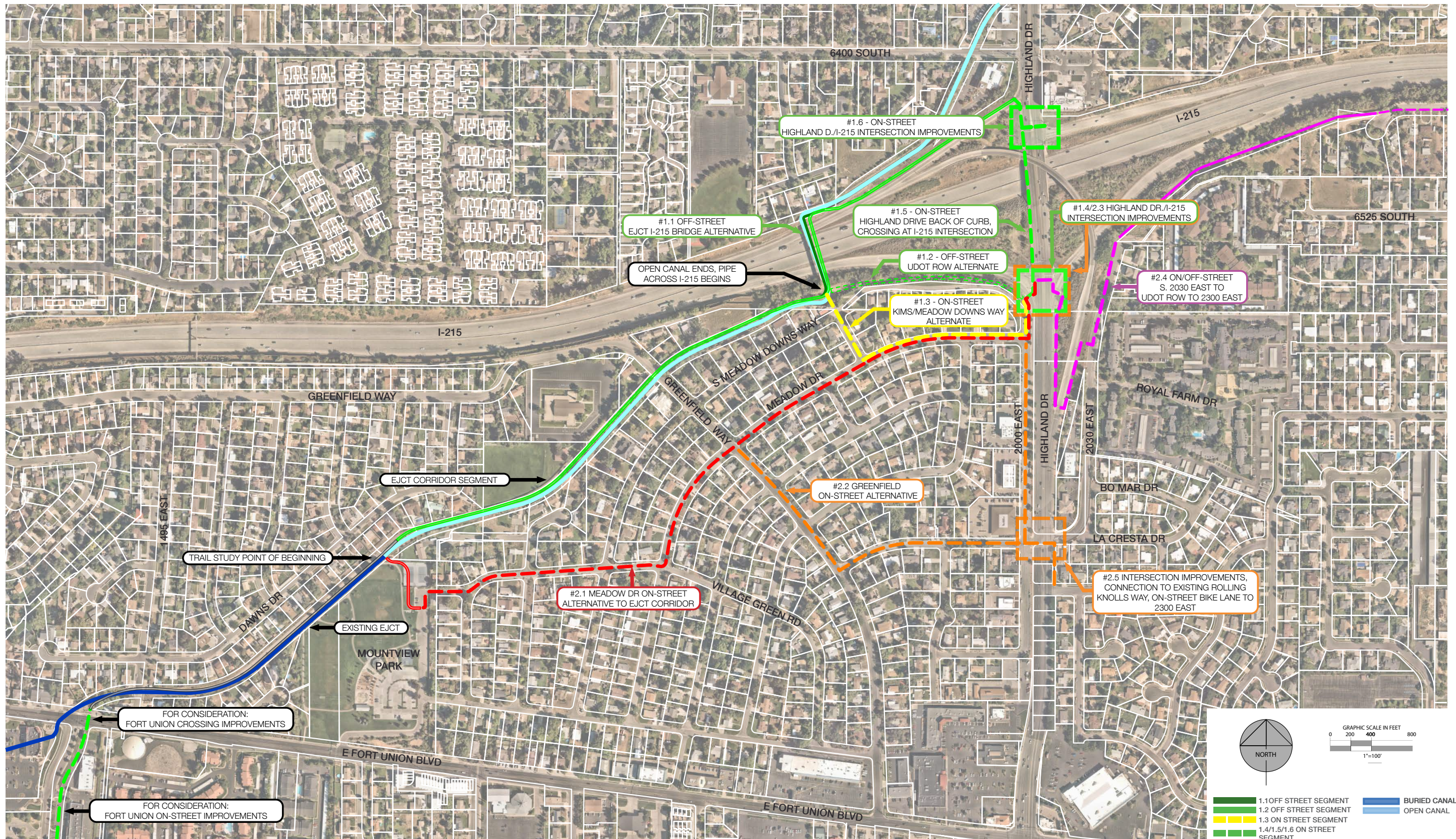
- 5** LITTLE COTTONWOOD CREEK THROUGH UNION PARK CENTER COULD PROVIDE A KEY TRAIL LINK.


- 6** A TRAIL COULD RUN NORTH FROM UNION PARK ALONG LITTLE COTTONWOOD CREEK TO CONNECT INTO MURRAY TRAIL SYSTEM AND WHEELER FARM.



### LEGEND

Existing	Planned (GP/ MVATP)	Additional planned PTOS trails	
			Off-street trail
			On-street separated path
			On-street bike lane
			Shared roadway
			Existing East Jordan Canal Trail Segment
			Potential East Jordan Canal Corridor Trail Extension Link
			Daylighted Waterbody
			Buried/ Covered Waterbody
			City Boundary
			Property Parcel Outline



OPTION 1.1 - OFF-STREET, I-215 BRIDGE								
SEGMENT		LENGTH (FT)	LENGTH VEHICLE SEPARATED (FT)	# OF STREET XINGS	SCORE TOTAL	TYPE	UDOT COORDINATION	MULTI-JURISDICTION COORDINATION
1.0	OFF-STREET TRAIL	3,565	3,565	1		12', GRAV/ASPH	YES	YES
1.1	I-215 BRIDGE	340	340	0		340', BOX TRUSS	YES	YES
1.3	ON-STREET TRAIL	151		1		HYBRID	YES	YES
1.6	HIGHLAND/I-215 INTERSECTION NORTH			0		2 XINGS	YES	YES
TOTAL		4,056	3,905	2				
COMFORT SCORE		2	2	3	7			

OPTION 1.2 - OFF-STREET, UDOT ROW/HIGHLAND DR. BRIDGE								
SEGMENT		LENGTH (FT)	LENGTH VEHICLE SEPARATED (FT)	# OF STREET XINGS	SCORE TOTAL	TYPE	UDOT COORDINATION	MULTI-JURISDICTION COORDINATION
1.0	OFF-STREET TRAIL (SOUTH ONLY)	2,438	2,438	1		12', GRAV/ASPH	YES	YES
1.2	UDOT ROW AT GRADE	976	976	0		12', ASPHALT	YES	YES
1.4	HIGHLAND/I-215 INTERSECTION SOUTH			1		2 XINGS	YES	YES
1.5	HIGHLAND BRIDGE IMPROVEMENTS	600	600	0		SEPARATED	YES	YES
1.6	HIGHLAND/I-215 INTERSECTION NORTH			0		2 XINGS	YES	YES
TOTAL		4,014	4,014	2				
COMFORT SCORE		3	1	3	7			

OPTION 1.3 - ON-STREET HIGHLAND CONNECTION								
SEGMENT		LENGTH (FT)	LENGTH VEHICLE SEPARATED (FT)	# OF STREET XINGS	SCORE TOTAL	TYPE	UDOT COORDINATION	MULTI-JURISDICTION COORDINATION
1.0	OFF-STREET TRAIL (SOUTH ONLY)	2,438	2,438	1		12', GRAV/ASPH	YES	YES
1.3	ON-STREET TRAIL	1,510		1		HYBRID	YES	YES
1.4	HIGHLAND/I-215 INTERSECTION SOUTH			1		2 XINGS	YES	YES
1.5	HIGHLAND BRIDGE IMPROVEMENTS	600	600	0		SEPARATED	YES	YES
1.6	HIGHLAND/I-215 INTERSECTION NORTH			0		2 XINGS	YES	YES
TOTAL		4,548	3,038	3				
COMFORT SCORE		1	3	2	6			

NOTE: These estimates are to be utilized for budgeting purposes only. Kimley-Horn takes no responsibility for the accuracy of these numbers as they are dependent upon current market conditions. Costs are reflected in US dollars. No signal modification or cost for ROW are considered.



Box Truss Pedestrian/Bike Bridge (#1.1)



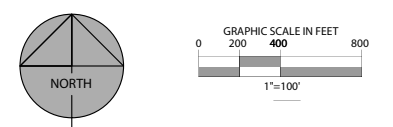
Pedestrian/Bike Friendly Intersection (#1.4)



Separated Bike Lane (#1.3)

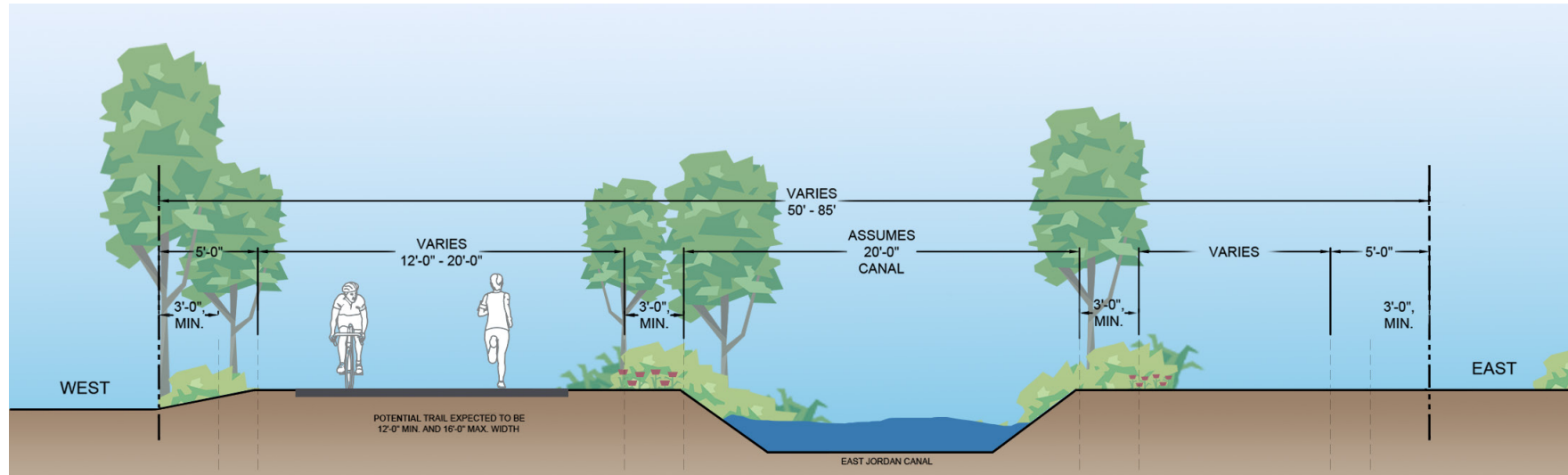


Bridge Reconfiguration (#1.5)



- 1.1 OFF STREET SEGMENT
- 1.2 OFF STREET SEGMENT
- 1.3 ON STREET SEGMENT
- 1.4/1.5/1.6 ON STREET SEGMENT
- BURIED CANAL
- OPEN CANAL

### TYPICAL CANAL CROSS SECTION



### DESIRED IMPROVEMENTS (PLACE A STICKER ON THE IMPROVEMENTS YOU'D LIKE TO SEE):

- BENCHES .....
- BIKE RACKS .....
- BIKE REPAIR STANDS .....
- WIDER WALKS .....
- TRASH RECEPTACLES .....
- DRINKING FOUNTAINS .....

### OTHER:

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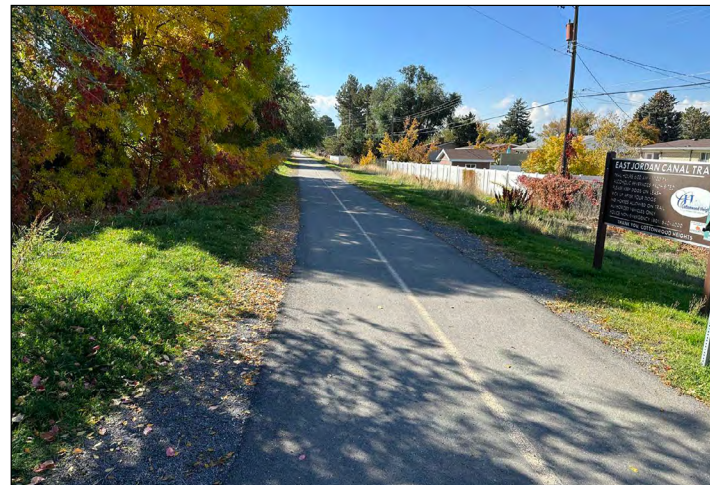


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### TYPICAL CANAL CROSS SECTION



EXISTING EJCT OVER BURIED CANAL



EAST END OF STUDY AREA



CENTRAL SECTION OF STUDY AREA



WEST END OF STUDY AREA

### (MURRAY CANAL TRAIL AS PRECEDENT EXAMPLE)



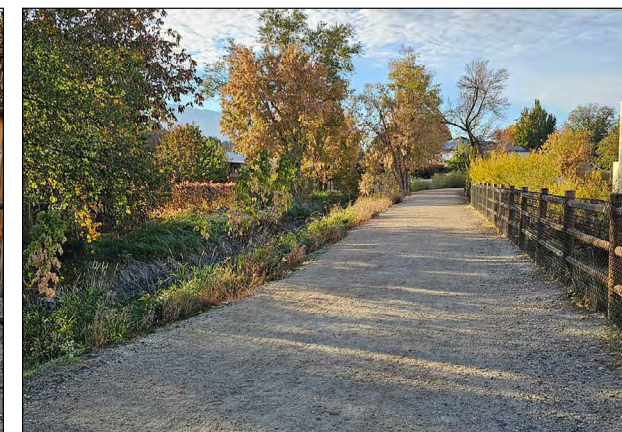
FLASHING BEACON CROSSING  
ADA RAMP  
VEHICLE ACCESS GATE  
BOUNDARY FENCING (POST AND RAIL W/ CHAIN-LINK INFILL)



SIGNAGE  
TRAIL RULES  
HOURS OF USE  
CONDUCT EXPECTATIONS  
CITY LOGO



VEHICLE ACCESS GATES  
SIGNAGE AND CANAL RULES  
PRIVATE PROPERTY FENCING



MAINTAINED TRAIL EDGES AND PAVING



MAINTAINED TRAIL EDGES AND PAVING

OPTION 2.1 - ON-STREET, VILLAGE GREEN TO MEADOW								
SEGMENT	LENGTH (FT)	LENGTH VEHICLE SEPARATED (FT)	# OF STREET XINGS	SCORE TOTAL	TYPE	UDOT COORDINATION	MULTI-JURISDICTION COORDINATION	
2.1 ON-STREET TRAIL - VILLAGE GREEN/MEADOW	3,853	2,584	7		HYBRID			
2.1 OFF-STREET TRAIL - PARK	376	376	0		12', ASPHALT			
2.3 HIGHLAND/I-215 INTERSECTION SOUTH			1		2 XINGS	YES	YES	
2.4 ON-STREET TRAIL - 2030 E./UDOT TO 2300 E.	1,719		3		BUFFERED	YES	YES	
2.4 OFF-STREET TRAIL - 2030 E./UDOT TO 2300 E.	2,653	2,653	0		12', ASPHALT	YES	YES	
<b>TOTAL</b>	<b>8,601</b>	<b>5,613</b>	<b>11</b>	<b>7</b>				
<b>COMFORT SCORE</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>7</b>				

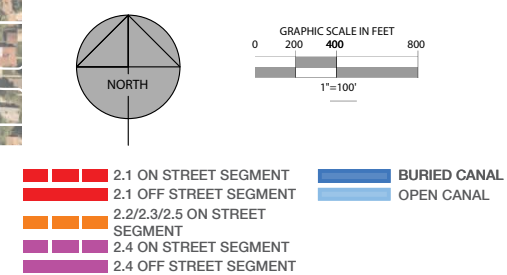
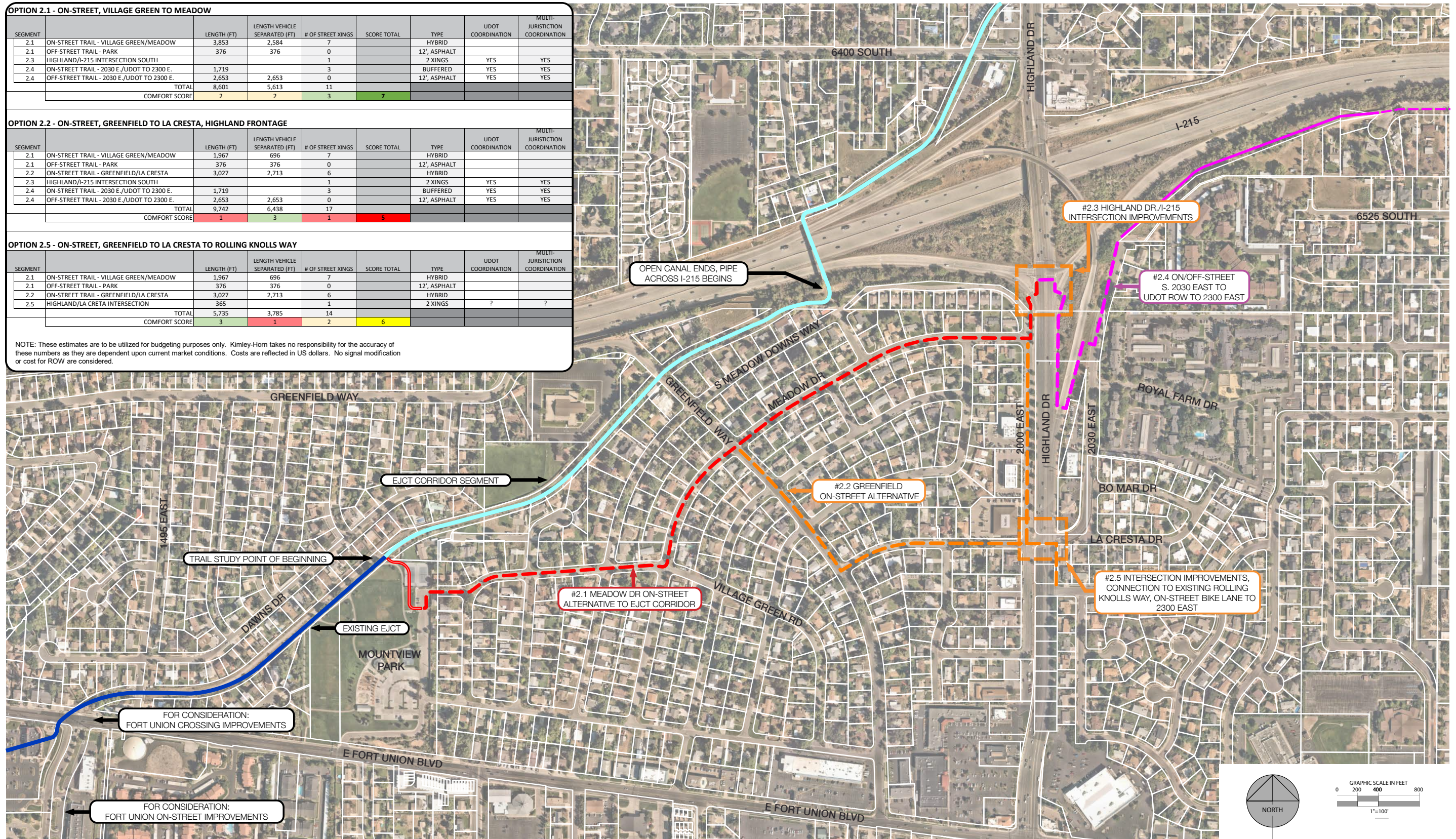
  

OPTION 2.2 - ON-STREET, GREENFIELD TO LA CRESTA, HIGHLAND FRONTAGE								
SEGMENT	LENGTH (FT)	LENGTH VEHICLE SEPARATED (FT)	# OF STREET XINGS	SCORE TOTAL	TYPE	UDOT COORDINATION	MULTI-JURISDICTION COORDINATION	
2.1 ON-STREET TRAIL - VILLAGE GREEN/MEADOW	1,967	696	7		HYBRID			
2.1 OFF-STREET TRAIL - PARK	376	376	0		12', ASPHALT			
2.2 ON-STREET TRAIL - GREENFIELD/LA CRESTA	3,027	2,713	6		HYBRID			
2.3 HIGHLAND/I-215 INTERSECTION SOUTH			1		2 XINGS	YES	YES	
2.4 ON-STREET TRAIL - 2030 E./UDOT TO 2300 E.	1,719		3		BUFFERED	YES	YES	
2.4 OFF-STREET TRAIL - 2030 E./UDOT TO 2300 E.	2,653	2,653	0		12', ASPHALT	YES	YES	
<b>TOTAL</b>	<b>9,742</b>	<b>6,438</b>	<b>17</b>	<b>5</b>				
<b>COMFORT SCORE</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>5</b>				

OPTION 2.5 - ON-STREET, GREENFIELD TO LA CRESTA TO ROLLING KNOLLS WAY								
SEGMENT	LENGTH (FT)	LENGTH VEHICLE SEPARATED (FT)	# OF STREET XINGS	SCORE TOTAL	TYPE	UDOT COORDINATION	MULTI-JURISDICTION COORDINATION	
2.1 ON-STREET TRAIL - VILLAGE GREEN/MEADOW	1,967	696	7		HYBRID			
2.1 OFF-STREET TRAIL - PARK	376	376	0		12', ASPHALT			
2.2 ON-STREET TRAIL - GREENFIELD/LA CRESTA	3,027	2,713	6		HYBRID			
2.5 HIGHLAND/LA CRESTA INTERSECTION	365		1		2 XINGS	?	?	
<b>TOTAL</b>	<b>5,735</b>	<b>3,785</b>	<b>14</b>	<b>6</b>				
<b>COMFORT SCORE</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>6</b>				

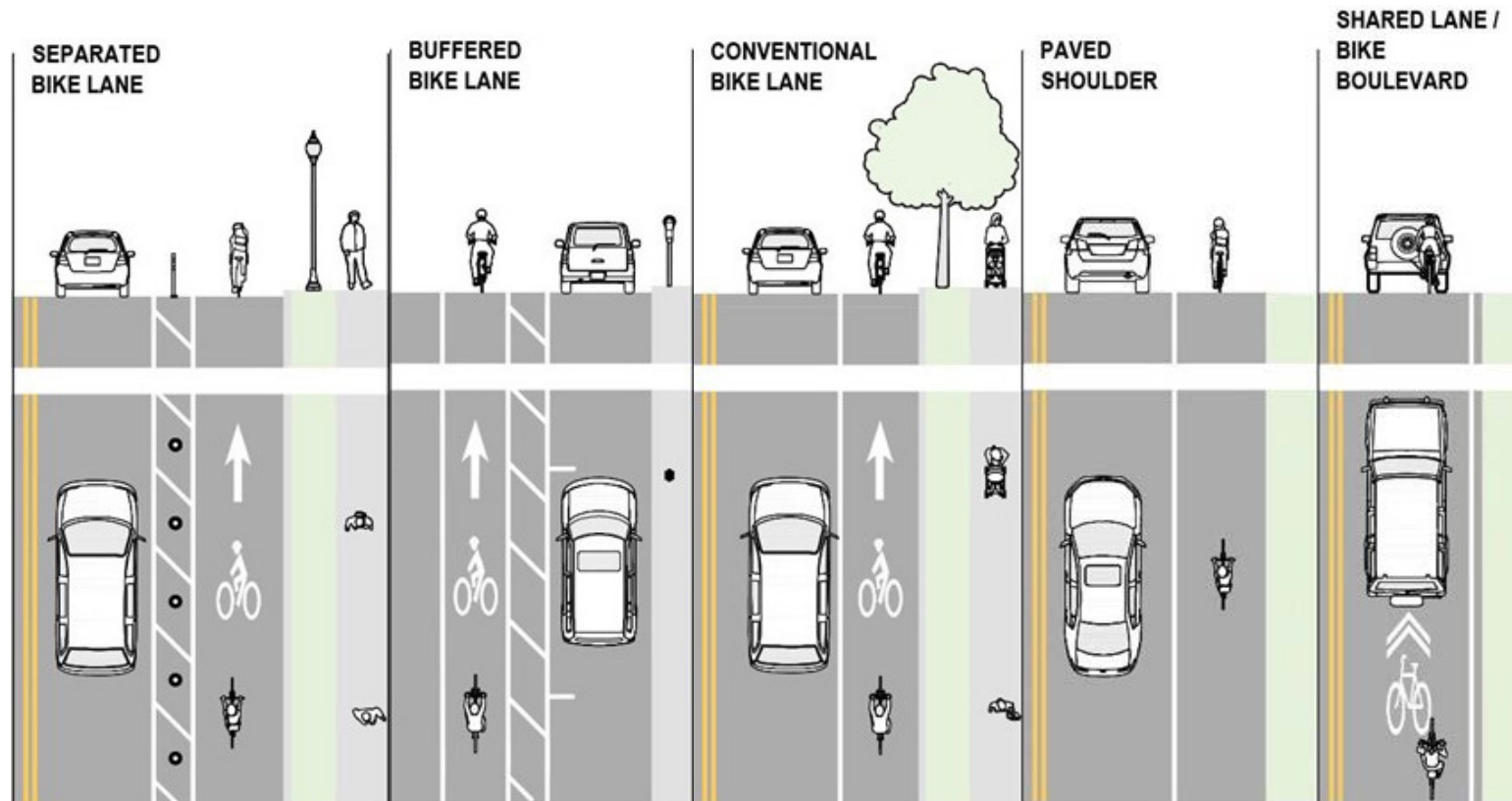
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# East Jordan Canal Trail Feasibility Study

# Appendix Exhibit I. On Street Supporting Material

## BICYCLE STRESS TOLERANCE



### Interested but Concerned

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

### Somewhat Confident

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

### Highly Confident

Comfortable riding with traffic; will use roads without bike lanes.



Low Stress Tolerance

High Stress Tolerance

COMFORT LEVEL

TRADE OFFS	OFF-STREET	ON-STREET
Right of Way	Acquired	Existing
Cost	Higher	Lower
Comfort	Higher	Lower
Vehicle conflict	Less	More
Pedestrian use	Yes	No

GREENFIELD WAY



ROLLING KNOLLS WAY



# East Jordan Canal Trail Feasibility Study

# Appendix Exhibit J. Existing Conditions

## HIGH COMFORT/LOW STRESS TOLERANCE



Separated bike lane



Curbed bike lane with shoulder



Separated bike lane with vegetated buffer

## MID LEVEL COMFORT



Separated bike lane with on street parking



Buffered bike lane with post separation



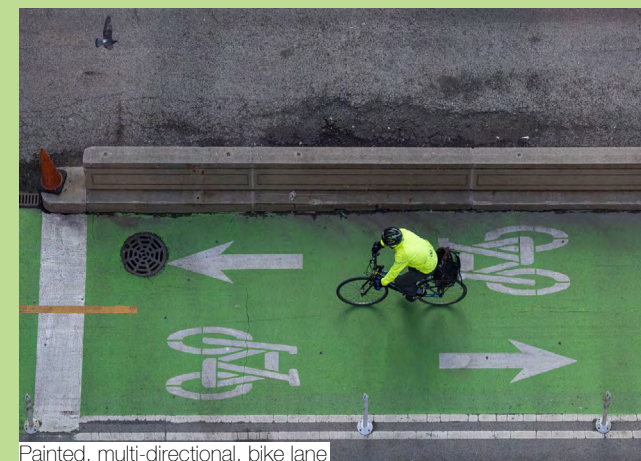
Bike lane with partial cement buffer



Striped and buffered bike lane



Striped, buffered and painted



Painted, multi-directional, bike lane

## LOW COMFORT/HIGH STRESS TOLERANCE



Striped bike lane



Shared bike lane in street



On street biking



### EASTWARD CONNECTION OPPORTUNITIES



CONNECT TO FUTURE TOWN CENTER ON FORT UNION



CONNECT TO OLD MILL TRAIL



ACCESS WASATCH CANYONS



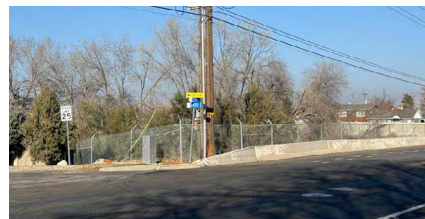
CONNECT TO FUTURE GRAVEL PIT CENTER AND BONNEVILLE SHORELINE TRAIL

### POTENTIAL LINKS:

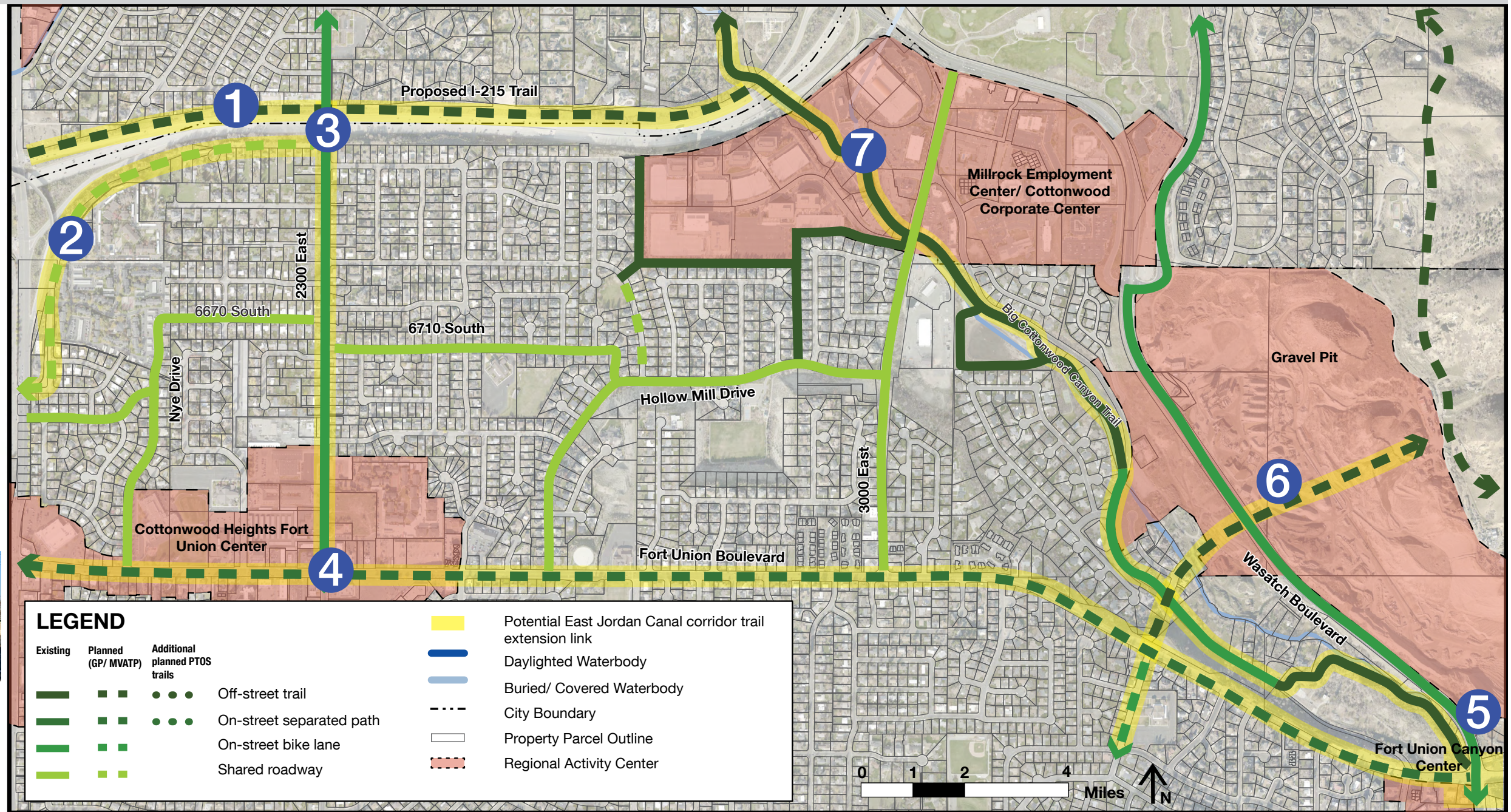
**1** THE POTENTIAL HOLLADAY TRAIL ALONG THE NORTH SIDE OF I-215 COULD PROVIDE IMPORTANT CONNECTIONS FOR COTTONWOOD HEIGHTS

**2** THE CHALLENGING CONNECTION ACROSS HIGHLAND DR. TO THE POTENTIAL HOLLADAY TRAIL COULD BE MADE ACROSS LA CRESTA AND ALONG THE EDGE OF THE NEIGHBORHOOD TO THE 2300 E. BRIDGE.

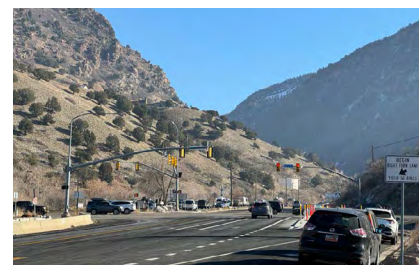
**3** THE 2300 EAST BIKE LANE CAN CONNECT THE POTENTIAL I-215 TRAIL TO COTTONWOOD HEIGHTS



**4** IMPROVED FACILITIES ON 2300 EAST AND FORT UNION BOULEVARD CAN CONNECT INTO AND THROUGH FUTURE TOWN CENTER.



**5** TRAILS ALONG FORT UNION BOULEVARD WOULD BE A DIRECT CONNECTION THAT CAN OPEN UP EASY ACCESS TO THE MOUNTAINS FOR RECREATION.



**6** FUTURE TRAIL LINKS CAN ACCESS BONNEVILLE SHORELINE TRAIL ACROSS FORT UNION BOULEVARD AND WASATCH BOULEVARD INTO THE FUTURE GRAVEL PIT ACTIVITY CENTER.

**7** THE OLD MILL/BIG COTTONWOOD TRAIL PROVIDES A GREAT CONNECTION FROM KNUDSEN PARK TO THE BASE OF THE WASATCH - CONNECTING THE EAST JORDAN TRAIL NETWORK TO IT WOULD OPEN UP TRAIL ACCESS TO THE WASATCH TO MUCH OF COTTONWOOD HEIGHTS.



# East Jordan Canal Trail *Feasibility Study*



## Open House Boards and Responses

***Below is a list of responses collected from the Open House held on February 21, 2024 at Cottonwood Heights City Hall:***

- "I love connecting to existing / proposed systems to the east and west. Extending the Canal trail through the now gated off section would be ideal for both longer bike path and neighborhood walks."
- "I like the idea of connecting to wheeler farm and other areas. I'm not sure if it's necessary to connect deeper into residential neighborhoods where there is less traffic anyway. Proposed safer trail links to avoid busy roads would be ideal."
- "I really like the idea of connecting the Canal trail to another trail that runs east/west and links Wheeler farm to the park by Tuscany and the mouth of big cottonwood, and potentially the shoreline trail. Parking at trailheads in SLC is sometimes tricky so the idea of being able to walk to the mouth of big cottonwood from my neighborhood is very exciting."
- "There have been too many pedestrian fatalities as-is with crosswalks, etc. to make me feel safe having an on-street option."
- "I think more people would use a ped/bike trail that crosses 215 and doesn't compete with traffic like the highland Dr bridge or 1300 east. 2300 east is ok but it would be nice to have another option further west, especially with a trail on the north side of 215."
- "It would be great if this trail could connect is to other parts of town and made crossing fort union and highland safer."

### ***Additional Comments collected at open house:***

- "Getting across Ft. Union safely and comfortably on this trail access Trader Joe's and rest of commercial district is the kind of active transportation we need!"
- "The quiet local streets running east/west from existing off road path in/near Canyon Corp. Ctr to 2300 East can be immediately designated as neighborhood byways."
- "Highland Drive's massive volume of fast moving cars is unpleasant and scary and noisy. Neighborhood byways utilizing Meadow Drive and other local streets to get south to Ft. Union much more pleasant."
- "I'd like to see a barrier wall or fence along the Canal trail to protect the adjacent homeowners."
- "We need to finish the sidewalk connection around the church to connect the homes on the west."
- "Parked cars outside (between cyclists and traffic) is safer for cyclists."
- "This post separated is less expensive and sends visual signal to motorists to slow down and be cautious."
- "All about narrower streets and parallel parking to slow motorists. That equals safety of walkers and rollers."

# East Jordan Canal Trail *Feasibility Study*



## Online Survey Responses

The following responses were collected from our online survey.

### What do you like/dislike about the presented off-street alternatives?

- "I like the idea of off street for separation from cars"
- "All the off street options are great. More people will use the infrastructure if it is safe from cars"
- "I love connecting to existing / proposed systems to the east and west. Extending the Canal trail through the now gated off section would be ideal for both longer bike path and neighborhood walks."
- "Not enough"
- "It is quite and no traffic back there"
- "I like the idea of connecting to wheeler farm and other areas. I'm not sure if it's necessary to connect deeper into residential neighborhoods where there is less traffic anyway. Proposed safer trail links to avoid busy roads would be ideal"
- "I would very much like the open canal section of trail finished"
- "They are much safer for my children"
- "I like these alternatives because staying off road is way safer for me have 2 children under 3. Plus dogs. This give a way safer option to go for walks/. Bike rides to other areas of the City I like the Bike lanes"
- "I love the idea of extended the trail along the Canal and over 215"
- "I really like the idea of connecting the Canal trail to another trail that runs east/west and links Wheeler farm to the park by Tuscany and the mouth of big cottonwood, and potentially the shoreline trail. Parking at trailheads in SLC is sometimes tricky so the idea of being able to walk to the mouth of big cottonwood from my neighborhood is very exciting."

### What do you like/dislike about the presented on-street alternatives?

- "I like the possibility of on street improvements making the sidewalkless areas more bike and ped more safe"
- "Any of the bike lane options would be better than what currently exists. It's not safe to walk or cycle in the street currently"
- "Separated bike lanes (but NOT both directions in one lane), most of the middle of the comfort spectrum"
- "They are dangerous because they're are no sidewalks in our neighborhood."
- "There have been too many pedestrian fatalities as-is with crosswalks, etc. to make me feel safe having an on-street option"
- "la cresta is too narrow and too busy for a bike lane"
- "Better separation from street"
- "I would rather keep more off street alternatives because they are much safer"
- "I like the extension ideas for the Canal trail. I also like more bike lanes to accommodate more bike commuting through town"
- "I love the idea of improved non- motorized transportation to connect to other areas of town."
- "I think more people would use a ped/bike trail that crosses 215 and doesn't compete with traffic like the highland Dr bridge or 1300 east. 2300 east is ok but it would be nice to have another option further west, especially with a trail on the north side of 215."

### Please leave any additional comments you have about trail connections and opportunities.

- "Let's dream big and do something like Parley's Trail"
- "Extending the Canal trail would immensely improve the quality of life for residents in the neighborhood"
- "We don't need fancy amenities (bike repair stands, water fountains). Just having accessible, safe, thought out trails is ideal!"
- "It would be great if this trail could connect is to other parts of town and made crossing fort union and highland safer"
- "La Cresta Dr and Greenfield Dr are already racetracks with people speeding. Part of the improvement should be speed bumps on these roads along with a dedicated bike/ pedestrian lane & sidewalk. The road is wide enough!"



*Thanks for all the work on creating more options to be outside in our wonderful neighborhood!*