

# Salt Lake County East West Recreational Trails Master Plan



Landmark Design Team  
March 2015







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*Multi-purpose trail examples*



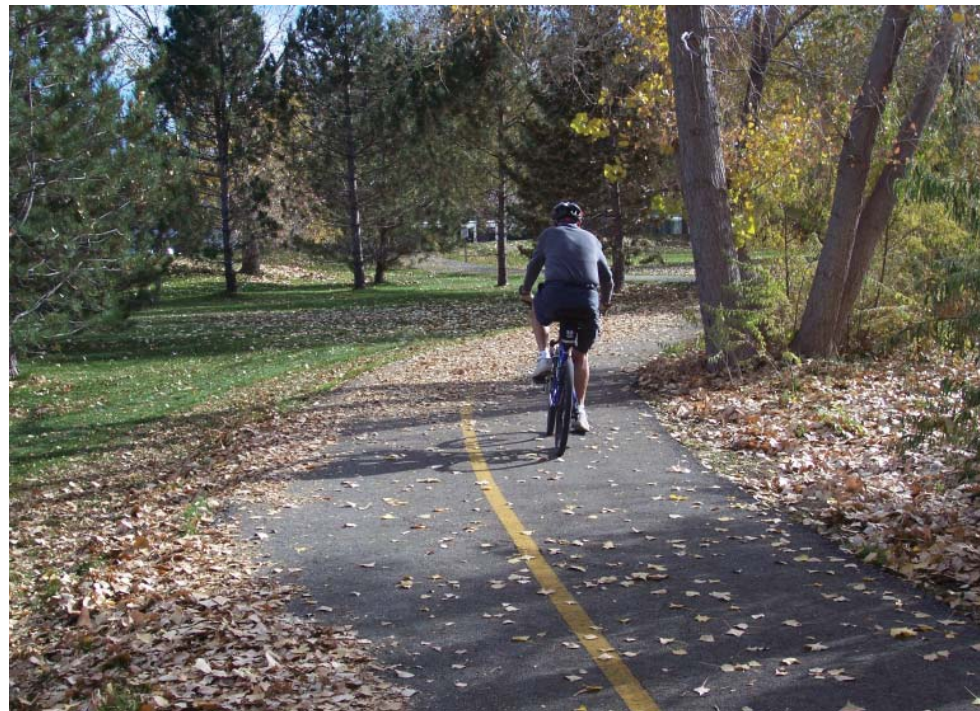


# 1 Project Summary

## INTRODUCTION & PROJECT DESCRIPTION

The County is a leader in the planning and development of regional trails, helping to design and develop critical connections and recreation opportunities within its boundaries, in addition to establishing key connections to surrounding counties through collaborative, mutually-supportive actions. For example, Salt Lake County is currently cooperating with Utah and Davis Counties to ensure that regional connections are established and maintained to the Jordan River Trail, Legacy Parkway Trail, and Murdock Canal Trail. Examples of completed or nearly-complete regional trails that have been supported through Salt Lake County actions include the Jordan River Parkway Trail, Bonneville Shoreline Trail, Mountain View Corridor Trail, Dimple Dell Trail, Mid-Valley Trail, Parley's Trail, Wasatch Boulevard Trail, and the Utah and Salt Lake Canal Trail.

The *Salt Lake County East West Recreational Trails Master Plan* leverages opportunities in both the developed and undeveloped areas in the County, providing a high-level, broad-brush attempt at tying a coordinated system of east west trails together across a range of jurisdictions and physical conditions. The plan also identifies existing gaps and the means for bridging them as part of creating a seamless system of existing trail networks, while simultaneously promoting connections to parks and open spaces, key destinations, transit, and other regional trails. As illustrated on **Map 1- Project Context**, the plan acknowledges the key role that the Jordan River Trail plays in the creation of a regional trail network, providing



Jordan River Trail

the north south spine where trails running east and west trails are linked and connected. The Jordan River Trail is nearly complete within Salt Lake County, with only three gaps remaining to be completed. In contrast, the east west trails located east of the river are in various states of establishment, while most of the trails running east west required to serve areas west of the Jordan River are undeveloped.

The process utilized for this trail planning effort included (1) extensive involvement of an Advisory Group comprised primarily of Salt Lake County staff; (2) review by a Technical Committee composed of representatives of the various Salt Lake County communities, Salt Lake County, Utah Transit Authority, Utah Department of Transportation, Wasatch Front Regional Council, Jordan River Commission and county citizens; (3) advice and input by members of the public, which was provided as part of a series of meetings/workshops and through on-line and social media venues.

Salt Lake County intends to collaborate with municipalities and agencies as opportunities for trail development arise in the future, and seeks to partner with these groups on funding and implementation, which will include further work to determine the exact trail alignments and design.

## PROJECT GOALS & OBJECTIVES

The primary purpose of the *Salt Lake County East West Recreational Trails Master Plan* is to establish a broad network of trails that is coordinated with existing and proposed north south regional trails and local trail networks in the County. The intent is to establish a regional east west trail system that meets the needs of a wide variety of recreational trail users. The Plan establishes preferred and alternative alignments within five primary corridors, identifies barriers and constraints to the establishment of fully-connected routes, suggests possible solutions for those shortcomings, identifies trail connection opportunities to UTA TRAX and FrontRunner stations, and provides general guidance for the future implementation of the east west trail system.

The regional east west trail system is intended to serve the needs of recreational trail users. As illustrated in the photo to the left and detailed in *Section 3 –Implementation*, the ideal east west trail is a paved, multi-purpose trail that is fully-separated from vehicular traffic. However, it is acknowledged that achieving this ideal will be difficult along all routes, and that modifications will be necessary to obtain a fully-connected east west trail system. It should also be noted that the trail alignments supported in this plan are intended to be multi-purpose facilities that accommodate a wide range of recreational users, including walkers, runners, hikers and bikers. The needs of bicycle commuters, for example, are not specifically addressed in this plan. However, it is assumed



Map 1: Project Area Context

that the needs of commuters and other non-recreational users will be accommodated through complementary trail systems specifically planned and implemented to meet their needs.



## 2 Preferred Corridor Alignments & Alternatives

The **Preferred Corridor Alignments** were developed through an extensive, iterative analysis process, which is detailed in the *Appendices* to this plan. The planning process included close coordination with Salt Lake County Staff; the Technical Committee composed of representatives of the various Salt Lake County communities, Salt Lake County and partner agencies; and with advice and input by members of the public. **Map 2 - Final Preferred Alignments** illustrates the preferred east west trail alignments for five major trail corridors along with alternative alignments for each corridor. The preferred alignments utilize the north south Jordan River Trail as a central spine. As the “flagship” trail in Salt Lake County, the Jordan River Trail system is well-known and heavily used. It is assumed that the recreational trail users travelling from east to west will utilize the Jordan River Trail when they travel north and south, in addition to connecting across the river as they travel from their homes to transit stations, parks, libraries, schools, shopping centers and other regional destinations. In this manner the east west trail system will be fully-linked from east to west, and will include linkages to the Bonneville Shoreline Trail on the outer edges of the valley floor and connections with recreational destinations in the Wasatch Mountain and Oquirrh Mountain foothills and canyons beyond.

The five major trail corridors are relatively evenly distributed from north to south, providing fair and equitable access to users throughout the county. While it is not feasible for the proposed network to connect with every transit stop or key destination in the County, the system was designed to work in concert with other local and regional trail systems, both existing and planned. Most significantly, the preferred east west trail system is closely aligned with the Utah Collaborative Active Transportation Study (UCATS) and local municipal trail systems, which together form a fine-grain and comprehensive network of trails and connections.

### DETAILED CORRIDOR ALIGNMENT DESCRIPTIONS

The five corridor alignments are illustrated and described in the following pages, addressing the following key elements:

- start/end points;
- overall mileage;
- key destinations; and
- connections to transit.

Each alignment also includes at least one alternative alignment, providing implementation options in case a primary alignment proves difficult to realize due to unforeseen barriers or constraints (details are provided in *Appendix A - Planning Process*.) The alternative alignments might also be implemented as a secondary priority, helping to create a more robust and extensive east west regional trail system.

### Corridor A - City Creek & Emigration Canyon to Great Salt Lake

As illustrated in **Map 3**, Corridor A is illustrated in pink and consists of two preferred alignments. The **Preferred Northern Alignment** is 21.6 miles in length, commencing at the mouth of City Creek Canyon, traveling southwest through Memory Grove Park and City Creek Park, past Brigham Young Historic Park, extending westward along North Temple and eventually tracing the edge of Interstate-80 as it heads west toward the county line. The alignment passes Temple Square and West High School, connects to the Utah State Fair Park and the Jordan River, and it provides access to five TRAX stations (North Temple Bridge/Guadalupe, Jackson/Euclid, Fairpark, Power Station, and 1940 W. North Temple), and the North Temple Bridge/Guadalupe FrontRunner station. It is also linked with the Salt Lake International Airport, the Salt Lake International Center, and Great Salt Lake Marina as it extends west along the old highway that runs parallel and north of Interstate-80.

The **Preferred Southern Alignment** (5.5 miles in length) begins at Sunnyside Avenue and the mouth of Emigration Canyon and the Bonneville Shoreline Trail near Rotary Glen Park, Donner Trail Park and Hogle Zoo. The alignment continues west past This is the Place State Park, Matheson Nature Preserve, Sunnyside Park, and East High School. It also passes within one block north of Liberty Park. The alignment continues west to 200 West, where it turns south, connecting to the 900 South TRAX Station. As it continues west it passes beneath Interstate-15, along the 9th South Rail Trail, to the Jordan River Trail and several parks, including Jordan Park, the International Peace Gardens, and 9th South River Park.

The **Alternative Alignment** (7.6 mile segment) extends the Preferred Southern Alignment westward from the Jordan River Trail along the 9 Line Trail. As it continues west the trail passes Parkview School near Redwood Road, where it follows the abandoned rail corridor past a canal before heading north and west to the International Center where it connects with the northern alignment.

### Corridor B - Parley's Canyon to Mid-Valley & Magna

Corridor B is illustrated in light blue on **Map 4**. Beginning at the Bonneville Shoreline Trail Parley's/Grandeur Peak Trailhead near the Grandeur Peak Open Space on Wasatch Boulevard near the mouth of Parley's Canyon, the **Preferred Alignment** (13.7 miles in length) follows the existing Parley's Trail westward through Parley's Historic Nature Park and Tanner Park on the south side of Interstate 80. The alignment then parallels Interstate-80, on the side of the freeway (side of freeway to be determined in further detailed studies) until 1700 East. At 1700 East the trail turns north, then continues westward through Sugar House Park and across 1300 East via a tunnel referred to as “The Draw.” The alignment passes through Hidden

Hollow and out onto Wilmington Avenue, crosses 1100 East where it continues west along Sugarmont Drive before tying into the S-Line Streetcar corridor. The trail continues west past Fairmont Park, connecting with McClelland Street, 900 East, 700 East, 500 East, and Main Street Street Car stops enroute. At West Temple Street the alignment jogs slightly north to Andy Avenue, following the TRAX alignment over Roper Rail Yard and across the Jordan River where it passes Jordan River Trailhead Park, Paul Workman Ballpark and the River Trail TRAX station. The alignment joins the Jordan River Trail through this area to the Redwood Nature Area, where it heads west again along the north side of the nature area. The alignment passes the Redwood Junction TRAX station on Research Way, traces the Midvalley Regional Trail alignment, and passes Decker Lake Park and Parkway Park along Parkway Boulevard. It then ties into Lake Park Boulevard, continuing west to Anna Caroline Drive, and turns north to Founders Lane where it travels west along an old canal alignment north of existing neighborhoods. The Preferred Alignment terminates in Magna Copper Park at 9180 West.

The **Alternative Alignment** is 5.6 miles in length. It runs westward from the Jordan River along Meadow Brook Expressway (4100 South), passing General Holm Park and connecting with the Utah and Salt Lake Canal Trail near 5600 West in West Valley, which, similar to the Jordan River Trail, is a **primary north south County Regional Trail**, providing linkages with destinations north and south.

### Corridor C - Big Cottonwood Canyon to Magna & West Bench

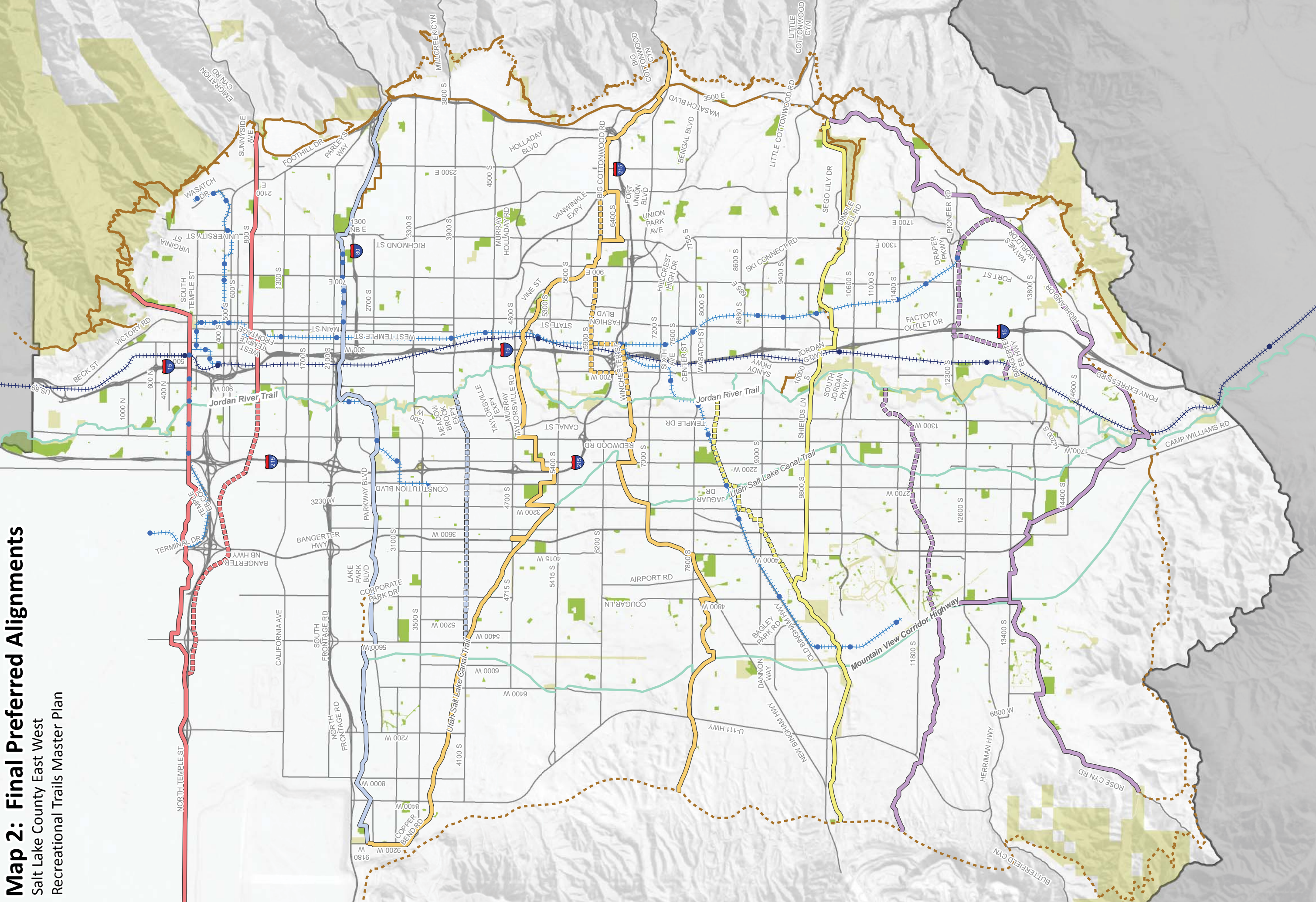
As illustrated on **Map 5**, Corridor C is illustrated as a light orange route. The **Preferred Alignment** begins at the mouth of Big Cottonwood Canyon east of the Park-and-Ride Lot at the intersection of Wasatch Boulevard and Big Cottonwood Canyon Road, where the Bonneville Shoreline Trail is proposed to run in the future. The 26.2 miles route follows the existing Cottonwood Trail along Big Cottonwood Creek under Wasatch Boulevard past Old Mill Park where it passes through the Millrock/corporate bowl area, under I-215 using the existing underpass, through Knudsen Corner where it turns west onto Big Cottonwood Road (6200 South) near the Cotton Bottom Restaurant. The alignment then follows 6200 South westward to Highland Drive where it turns south to 6400 South and continues west to 1300 East.

At 1300 East the alignment turns north to Vine Street, where it continues west through Murray Park, across State Street and Little Cottonwood Creek just north of the Intermountain Medical Center. It passes TRAX and FrontRunner lines as it heads west beyond I-15 to Arrowhead Park where it shifts to Murray/Taylorville Road (4800 South). Heading west to Canal Street (1300 West), the alignment extends north to Taylorville Park, south along Redwood Road to 5000 South before heading west to Vista Park. From here the alignment extends south to approximately 5100 South



# Map 2: Final Preferred Alignments

Salt Lake County East West  
Recreational Trails Master Plan



### Corridor Alignments

- Corridor A Preferred
- - - Corridor A Alternative
- Corridor B Preferred
- - - Corridor B Alternative
- Corridor C Preferred
- - - Corridor C Alternative
- Primary North-South County Regional Trails
- - - Existing County Regional Trails
- - - Proposed County Regional Trails
- Light Rail Route
- - - Commuter Rail Route
- Light Rail Stations
- Commuter Rail Stations
- Parks
- Open Space





where it passes through a future residential neighborhood toward I-215. At this point the alignment traces the east side of I-215 (just outside of the right-of-way) south to 5400 South, where it crosses under the freeway. The alignment then passes through the properties near Taylorsville City Hall, continuing west to 2700 West where it turns north and connects to Valley Regional Park. The alignment then heads south along 3200 West, following the Utah and Salt Lake Canal Trail (*a primary north south County Regional Trail*) and follows it to Bangerter Highway. It continues north to a signalized crossing at 4700 South, extends south once more to the canal trail, where it continues westward to 9200 West, terminating at Magna Copper Park.

The **Preferred Southern Alignment** (9.3 miles in length) starts in Murray City at the Jordan River Trail in Winchester Park where it extends westward along a steep section of Winchester Street to 1300 West. The alignment passes north through a residential subdivision at this point, through an adjacent subdivision to the west on 6720 South, and continues west to Redwood Road. The alignment extends north along Redwood Road for a short distance to the South Jordan Canal, crossing Redwood Road and following the same canal to 2200 West where it continues north before joining the Utah and Salt Lake Canal. At this point the alignment traces the Utah and Salt Lake Canal past Hand Cart Park where it turns south and once again follows the canal to 7000 South. From here the alignment passes Constitution Park, travelling west and connecting to Jordan Landing Boulevard where it continues to New Bingham Highway (7800 South). The alignment follows this roadway past the Utah Youth Sports Complex, Railroad Park and Sunset Park, then jogs north along 4800 West to connect with Barney Creek Park and Stone Creek Park. The alignment parallels Barney Creek until it nears the Mountain View Corridor Highway, where it travels south along 8200 West and crosses the highway. At this point the alignment turns north again, follows another canal alignment near 7800 South and extends to the proposed Bonneville Shoreline Trails alignment on the western foothills, where the route terminates.

There are three alternative alignments proposed for Corridor C. **Alternative Alignment 1** (1.3 miles) begins at the intersection of Big Cottonwood Road (6200 South), and travels north a short distance along Van Winkle Expressway to Vine Street, where it heads west to 1300 West. This alignment would provide an alternative to the 6400 South/1300 East alignment.

**Alternative Alignment 2** (2.9 miles) begins at the intersection of 900 East and Vine Street where it heads west along 5900 South and continues west to 300 West where it turns south to Winchester Street, providing access to the Fashion Place West TRAX Station. The alignment then travels west on Winchester Street (6400 South), joining the primary preferred alignment at Winchester Park along the Jordan River.

**Alternative Alignment 3** (2.4 miles) proposed for Corridor C begins at 5900 South and 300 West. Instead of traveling down 300 West like the second alternative above, this alternative travels west to 700 West, where it turns south and connects to Winchester Street, and would then continue along the remainder of Alternative 2 mentioned above.

### Corridor D - Little Cottonwood Canyon to Copperton

Corridor D is illustrated on **Map 6** in yellow, commencing near the mouth of Little Cottonwood Canyon at the intersection between Bell Canyon Road and Wasatch Boulevard. The **Preferred Alignment** (16.5 miles in length) continues west along the north rim of Dimple Dell Regional Park following Dimple Dell Regional Trail, under 700 East, past Lone Peak Park in Sandy and the off-leash dog Park. The alignment curves to the southwest at this point, crossing TRAX and 300 East via an underpass and travels along 10200 South to State Street, where it crosses and connects to Neff's Grove. The alignment then follows Dry Creek between Sandy Promenade and the South Towne Mall, heading west to the eastern side of I-15. The alignment turns north at this point, extending to Seago Lily Drive (10000 South) where it passes under the freeway and connects to Shields Lane on the west side of the freeway. The alignment then passes through the Jordan River Open Space near Shields Lane Trailhead and Grandpa's Pond Park. The alignment continues to trace Shields Lane to Skye Drive, where it turns north and connects with the Welby Regional Park area, following the Bingham Creek Drainage through the Bingham Creek Open Space. The alignment then crosses Mountain View Corridor Highway via a future underpass and continues through the Bingham Creek Open Space to Bacchus Highway (Highway 111), where it extends north of the Progressive Plants Wholesale Nursery property. The alignment terminates near Copperton Park where it meets the proposed Bonneville Shoreline Trail.

The **Alternative Alignment** (5.3 miles) begins on the Jordan River Trail at approximately 8200 South where it continues west following Bingham Creek to Sugar Factory Road. The alignment provides access to the Sugar Factory Road/2700 West TRAX Station, running near two other TRAX stations - West Jordan City Center and Jordan Valley. At Jaguar Drive (2700 West), the alignment turns south and continues to Haun Drive, where it turns west once more to 3200 West. From here the alignment passes southward for a short distance, jogs around a small subdivision near Jordan Valley Hospital, runs along 9000 South along the north end of the Salt Lake Community College Jordan Campus, and crosses Bangerter Highway. The alignment then follows Bingham Creek through Vista West Park and Teton Estates Park, meeting up with the Preferred Alignment mentioned above at the Bingham Creek Trailhead near Skye Drive.

### Corridor E - Little Cottonwood Canyon to Midas Creek & Rose Canyon

As illustrated in purple on **Map 7**, Corridor E begins at the same location as Corridor D near the intersection of Bell Canyon Road and Wasatch Boulevard. The **Preferred Southern Alignment** (24.3 miles in length) heads south along Wasatch Boulevard where it passes Hidden Valley Park. The alignment turns south on Highland Drive at this point, passing through Hidden Valley Golf Course, connecting to the Porter Rockwell Trail, past Orson Smith Park, Lynn Ballard Ball Park, Mountain Bike Pocket Park, and Wheadon Farm Park, then shifting to the old rail alignment at 13200 South. The alignment then rejoins Highland Drive near 14600 South after passing under I-15, then follows Porter Rockwell Boulevard just west of the freeway. The alignment follows the old Draper Irrigation Company Canal, crossing the FrontRunner route to join the Jordan River Trail for a short distance. It then shifts to Pine Hollow Lane, crosses Camp Williams Road, and then follows the Utah Lake Distribution Canal as it heads northwest, past Southwest Regional County Park.

At this point the alignment crosses under Bangerter Highway near the Riverton City Fishing Pond where it turns west. It traces the southern edge of a subdivision, crossing under Bangerter Highway once more before continuing along Hamilton View Road. The alignment extends northwest near the Riverton City Sports Complex where it eventually connects with Rose Creek just south of 13400 South. The alignment follows Rose Creek to the Provo Reservoir Canal, heading north to 13400 South again. The trail continues west across the Mountain View Corridor Highway at the 13400 South intersection, the alignment turns south again, rejoining the Rose Creek alignment at Monarch Meadows Park where it follows Rose Creek through Riverton Green Open Space, Rose Crest Park, Autumn Dusk Park, and W&M Butterfield Park. At 6400 West, the alignment heads north to Rose Canyon Road before extending southwest past the Cove at Herriman Springs development. The alignment terminates at the end of Rose Canyon Road, near the proposed Bonneville Shoreline Trail.

The **Preferred Northern Alignment** (7.3 miles) begins at the intersection of 13400 South and Mountain View Corridor Highway, where it follows the Mountain View Corridor Trail before heading west near 12050 south via an existing underpass. From here the alignment extends west along Midas Creek, past Herriman High School where it continues westward, eventually crossing the Bacchus Highway (Highway 111), where the Bonneville Shoreline Trail is proposed.

Two alternatives are proposed for Corridor E. **Alternative Alignment 1** (5.6 miles) connects to the Porter Rockwell Trail near 13200 South where it heads northwest past Deer Hollow Park and Draper City Park. At the west end of Draper City Park, the route turns south, following the Porter Rockwell Trail and the Willow Creek Trail. At Walden Lane, the alignment

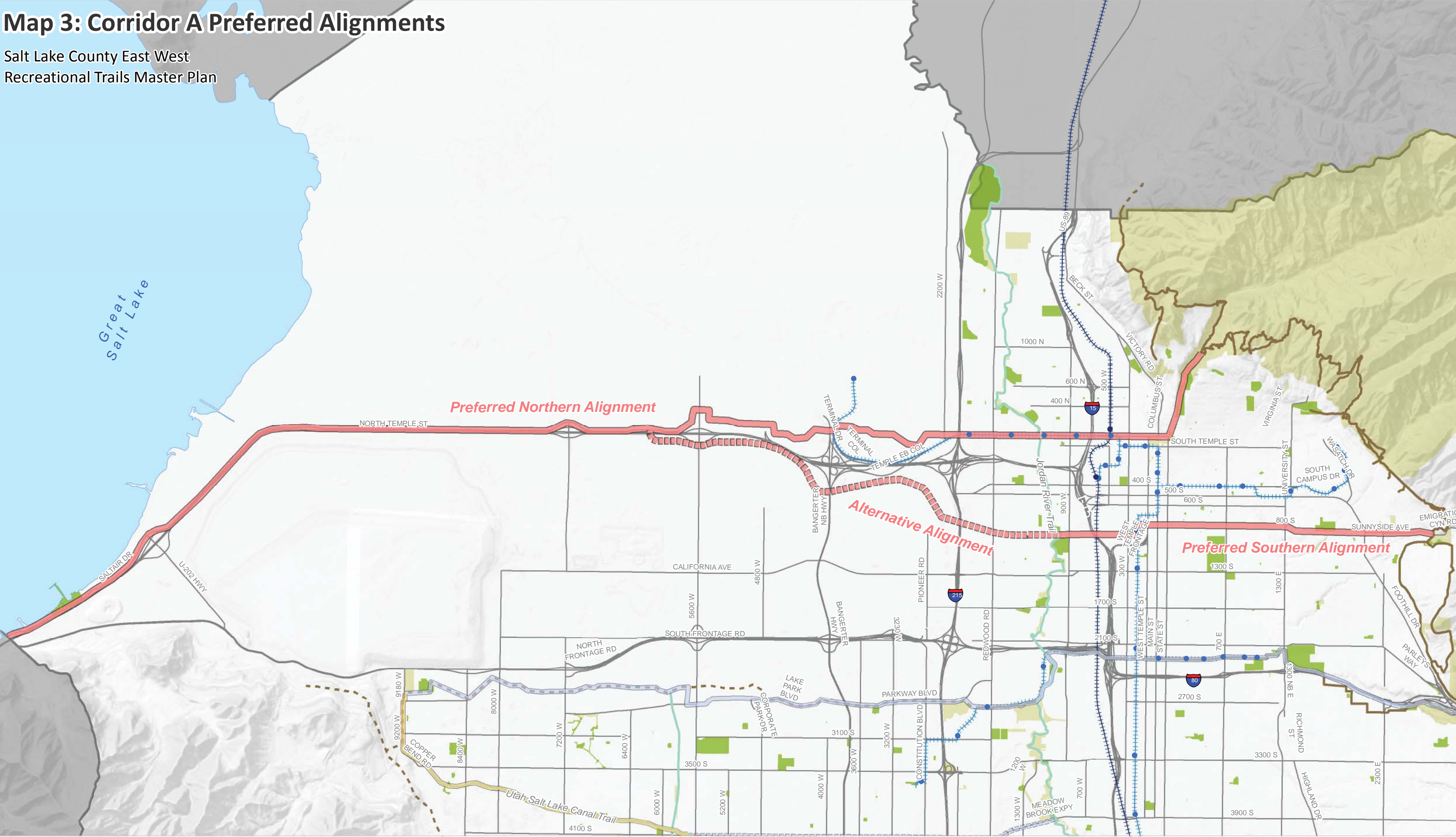


heads west to the East Jordan Canal. From here the trail continues south past Corner Canyon High School to Corner Creek, then turns west near 13400 South. The alignment continues through Smithfield Park to I-15 where it jogs south to cross at Bangerter Highway at a future crossing, then jogs north again to rejoin Corner Creek. The route then travels west to Galena Park Boulevard, crossing the FrontRunner rail line near the Draper FrontRunner Station before terminating at the Jordan River Trail.

**Alternative Alignment 2** (5.7 miles) starts further north on the Jordan River Trail at Riverfront Park near Park Palisade Drive. From here it follows Midas Creek and past 11400 South and Redwood Road. It extends past Midas Creek Park through the Midas Creek Open Space, West Brook Meadows, Midas Vista Open Space, where it connects to the Preferred Northern Alignment mentioned above.

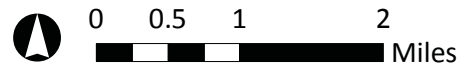
# Map 3: Corridor A Preferred Alignments

Salt Lake County East West  
Recreational Trails Master Plan



**Corridor Alignments**

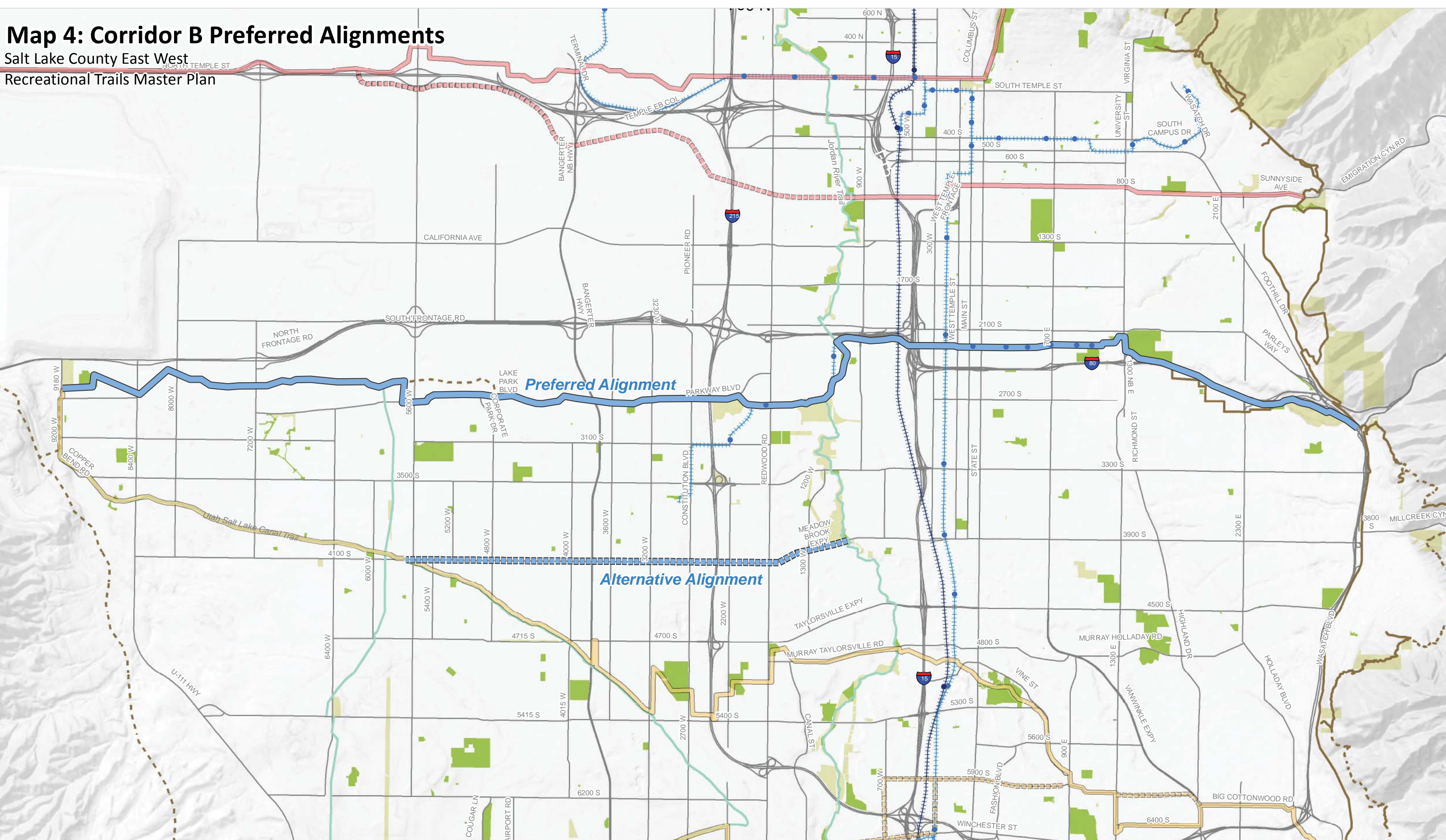
- Corridor A Preferred
- - - Corridor A Alternative
- Corridor B Preferred
- - - Corridor B Alternative
- Corridor C Preferred
- - - Corridor C Alternative
- Primary North-South County Regional Trails
- Existing County Regional Trails
- - - Proposed County Regional Trails
- Parks
- Open Space
- + + + Light Rail Route
- + + + Commuter Rail Route
- Light Rail Stations
- Commuter Rail Stations





# Map 4: Corridor B Preferred Alignments

Salt Lake County East West  
Recreational Trails Master Plan



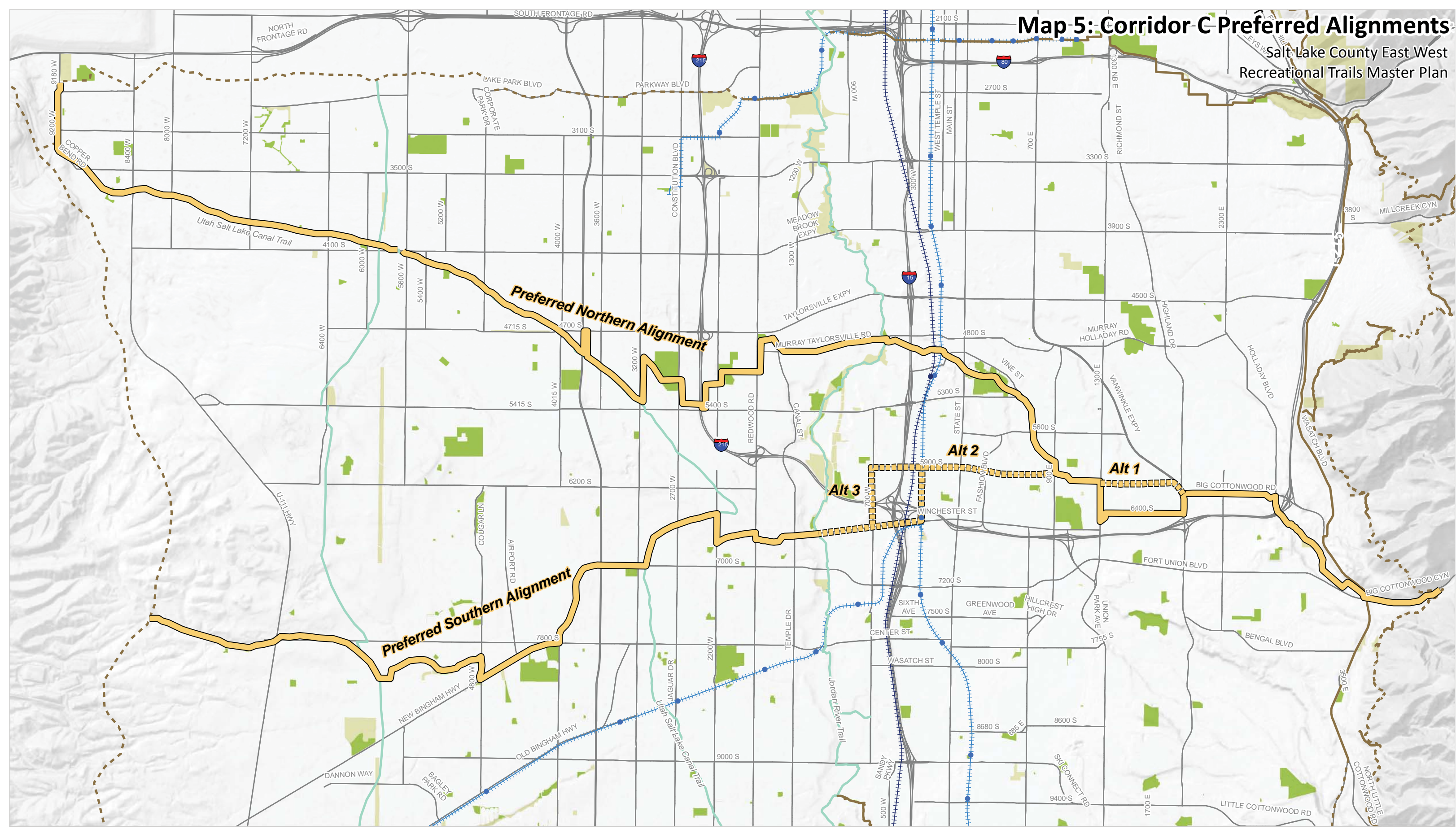
- Corridor Alignments**
- Corridor B Preferred
  - - - Corridor B Alternative
  - Corridor A Preferred
  - - - Corridor A Alternative
  - Corridor C Preferred
  - - - Corridor C Alternative
  - Primary North-South County Regional Trails
  - Existing County Regional Trails
  - - - Proposed County Regional Trails
  - Parks
  - Open Space
  - + + + Commuter Rail Route
  - Light Rail Stations
  - Commuter Rail Stations
  - + + + Light Rail Route





# Map 5: Corridor C Preferred Alignments

Salt Lake County East West  
Recreational Trails Master Plan



## Corridor Alignments

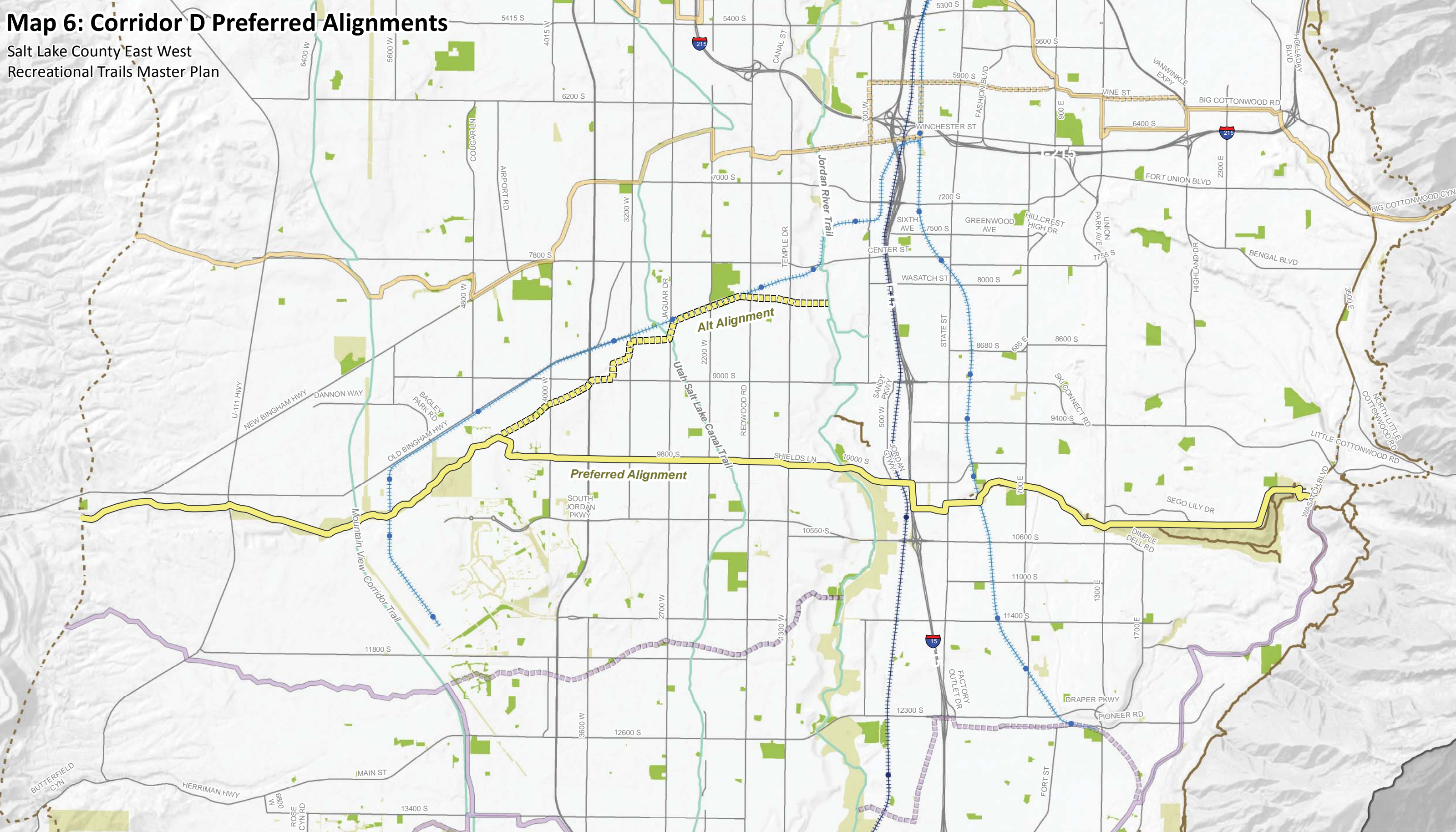
- Corridor C Preferred
- Corridor C Alternative
- Primary North-South County Regional Trails
- Existing County Regional Trails
- Proposed County Regional Trails
- Open Space
- Light Rail Route
- Commuter Rail Route
- Light Rail Stations
- Commuter Rail Stations
- Parks





# Map 6: Corridor D Preferred Alignments

Salt Lake County East West  
Recreational Trails Master Plan

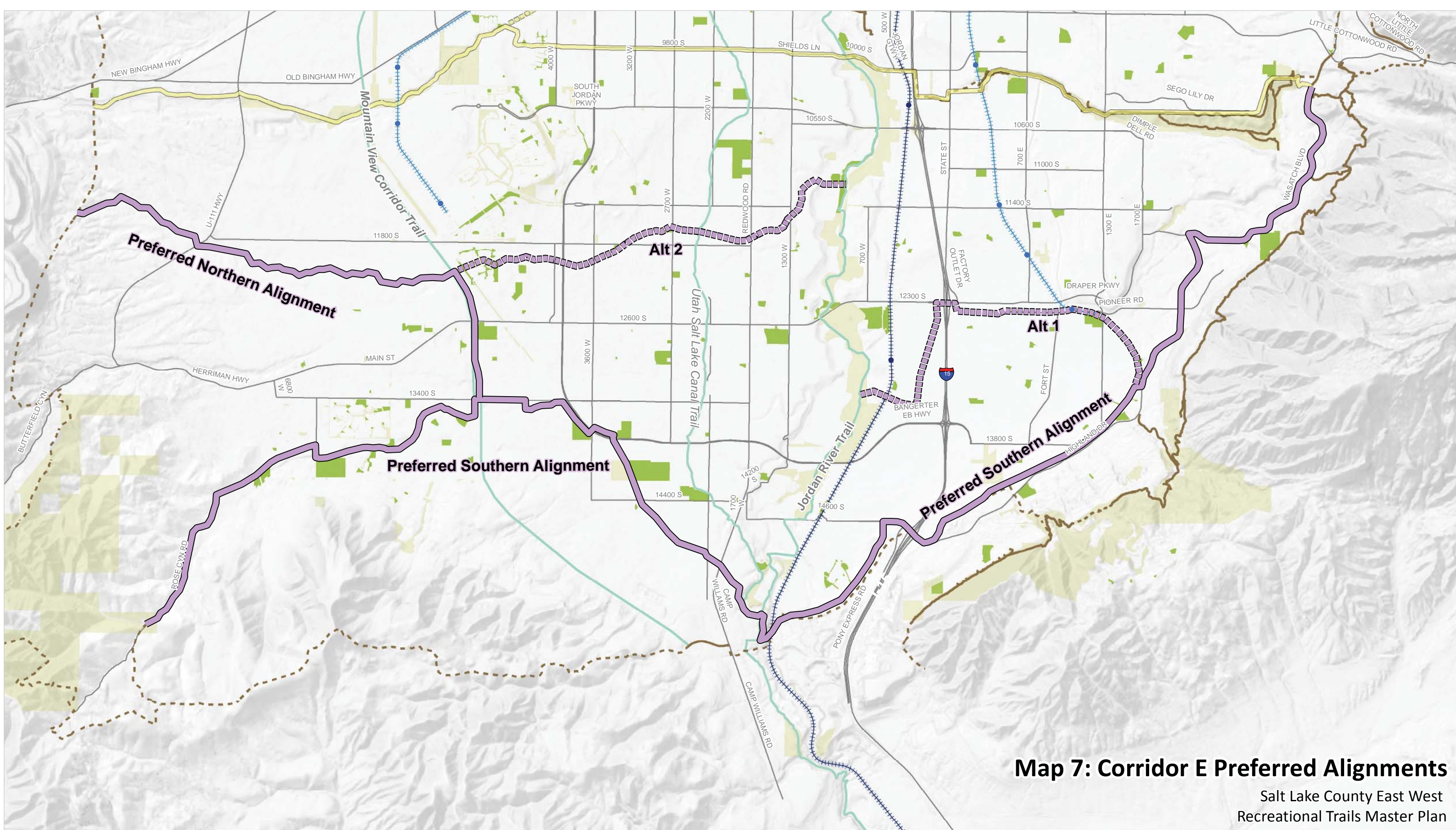


## Legend

- Commuter Rail Stations
- Light Rail Stations
- Corridor C Preferred
- Corridor C Alternative
- Corridor D Preferred
- Corridor D Alternative
- Existing County Regional Trails
- Proposed County Regional Trails
- Primary North-South County Regional Trails
- RestofUT
- Open Space
- Parks
- Commuter Rail Route
- Light Rail Route
- Corridor E Preferred
- Corridor E Alternative







**Map 7: Corridor E Preferred Alignments**

Salt Lake County East West  
Recreational Trails Master Plan



- Corridor Alignments**
- Corridor E Preferred
  - Corridor E Alternative
  - Corridor D Preferred
  - Corridor D Alternative
  - Primary North-South County Regional Trails

- Existing County Regional Trails
- Proposed County Regional Trails
- Parks
- Open Space
- Light Rail Route
- Commuter Rail Route
- Light Rail Stations
- Commuter Rail Stations



### 3 Opinion of Probable Cost & Implementation

The *Salt Lake County East West Recreational Trails Master Plan* represents a preliminary look at establishing a comprehensive east west regional trail network in the County. As this is a planning-level, broad-brush study that examines potential alignments, projections and estimates must be addressed in a similar manner. The costs shown on Table 1 are opinions of probable cost to install a separated multi-use pathway - segments with no existing infrastructure have high implementation costs, while segments with some existing infrastructure have lower implementation costs. The planning level opinion of probable costs are “order of magnitude” figures which are intended to provide a general sense of future implementation costs. They do not include land acquisition costs. Detailed land use ownership and right-of-way studies are beyond the scope of this plan, and costs for land use acquisition may change significantly between the completion of this plan and the time of implementation. Future efforts will be required to determine and design exact trail alignments and trail details, at which point more accurate cost and timing estimates can be calculated.

This Master Plan does not prioritize one trail corridor over another, nor does it rank one trail segment over another. The County anticipates working with municipalities and agencies as trail development opportunities arise, and will use this plan as a key tool for providing direction and critical information for future trail planning efforts. The County and its partners may determine priorities based on a combination of costs and benefits, looking not only at how much it may cost to implement a given section of trail, but also how significant that segment may be in the creation of a superlative trail network.

#### PROBABLE COST

Specific estimates for the implementation of the trail alignments contained in this plan cannot be fully established until exact alignments are determined and designed and implementation schedules are established. However, in order to provide a general sense of the probable costs that might be anticipated, a high-level, preliminary opinion of probable cost is provided in the following pages. During the detailed trail analysis process (described in *Appendix A - Planning Process*), a general per-mile planning-level cost was applied to every proposed trail segment evaluated for this plan, and this information was utilized to provide an average per-mile planning cost based on the segment’s performance with the Trail Segment Scoring Matrix (shown on page 17) for the preferred and alternative alignments (shown in Table 1.) These rankings are shown in the center column on Table 1. As noted above, these costs build upon general per-mile planning-level costs that were utilized as part of determining the preferred alignments.

To determine an approximate planning cost for each preferred and alternative alignment, the middle value of each cost range was multiplied by the mileage of each segment within the alignment. For segments with a low implementation cost, \$50,000 was multiplied by the mileage to get a ballpark cost. For medium implementation costs, \$500,000 was multiplied by the mileage, and for segments with high implementation costs, \$1,000,000 was multiplied by the mileage to provide a rough cost. All of the costs within an alignment were then added together to provide the Preliminary Opinion of Probable Cost shown in the last column of Table 1.

*Table 1: Planning Level Opinion of Probable Cost for Implementation*

PLANNING LEVEL OPINION OF PROBABLE COST FOR IMPLEMENTATION			
	Total Mileage	Per Mile Breakdown* Low = \$50,000 Medium = \$500,000 High = \$1 million	Preliminary Opinion of Probable Cost: Order of Magnitude
<b>Corridor A</b>			
Preferred Northern Alignment	21.6	6.7 miles - Low 3.0 miles - Medium 12 miles - High	\$13,835,000
Preferred Southern Alignment	5.5	5.5 miles - Low	\$275,000
Alternative Alignment	7.6	1.5 miles - Low 0.6 miles - Medium 5.5 miles - High	\$5,875,000
<b>Corridor B</b>			
Preferred Alignment	13.7	3.4 miles - Low 4.5 miles - Medium 5.8 miles - High	\$8,220,000
Alternative Alignment	5.6	5.6 miles - Medium	\$2,800,000
<b>Corridor C</b>			
Preferred Northern Alignment	26.2	0.3 miles - Low 21.0 miles - Medium 4.9 miles - High	\$15,415,000
Preferred Southern Alignment	9.3	0.5 miles - Low 6.8 miles - Medium 9.3 miles - High	\$12,725,000
Alternative Alignment 1	1.3	1.3 miles - Medium	\$650,000
Alternative Alignment 2	2.9	2.3 miles - Medium 0.7 miles - High	\$1,850,000
Alternative Alignment 3	2.4	2.4 miles - Medium	\$1,200,000
<b>Corridor D</b>			
Preferred Alignment	16.5	5.1 miles - Low 3.8 miles - Medium 7.6 miles - High	\$9,755,000

\*see Probable Cost discussion to the left for a detailed explanation of cost determination

Table 1 (cont'd): Planning Level Opinion of Probable Cost for Implementation

PLANNING LEVEL OPINION OF PROBABLE COST FOR IMPLEMENTATION			
	Total Mileage	Per Mile Breakdown* Low = \$50,000 Medium = \$500,000 High = \$1 million	Planning Level Cost
Alternative Alignment	5.3	0.4 miles - Low 2.7 miles - Medium 2.2 miles - High	\$4,570,000
<b>Corridor E</b>			
Preferred Northern Alignment	7.3	1.7 miles - Low 5.5 miles - High	\$5,585,000
Preferred Southern Alignment	24.3	6.1 miles - Low 10.1 miles - Medium 8.1 miles - High	\$13,455,000
Alternative Alignment 1	5.6	1.3 miles - Low 1.8 miles - Medium 2.5 miles - High	\$3,465,000
Alternative Alignment 2	5.7	5.7 miles - High	\$5,700,000

\*See Probable Cost discussion on previous page for a detailed explanation of cost determination

## IMPLEMENTATION

### General Trail Design and Development Principles

The following implementation concepts, some of which are modifications of ideas contained in the *Jordan River Trail Master Plan*, are intended to provide planning and design guidance for implementation of the east west recreational trail network. By nature these details are quite general, providing solutions that fit the broad range of conditions found along the proposed alignments. The implementation ideas are intended to address the general context and surroundings of the trail corridors, the types of facilities that might be anticipated, and where additional information can be found if needed.

### Trail Standards

Trail facilities should be designed and developed to provide easy access for pedestrians, bicyclists, and other users. They should also be ADA compliant where possible. The ideal facility type to serve the broadest range of recreational users is a paved multi-purpose trail. The surface material on these trails must be hard, smooth, and durable. Paved multi-purpose trails need to be a minimum of 10' wide with 2-3' of shoulder and 5-6' clear zone on each side of the trail. The typical material is asphalt, although concrete may be used where need or context dictates. **Figure 1** illustrates the typical paved multi-purpose trail envisioned for the east west trail system.

Since western portions of the Salt Lake Valley are currently undeveloped, the likelihood of achieving the preferred trail standard is high. Achieving this goal in the more developed areas will be more challenging, requiring a greater level of flexibility and compromise to complete the various alignments. While this plan envisions a 10' wide multi-purpose trail as the ideal trail facility, conditions related to land ownership, rights-of-way, and existing infrastructure may make achieving this goal difficult. In such cases alternative implementation strategies may be required. For example, some corridor segments may need to be relegated to existing sidewalks for pedestrian travel, with bicycle movements forced to use on-street bike lanes or bike routes. Similarly, several of the trail segments identified in this Master Plan are located along canal routes and abandoned railroad corridors. Since acquiring land or easements may take a long time and/or may not be possible in the near future, short-term compromises may be necessary until progress is made.

### Trailheads & Trail Access Points

Trailheads serve as entrances and staging areas for trails, as well as places where user information is provided. Requirements for the development of trailheads will vary depending on the site, context, needs, and resources

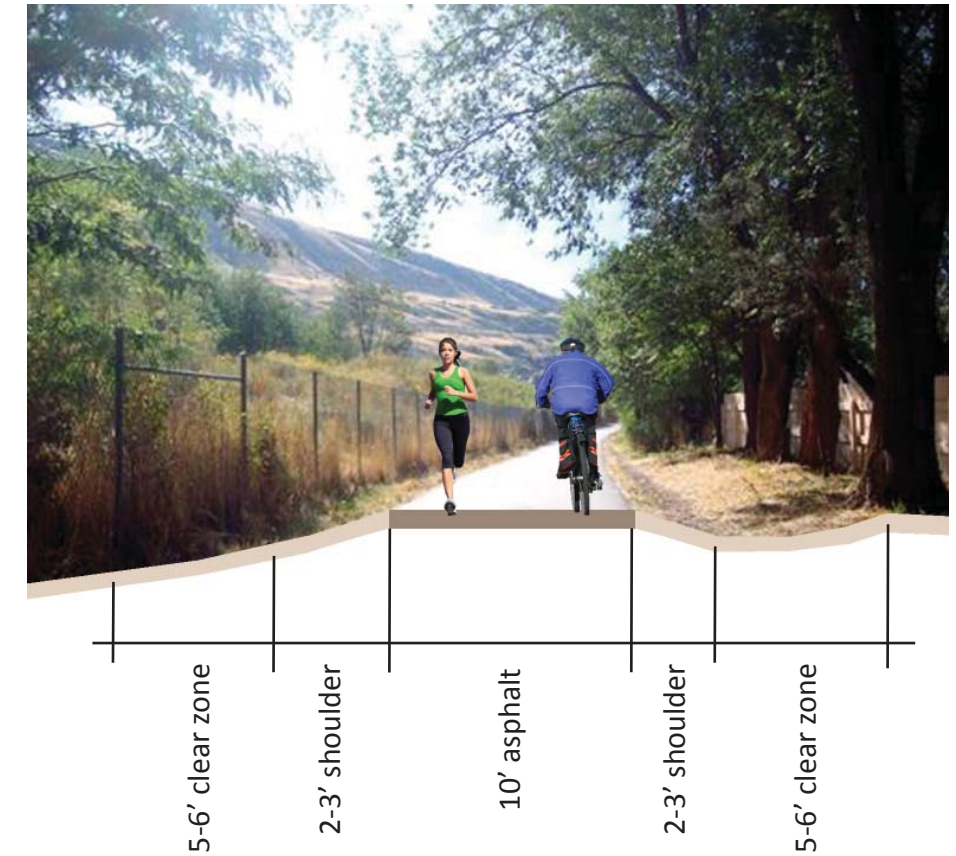


Figure 1: Typical Paved Multi-Purpose Trail Section

available for development. That said, the following are some general ideas that should be addressed when implementing trailheads:

- Trailheads should be ADA compliant where possible.
- Major trailheads should provide adequate parking, restroom facilities, drinking fountains, site furnishings such as benches and trash receptacles, bike racks, lighting, and wayfinding signage.
- Parking areas should be adequately shaded where possible.
- Connections between the trail and trailheads should be clear and obvious through the use of signage and site layout.
- Restroom facilities should remain open year-round where possible to accommodate use in all seasons.
- Gates and special barriers may be required at certain trailheads to prevent unauthorized vehicles from entering the trail.

Parks located along the trail corridors tend to be good locations for accommodate trailheads and access points, although smaller facilities can be developed with more basic amenities such as limited parking, trash receptacles and wayfinding signage.

It is envisioned that access will be more open, with users joining the trails from their homes, places of business, and neighborhoods using intersecting



streets and connecting systems of local trails, for example. In some cases a sidewalk or ramp will be used as linkages, and in other situations trail entry barriers may be needed to prevent unauthorized access by motorized vehicles. In order to ensure a seamless access experience, it is essential that the trails be well-marked and key access points properly signed to increase awareness of the facility.

### Wayfinding

It is recommended that a comprehensive and unified system of trail signage be established for the east west recreational trail system, with slight variations between the signage for the five corridors in order to clearly distinguish one from the other. A logo for the east west trail network should be established early in the process, helping to create continuity in wayfinding while reinforcing the importance of “official” messages for trail users.

Signage should be highly visible, easy to maintain, attractive and consistent throughout the corridors. Materials should be carefully selected to promote longevity, durability and ease of maintenance. A unified trail signage system will help increase awareness of the trail system, while providing safety and use information. Interpretive signage should be included as part of the basic signage, highlighting natural, historic, and cultural features along the routes. The following is a list of specific sign types that should be part of the sign system:

- Welcome and orientation signs
- Naming signs
- Regulatory signs
- Wayfinding signs
- Directional signs
- Operational signs
- Access signs
- Mile markers
- Location signs
- Interpretive signs
- Trailhead and information signs

### Lighting/Site Furnishings

Improperly designed and unnecessary lighting can contribute to light pollution and intrude upon the surrounding residential areas. Therefore, the lighting in the trail corridor should be limited to very urban areas, and developed parks and recreation areas where safety requires lighting. Lighting should minimize light pollution to surrounding areas and be well-designed in coordination with associated site furnishings. Lighting may be more formal, composed of high quality materials, and possibly custom designed to associate the furnishings with a particular corridor, city, park, or event. Underpasses need to be lit to a safe level.

The trail corridors travel through numerous cities and unincorporated areas of Salt Lake County, traversing a broad range of terrain and development types. A unified system of site furnishings should be developed for the system, with slight variations distinguishing each corridor and the community through which it passes. Furnishing located at trailheads and along trail corridors should fit with the immediate surroundings, and be carefully sited to ensure environmental conditions such as hot summer sunlight is mitigated by the shade of a nearby tree, for example.

In urban locations or formal trailheads located in established parks, for example, site furnishings may be more formal, utilizing high quality materials such as metal, and possibly custom designs to associate the furnishings with a particular corridor, city, park, or event. In more open natural areas, furnishings might be more rustic and simple, consisting of materials such as wood or recycled plastic lumber. Some areas such as parks or plazas along the trail may incorporate unique features such as art or special paving.

Through the consistent use of materials and unified wayfinding, lighting, and site furnishings in each trail corridor right-of-way, a seamless trail experience can be achieved.

### Operations & Maintenance

Trail corridors and trailheads should be landscaped appropriately to minimize maintenance, reduce the establishment of invasive plant species, and ensure safety for trail users. Inter-local agreements typically hold the City responsible for maintaining parks and trailhead facilities along the trail corridors, while the County is responsible for maintaining the trail. The following are some basic maintenance recommendations that might be applied along the east west recreational trail system:

- Local, county, state and federal governments should cooperate to eradicate weeds and invasive species along the trail corridors where it may be an issue.
- A 2-3' wide vegetation-free clear zone should be established on each side of all fully-separated, multi-purpose trails.
- Trails should be regularly maintained, with stones, gravel, “goat heads” and dirt removed, using equipment designed for such maintenance.
- Invasive weeds such as puncturevine (which produce the dreaded “goat heads,”) should be eradicated within 5 feet of the trail using appropriate and safe means of removal.
- Property owners adjacent to the corridors should be required to control vegetation that obscures visibility, and to control weeds and invasive species on their properties.
- Trail surfacing should be repaired and maintained as needed to ensure safe use.

- Incorporate Crime Prevention Through Environmental Design (CPTED) concepts into the design of all trails and trailheads.
- Each community along the corridor should consider initiating a bicycle patrol, which may include volunteers, that rides the corridors once or twice a day at random times.
- Trails should be kept litter and graffiti free.
- Agencies may want to partner with local organizations or service groups to help provide periodic and consistent clean-ups while building relationships encouraging stewardship of these community facilities.

# Appendix A - Planning Process

The planning process began in December 2013 with a kick-off meeting with County Staff. A Technical Committee was established with representatives from all of the municipalities in Salt Lake County, Utah Department of Transportation (UDOT), the Jordan River Commission, Utah Transit Authority (UTA), and Wasatch Front Regional Council (WFRC). Names of the committee members can be found in the *Acknowledgements* section at the beginning of this plan. The first Technical Committee meeting was held in late January 2014 to review the project scope, the role of the committee, the project status, and project schedule. Meetings were held on a regular basis with the County Staff Advisory Group and the Technical Committee during the ensuing 12 months.

## PRELIMINARY CORRIDOR ALIGNMENTS

The planning team and County Staff toured key sections of the five major corridors in early 2014 and soon after established Preliminary Corridor Alignments, which were reviewed and revised by the Technical Committee during March and April. The planning team updated the Preliminary Corridor Alignments accordingly (see **Map 8**) and presented the revised draft to the public at two separate meetings held in different locations in the county on different days (see *Appendix B – Public Involvement* for the detailed input provided.) Feedback was generally positive, including good advice and helpful recommendations to improve the routes. The planning team met with the Technical Committee in late June to review the input.

## PRELIMINARY CRITERIA

The planning team investigated the viability of applying a criteria-based analysis process for identifying preferred alignments. More than a dozen criteria were originally identified, based on the input provided by the Technical Committee and Salt Lake County Staff during previous meetings. This list was ultimately reduced to nine categories.

The planning team developed a matrix that included detailed explanations of the nine criteria. Through a process that established easily measurable or quantifiable point categories, the list of criteria was further refined, eliminating criteria that were difficult to quantify, too subjective, or which were already represented in other categories. The planning team then divided all of the Preliminary Corridor Alignments into individual trail segments based on where they intersected other trails or conditions changed significantly (see **Map 9** for an overview of the trails segments that were analyzed.

Corridor C - Big Cottonwood to Magna & West Bench was selected to test the analysis process, primarily since it is one of the most complex corridors. Assessments were conducted “in office”, utilizing existing data, maps, and

photos, in addition to readily-available aerial on-line photography from GoogleMaps and similar sources. Each trail segment within the corridor was then scored along the matrix, which resulted in numerical scores and rankings for each segment. The results were then transferred into a Geographic Information System (GIS) program used to map the trail alignments, and each trail segment was color-coded according to its score. Based on the resulting colors, a preliminary preferred alignment and alternative alignments were selected for the corridor.

The refined criteria, preliminary preferred alignment, and alternative alignments were presented to the Technical Committee in early September for review, and the committee made key recommendations to refine the criteria matrix.

## FINAL CRITERIA

The planning team applied the recommendations of the committee to the criteria-based scoring matrix to the test corridor, as well as the other four remaining corridors. These updated results were eventually presented to the Technical Committee in late September, which were then approved. The final criteria-based scoring matrix are described below:

### Cost per Mile/Implementation

Ranked the segments by the general cost required to establish a desirable trail. Due to the broad nature of the study, assessments were limited to “order of magnitude” costs, and do not include the cost of land acquisition.

### Connects or Extends Trails in the Existing Trail System

Ranked the potential of each segment to continue or extend existing trails. Bike Lanes were not addressed in this category.

### Existing Pedestrian Facilities

Ranked each segment for the ability of establishing pedestrian facilities such as sidewalks. GoogleMaps and GoogleEarth were essential tools for making these assessments.

### Existing Bicycle Facilities

Ranked segments with existing or potential bike routes and lanes highest.

### Connections to Transit

Ranked each segment based on proximity to a major transit stop.

### Connection to Key Destinations

Using visual and GIS analyses, each segment was ranked by its proximity

to key destinations such as libraries, regional shopping centers, recreation/senior centers, parks and open spaces and schools.

### Ease of Acquisition

Utilizing Salt Lake County Records data, maps and ownership data, each segment was assessed for the ease of acquisition.

### Physical Constraints

Each segment was ranked based on vicinity to physical constraints for continuing a trail. Man-made constraints such as freeways, major roads and railroad crossings were determined through a review of mapping data, while a GIS hill-shade layer was combined with GoogleMaps assessments to determine steep slopes.

### Adjacency to Major and Minor Roads

A GIS Road Hierarchy tool was applied to this criterion.

## CRITERIA WEIGHTING

Three of the criteria were more critical than the others, warranting additional consideration. As illustrated here, two categories were weighted by a factor of four, and the other by a factor of two:

- Existing Pedestrian Facilities (x4)
- Connections to Parks and Open Space (x4)
- On or Adjacent to Major or Minor Roads (x2)

## FINAL CORRIDOR SCORING

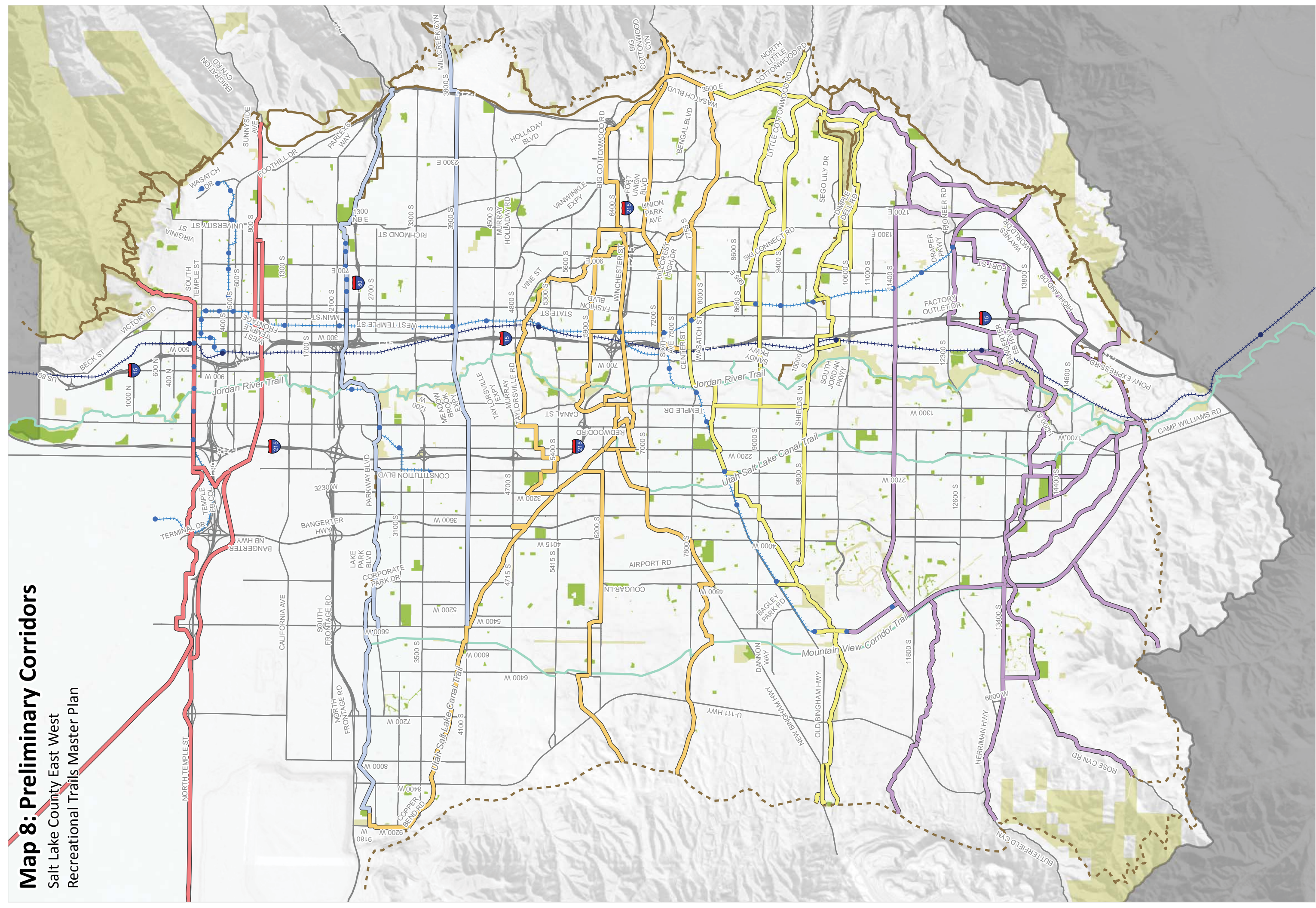
The final scoring matrices for each of the five corridors are illustrated on the following pages. The code for each trail segment is listed on the left, and scores for each criterion are listed to the right, including the original and weighted scores mentioned above. The scores are totaled across each row, resulting in a total score for each trail segment.

The score-based color coded maps for each of the five major corridors follow the matrices for each corridor. The spectrum of colors was determined through GIS tools, each color representing a range of numeric values. Dark-to- mid green indicated segments with the highest scores; lighter green, yellow and pale orange correlated with mid-range scores; and dark orange and red corresponded to the lowest scored segments. The maps clearly indicate the location of “bottlenecks” and gaps, which shown up as red or dark orange areas in the middle of trail corridors. The color coded trail segments for all five corridors are displayed together on **Map 10**.



# Map 8: Preliminary Corridors

Salt Lake County East West  
Recreational Trails Master Plan



## Preliminary Corridors

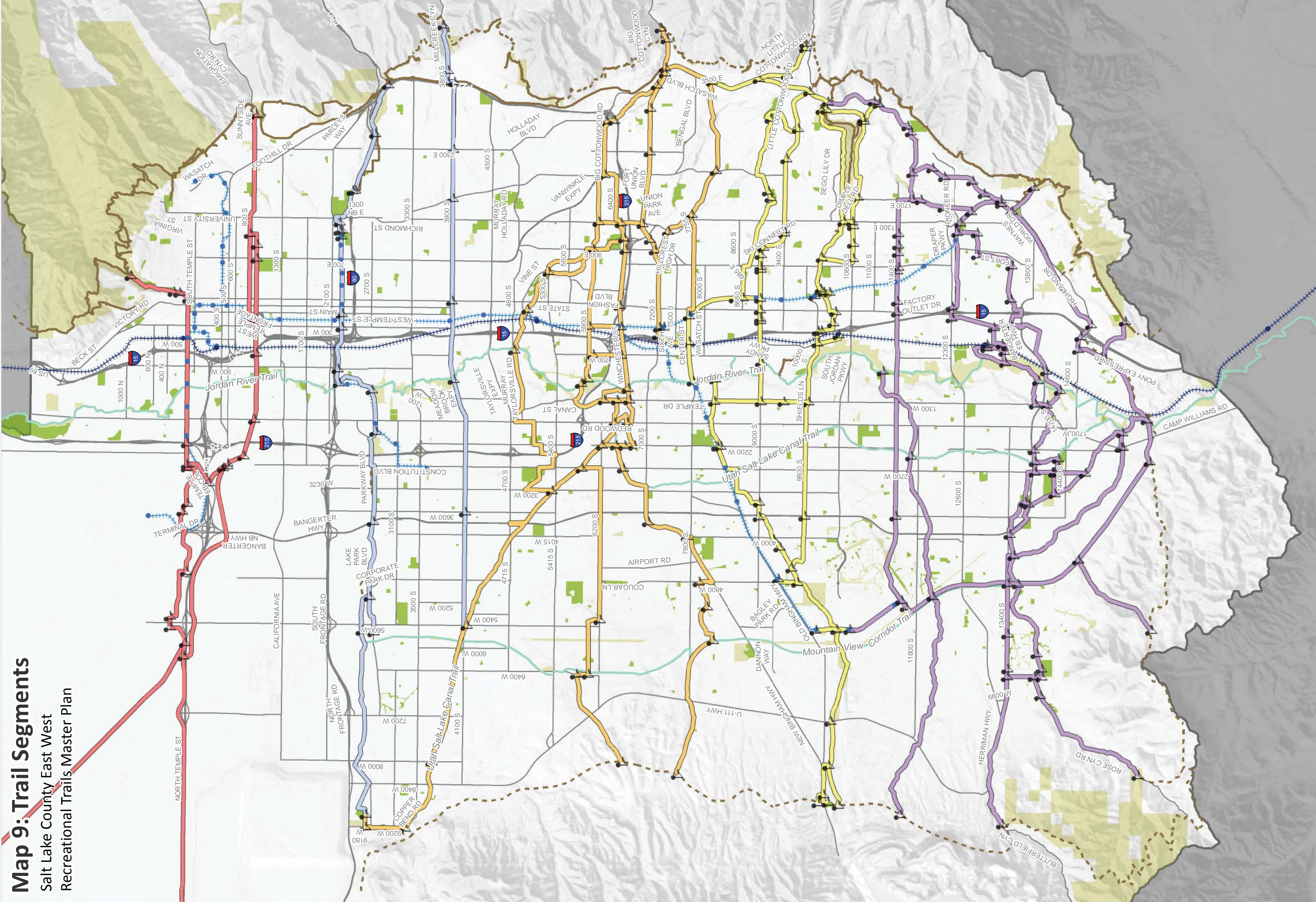
- Corridor A
- Corridor B
- Corridor C
- Corridor D
- Corridor E
- Primary North-South County Regional Trails
- Existing County Regional Trails
- Proposed County Regional Trails
- Parks
- Open Space
- Light Rail Route
- Commuter Rail Route
- Light Rail Stations
- Commuter Rail Stations





# Map 9: Trail Segments

## Salt Lake County East West Recreational Trails Master Plan



### Preliminary Corridors

- Corridor A
- Corridor B
- Corridor C
- Corridor D
- Corridor E
- Trail Segment Marker
- Primary North-South County Regional Trails
- Existing County Regional Trails
- Proposed County Regional Trails
- Parks
- Open Space
- Light Rail Route
- Commuter Rail Route
- Light Rail Stations
- Commuter Rail Stations

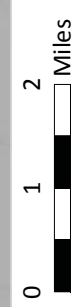




Table 2: Trail Segment Scoring Matrix

Criteria	Points/Explanation				
	0	1	2	3	4
<b>A</b> Cost Per Mile/Implementation	High: Greater than \$1 Million (No road, road without separate bike lane)		Moderate: \$100,000 - \$1 Million (Road with existing sidewalks OR bike lane, unpaved 10' wide trail)		Low: \$0 - \$100,000 (Road with existing sidewalks and bike lane, existing paved multi-use trails, approx. 10' wide)
<b>B</b> Connects or Extends Trails in the Existing Trail System (multi-use trails)	Does not connect or extend trails in the existing trail system		Extends trail length in the existing trail system		Connects multiple trails in the existing trail system
<b>C</b> Existing Pedestrian Facilities	None available	Disconnected and/or narrow (less than 5 feet) sidewalks	Continuous sidewalk (5 feet)	Continuous sidewalk (5-9 feet)	Separated multi-use trail (10 feet min.)
<b>D</b> Existing Bicycle Facilities	None available	Bike Route (signed shared roadway)	Bike Lane (painted lane)	Buffered Bike Lane	Protected cycle track
<b>E</b> Connections to Transit (Commuter and Light Rail)	No connections to transit	Within 1 mile of major transit stop	Within 1/2 mile of major transit stop	Within 1/4 mile of major transit stop	Direct connection to major transit stop
<b>F</b> Connections to Parks and Open Space	No connections to parks or open space	Within 1 mile of a park or open space	Within 1/2 mile of a park or open space	Within 1/4 mile of a park and open space	Direct connection to a park and open space
<b>G</b> Connections to Key Destinations (within 1/4 mile) (libraries, regional shopping centers, recreation/senior centers, and schools)	No key destinations	Connects to 1 key destination	Connects to 2 key destinations	Connection to 3 key destinations	Connects to 4 or more key destinations
<b>H</b> Ease of Acquisition (land ownership)	Private		Utility (Canal, Rail Lines etc.)		Public (Roads, Parks, Open Space, Vacant)
<b>I</b> Physical Constraints (steep slopes, freeway interchanges, major road crossings, railroad crossings)	4 constraints	3 constraints	2 constraints	1 constraint	No constraints
<b>J</b> On or adjacent to Major and Minor Roads	Freeway	Arterial Road	Collector Road	Minor Road	Separated multi-use trail



## FINAL CORRIDOR ALIGNMENTS

Based on these final score-based maps, Preliminary Preferred Alignments and Alternative Alignments were developed for each corridor, as illustrated on **Map 16**. Determinations were initially limited to results from the objective, criteria based scoring process, which were followed by subjective review and inputs to help form the final system. The subjective input helped create a more responsive east west trails system, as it reflected knowledge of County staff, the planning team and the Technical Committee regarding known obstacles, barriers and opportunities that did not emerge through the objective assessment.

One of the purposes of the *Salt Lake County East West Recreational Trails Master Plan* is to utilize and connect to the Jordan River Trail. The Preliminary Preferred Alignments were analyzed regarding their relationships to the Jordan River Trail and the potential of using the Jordan River Trail as a connecting “spine” for linking east west trails on either side of the river, resulting in slightly different alignments in a few corridors. The revised alignments are shown on **Map 17**.

A final layer of subjective analysis was then applied, based on input received from the public and Technical Committee, which both requested that the final east west trail system be evenly distributed across the County from north to south. The routes were modified to reflect a more even distribution from north to south between and among the corridors, as shown on **Map 18**, which reflects the Final Preferred Alignment.

Final score matrices for the preferred and alternative alignments for each of the five corridors are included in this Appendix.



Table 3: Corridor A Scoring Matrix

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	CODES FOR KEY DESTINATIONS L= Library, S= School, H= Regional Shopping R= Recreation Center, E= Senior Center <hr/> CODES FOR PHYSICAL CONSTRAINTS M= Major Street Crossing, A= Railroad Crossing T= Steep Slope, F= Directly Adjacent to Freeway
<b>A. City Creek Canyon - Emigration Canyon - Great Salt Lake</b>																
A-1	9.7	0	0	0	0.0	0	0	0	0.0	0	0	3	4	8.0	11	F (physical constraint: flooding)
A-2	11.2	0	0	0	0.0	1	0	2	8.0	0	4	2	0	0.0	15	A M
A-3	0.3	4	0	1	4.0	2	0	0	0.0	0	4	3	3	6.0	23	A
A-4	0.6	4	0	1	4.0	2	0	0	0.0	0	4	4	3	6.0	24	
A-5	0.2	0	0	0	0.0	1	0	0	0.0	0	4	3	3	6.0	14	C
A-6	1.3	2	2	0	0.0	2	1	0	0.0	0	4	4	3	6.0	21	
A-7	1.6	4	0	4	16.0	1	2	0	0.0	0	4	4	4	8.0	39	
A-8	0.2	2	4	0	0.0	2	2	0	0.0	0	4	4	3	6.0	24	
A-9	1.0	4	0	4	16.0	1	2	0	0.0	0	4	4	4	8.0	39	
A-10	0.1	0	2	0	0.0	1	2	0	0.0	0	4	4	3	6.0	19	
A-11	0.5	0	2	0	0.0	1	3	2	8.0	0	4	3	3	6.0	27	F
A-12	3.2	4	0	1	4.0	2	4	4	16.0	3	4	1	1	2.0	40	L S H F M A
A-13	0.3	2	0	1	4.0	0	3	3	12.0	2	4	3	3	6.0	36	L H M
A-14	0.1	2	2	1	4.0	1	1	2	8.0	0	4	4	3	6.0	32	
A-15	1.1	2	2	3	12.0	1	1	4	16.0	0	4	3	4	8.0	49	T
A-16	4.7	0	0	0	0.0	0	1	3	12.0	0	3	4	3	6.0	26	(1/4 private and 3/4 public-utility mix)
A-17	0.7	0	0	1	4.0	0	3	0	0.0	0	4	3	2	4.0	18	A
A-18	0.5	2	0	1	4.0	0	3	0	0.0	0	2	3	4	8.0	22	A (wide, unpaved path)
A-19	0.1	2	0	1	4.0	0	2	0	0.0	0	2	3	4	8.0	21	A
A-20	0.1	2	0	1	4.0	1	1	0	0.0	0	4	4	2	4.0	20	
A-21	0.4	2	0	1	4.0	0	1	0	0.0	0	2	3	4	8.0	20	A (wide, unpaved path)



Table 3: Corridor A Scoring Matrix (cont'd)

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	
<p>CODES FOR KEY DESTINATIONS                      L= Library, S= School, H= Regional Shopping                      R= Recreation Center, E= Senior Center</p> <hr/> <p>CODES FOR PHYSICAL CONSTRAINTS                      M= Major Street Crossing, A= Railroad Crossing                      T= Steep Slope, F= Directly Adjacent to Freeway</p>																
<b>A. City Creek Canyon - Emigration Canyon - Great Salt Lake</b>																
A-22	0.8	0	2	0	0.0	0	0	1	4.0	0	2	3	4	8.0	19	M
A-23	1.5	4	2	3	12.0	1	3	3	12.0	2	4	3	2	4.0	47	S E M
A-24	0.7	4	2	1	4.0	3	4	1	4.0	0	4	2	2	4.0	31	A M
A-25	2.0	4	0	1	4.0	2	3	2	8.0	3	4	2	1	2.0	32	E S H M A
A-26	2.7	4	2	1	4.0	2	2	4	16.0	1	4	2	1	2.0	39	S M T
A-27	1.3	2	0	1	4.0	0	4	2	8.0	1	4	2	2	4.0	29	S M A
A-28	0.3	4	0	1	4.0	2	1	2	8.0	1	4	3	2	4.0	31	M
A-29	0.4	0	0	0	0.0	0	2	1	4.0	1	4	4	2	4.0	19	



Table 4: Corridor B Scoring Matrix

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks or Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	CODES FOR KEY DESTINATIONS L= Library, S= School, H= Regional Shopping R= Recreation Center, E= Senior Center <hr/> CODES FOR PHYSICAL CONSTRAINTS M= Major Street Crossing, A= Railroad Crossing T= Steep Slope, F= Directly Adjacent to Freeway
		A	B	C	C x	D	E	F	F x	G	H	I	J	J x		
<b>B. Parley's Canyon - Midvalley - Decker Lake - Magna</b>																
B-1	B-06	0	0	0	0.0	0	0	3	12.0	1	0	4	4	8.0	25	L (mostly canal but privately owned)
B-2	B-01	1	2	1	4.0	0	0	1	4.0	1	4	4	4	8.0	28	(2/3 WVC owned, 1/2 paths)
B-3	B-02	2	2	2	8.0	0	0	0	0.0	0	4	4	3	6.0	26	S
B-4	B-03	4	2	3	12.0	1	0	1	4.0	1	4	3	2	4.0	35	M
B-5	B-04	4	2	3	12.0	1	0	1	4.0	1	4	4	1	2.0	34	S
B-6	B-05	2	4	1	4.0	0	4	4	16.0	0	4	3	3	6.0	43	M (middle third is unpaved canal trail)
B-7	B-08	2	4	3	12.0	1	4	2	8.0	1	4	3	4	8.0	47	S M
B-8	B-07	2	4	3	12.0	1	4	4	16.0	1	4	4	4	8.0	56	S
B-9	B-09	0	4	0	0.0	0	4	2	8.0	0	2	3	1	2.0	23	M
B-10	B-10	0	0	0	0.0	0	3	2	8.0	0	2	2	1	2.0	17	M T (need to verify possible "under construction")
B-11	B-11	2	2	1	4.0	0	3	0	0.0	0	2	3	4	8.0	24	M
B-12	B-12	4	2	3	12.0	1	4	3	12.0	2	2	3	4	8.0	50	L R M (construction "complete" on website)
B-13	B-13	4	2	1	4.0	2	4	3	12.0	3	4	3	3	6.0	44	H L R M
B-14	B-14	2	4	1	4.0	0	3	3	12.0	3	4	4	1	2.0	38	H L R
B-15	B-15	2	2	1	4.0	2	3	3	12.0	3	4	4	3	6.0	42	H L R
B-16	B-16	4	4	3	12.0	1	2	3	12.0	2	4	4	1	2.0	47	L H
B-17	B-17	2	4	0	0.0	2	0	2	8.0	1	4	4	3	6.0	31	E
B-18	B-18	4	4	3	12.0	1	0	4	16.0	0	4	4	4	8.0	53	
B-19	B-19	4	4	3	12.0	1	0	4	16.0	0	4	3	4	8.0	52	T
B-20	B-20	2	2	1	4.0	0	0	3	12.0	3	4	3	1	2.0	32	L S E M



Table 4: Corridor B Scoring Matrix (cont'd)

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks or Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	CODES FOR KEY DESTINATIONS L= Library, S= School, H= Regional Shopping R= Recreation Center, E= Senior Center <hr/> CODES FOR PHYSICAL CONSTRAINTS M= Major Street Crossing, A= Railroad Crossing T= Steep Slope, F= Directly Adjacent to Freeway
		A	B	C	C x	D	E	F	F x	G	H	I	J	J x		
<b>B. Parley's Canyon - Midvalley - Decker Lake - Magna</b>																
B-21	B-21	2	2	1	4.0	1	1	4	16.0	2	4	3	1	2.0	37	S E M
B-22	B-22	2	2	1	4.0	0	4	2	8.0	0	4	1	1	2.0	27	T M A
B-23	B-23	2	0	1	4.0	0	2	2	8.0	1	4	3	1	2.0	26	S M
B-24	B-24	3	0	1	4.0	2	0	0	0.0	0	4	2	1	2.0	17	M T
B-25	B-25	2	0	1	4.0	0	0	2	8.0	1	4	3	1	2.0	24	S M
B-26	B-26	3	0	1	4.0	2	0	2	8.0	0	4	3	2	4.0	28	M
B-27	B-27	2	0	1	4.0	0	0	2	8.0	0	4	4	3	6.0	28	
B-28	B-28	0	2	0	0.0	0	0	2	8.0	0	4	3	3	6.0	23	T



Table 5: Corridor C Scoring Matrix

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	CODES FOR KEY DESTINATIONS L= Library, S= School, H= Regional Shopping R= Recreation Center, E= Senior Center <hr/> CODES FOR PHYSICAL CONSTRAINTS M= Major Street Crossing, A= Railroad Crossing T= Steep Slope, F= Directly Adjacent to Freeway
		A	B	C	C x	D	E	F	F x	G	H	I	J	J x		
<b>C. Big Cottonwood Canyon - Murray - Taylorsville - West Jordan - Magna</b>																
C-1	0.3	0	0	0	0.0	0	0	4	16.0	2	4	4	4	8.0	34	L E
C-2	0.9	0	0	0	0.0	0	0	3	12.0	1	4	4	2	4.0	25	E
C-3	1.7	2	2	1	4.0	0	0	3	12.0	1	2	3	4	8.0	34	S M (unpaved, graded, >10 ft. wide, no tres. Signs)
C-4	3.2	2	0	1	4.0	0	0	3	12.0	1	2	3	4	8.0	32	S M (unpaved, graded, >10 ft. wide)
C-5	4.2	2	0	1	4.0	0	0	4	16.0	1	2	3	4	8.0	36	S M (unpaved, graded, >10 ft. wide, no tres. Signs)
C-6	5.2	2	2	1	4.0	0	1	4	16.0	3	4	3	2	4.0	39	R S E M (jogs on/off various road types)
C-7	1.0	0	4	0	0.0	0	1	3	12.0	0	0	3	4	8.0	28	A (private creek)
C-8	0.9	2	0	3	12.0	1	2	2	8.0	2	4	3	4	8.0	42	R S M (State St. crossing needs light or under/over pass)
C-9	1.1	0	2	0	0.0	0	2	2	8.0	1	0	4	4	8.0	25	S (private creek)
C-10	1.4	2	0	1	4.0	0	1	3	12.0	1	4	4	2	4.0	32	S
C-11	1.2	2	0	1	4.0	0	0	2	8.0	0	4	3	3	6.0	27	M
C-12	0.2	2	2	1	4.0	1	0	2	8.0	1	4	3	2	4.0	29	S M
C-13	1.3	2	2	1	4.0	1	0	1	4.0	0	4	4	4	8.0	29	(1/2 barricaded off, old road/pedestrian & bike only)
C-14	0.3	4	0	4	16.0	1	0	3	12.0	0	4	3	4	8.0	48	T
C-15	0.1	0	2	0	0.0	1	0	1	4.0	0	4	3	4	8.0	22	T
C-16	0.7	2	0	0	0.0	2	0	1	4.0	0	4	3	1	2.0	17	M
C-17	0.3	0	0	0	0.0	1	0	1	4.0	0	4	2	1	2.0	13	M T
C-18	2.3	0	0	0	0.0	0	0	0	0.0	0	4	3	1	2.0	9	T
C-19	0.3	0	2	0	0.0	0	0	2	8.0	0	0	2	4	8.0	20	M T
C-20	1.4	0	0	2	8.0	1	0	3	12.0	0	4	3	4	8.0	36	M (Mtn View Corridor- too new to verify path width)
C-21	3.8	2	0	1	4.0	0	0	2	8.0	1	4	3	4	8.0	30	S M
C-22	0.8	2	2	1	4.0	0	0	2	8.0	1	4	3	1	2.0	26	S M
C-23	0.7	2	0	1	4.0	0	0	2	8.0	1	2	4	4	8.0	29	S (unpaved, graded, >10 ft. wide, no tres. Signs/gated)



Table 5: Corridor C Scoring Matrix (cont'd)

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	
C. Big Cottonwood Canyon - Murray - Taylorsville - West Jordan - Magna																
C-24	0.6	2	0	1	4.0	0	0	0	0.0	1	2	4	4	8.0	21	S (unpaved, graded, >10 ft. wide, no tres. Signs)
C-25	0.5	2	0	1	4.0	0	0	0	0.0	1	2	3	4	8.0	20	S M (unpaved, graded, >10 ft. wide, no tres. Signs)
C-26	0.3	2	0	1	4.0	0	0	3	12.0	0	4	3	4	8.0	33	M
C-27	1.2	2	0	1	4.0	0	0	3	12.0	0	4	4	2	4.0	30	
C-28	0.2	2	2	1	4.0	0	0	3	12.0	0	4	4	2	4.0	32	
C-29	1.2	4	0	4	16.0	1	0	3	12.0	0	4	4	4	8.0	49	
C-30	1.7	2	0	1	4.0	0	1	4	16.0	1	4	3	3	6.0	37	S A
C-31	0.9	2	0	1	4.0	0	1	2	8.0	2	4	3	2	4.0	28	S H M
C-32	3.3	0	0	0	0.0	0	0	3	12.0	0	0	3	4	8.0	23	M
C-33	0.9	0	2	0	0.0	0	0	2	8.0	1	2	2	4	8.0	23	S M T
C-34	0.6	0	4	0	0.0	0	0	4	16.0	1	0	3	4	8.0	32	S M
C-35	1.5	2	0	3	12.0	1	0	4	16.0	1	4	4	4	8.0	48	S
C-36	1.0	2	4	1	4.0	0	0	4	16.0	0	4	3	1	2.0	35	M
C-37	1.5	2	0	1	4.0	1	0	2	8.0	1	4	4	1	2.0	26	H (Jordan Landing - changed to walkway vs. multi use)
C-38	0.5	2	4	1	4.0	0	0	2	8.0	1	2	3	2	4.0	28	S M (half unpaved canal)
C-39	0.3	2	0	1	4.0	0	0	2	8.0	0	2	4	4	8.0	28	(unpaved, graded, >10 ft. wide, no tres. Signs)
C-40	0.2	2	4	1	4.0	0	0	1	4.0	1	4	4	3	6.0	29	S
C-41	0.2	2	4	1	4.0	0	0	1	4.0	0	4	4	3	6.0	28	
C-42	0.5	4	0	1	4.0	2	0	2	8.0	0	4	4	3	6.0	32	
C-43	0.5	0	2	0	0.0	0	0	2	8.0	0	4	3	4	8.0	25	M
C-44	0.6	0	0	0	0.0	0	0	1	4.0	0	2	3	4	8.0	17	M
C-45	0.3	2	0	1	4.0	0	0	2	8.0	0	4	3	4	8.0	29	M
C-46	0.3	2	0	1	4.0	0	0	3	12.0	0	4	4	2	4.0	30	
C-47	1.4	2	2	1	4.0	0	0	3	12.0	0	4	4	2	4.0	32	
C-48	1.4	2	2	1	4.0	0	4	4	16.0	0	4	2	2	4.0	38	A T

Table 5: Corridor C Scoring Matrix (cont'd)

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	
C. Big Cottonwood Canyon - Murray - Taylorsville - West Jordan - Magna																
C-49	0.5	2	0	1	4.0	0	4	3	12.0	0	4	3	2	4.0	33	M
C-50	1.2	2	0	1	4.0	0	2	2	8.0	1	4	3	1	2.0	26	H M
C-51	0.3	2	0	1	4.0	0	0	2	8.0	0	4	3	1	2.0	23	M
C-52	0.4	0	0	0	0.0	0	0	2	8.0	0	4	4	4	8.0	24	
C-53	0.7	2	2	1	4.0	0	0	4	16.0	0	4	4	4	8.0	40	
C-54	0.7	0	0	0	0.0	0	4	3	12.0	1	2	4	2	4.0	27	S
C-55	0.5	2	0	1	4.0	0	0	2	8.0	0	4	4	1	2.0	24	
C-56	0.8	2	0	1	4.0	0	3	2	8.0	2	4	4	0	0.0	27	S E
C-57	0.2	2	0	1	4.0	1	4	1	4.0	0	4	3	1	2.0	24	M
C-58	0.1	2	0	1	4.0	0	4	1	4.0	0	4	3	3	6.0	27	M
C-59	1.7	2	0	1	4.0	1	4	2	8.0	1	4	3	1	2.0	29	S M
C-60	0.3	2	0	1	4.0	1	0	2	8.0	1	4	3	1	2.0	25	H M
C-61	0.4	4	0	1	4.0	2	0	2	8.0	1	4	3	1	2.0	28	H M (does have narrow small painted bike lane)
C-62	1.6	2	0	1	4.0	1	0	2	8.0	3	4	3	1	2.0	27	S L H M (changed to signed bike route (not full lane)
C-63	1.0	2	0	1	4.0	1	0	2	8.0	2	4	2	1	2.0	25	S L M T
C-64	1.1	2	0	0	0.0	2	0	2	8.0	0	4	4	1	2.0	22	
C-65	2.0	2	0	1	4.0	1	0	2	8.0	2	4	4	2	4.0	29	S H
C-66	1.1	4	0	1	4.0	2	0	3	12.0	2	4	3	2	4.0	35	S H M
C-67	0.6	2	2	1	4.0	0	4	2	8.0	2	4	2	2	4.0	32	S E M T
C-68	0.9	4	0	1	4.0	2	0	3	12.0	2	4	4	2	4.0	36	S H
C-69	2.4	2	0	1	4.0	0	0	3	12.0	1	4	3	2	4.0	30	S T
C-70	0.7	2	0	0	0.0	2	0	3	12.0	0	4	4	1	2.0	26	
C-71	1.1	2	2	1	4.0	0	1	2	8.0	2	4	3	1	2.0	28	R S M
C-72	1.3	2	0	1	4.0	0	0	1	4.0	2	4	3	2	4.0	23	L S M
C-73	0.7	2	0	1	4.0	0	2	2	8.0	1	4	4	2	4.0	29	S



Table 6: Corridor D Scoring Matrix

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	
D. Little Cottonwood Canyon - Sandy - South Jordan - West Jordan - Copperton																
D-1	0.3	0	2	0	0.0	0	0	2	8.0	0	0	3	4	8.0	21	T
D-2	0.3	2	2	1	4.0	0	0	2	8.0	0	4	4	2	4.0	28	
D-3	0.8	0	2	0	0.0	0	0	2	8.0	0	4	4	2	4.0	22	
D-4	0.9	0	0	0	0.0	0	0	2	8.0	0	2	4	4	8.0	22	
D-5	1.4	0	0	0	0.0	0	0	2	8.0	0	0	4	4	8.0	20	
D-6	1.0	0	2	0	0.0	0	4	2	8.0	0	0	3	4	8.0	25	M (half dirt road/half dry creek)
D-7	2.2	0	0	0	0.0	0	4	2	8.0	0	2	3	4	8.0	25	A
D-8	0.5	0	0	0	0.0	0	4	2	8.0	0	2	4	4	8.0	26	
D-9	0.3	0	0	0	0.0	0	3	3	12.0	0	2	4	4	8.0	29	(half park/half private)
D-10	0.5	2	0	1	4.0	0	4	4	16.0	0	4	4	3	6.0	40	
D-11	0.4	0	0	0	0.0	0	2	4	16.0	0	4	4	4	8.0	34	
D-12	0.5	2	0	1	4.0	0	2	4	16.0	1	4	4	4	8.0	41	S
D-13	0.2	2	0	2	8.0	0	2	4	16.0	1	4	4	4	8.0	45	S
D-14	0.6	0	0	0	0.0	0	2	4	16.0	1	4	3	4	8.0	34	L M
D-15	0.3	4	0	2	8.0	2	2	3	12.0	1	4	3	1	2.0	38	L M
D-16	1.9	2	0	1	4.0	0	4	2	8.0	1	3	4	3	6.0	32	L (1/3 canal and 2/3 road)
D-17	0.1	4	0	1	4.0	2	3	2	8.0	0	4	4	3	6.0	35	
D-18	1.1	0	0	0	0.0	0	4	2	8.0	2	1	3	4	8.0	26	L R M (3/4 private and 1/4 wide unpaved path)
D-19	0.5	0	2	0	0.0	0	3	1	4.0	0	2	4	4	8.0	23	(half road)
D-20	0.5	4	4	3	12.0	1	3	1	4.0	0	4	3	4	8.0	43	M (JR bridge needed-physical constraint)

CODES FOR KEY DESTINATIONS  
 L= Library, S= School, H= Regional Shopping  
 R= Recreation Center, E= Senior Center

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CODES FOR PHYSICAL CONSTRAINTS  
 M= Major Street Crossing, A= Railroad Crossing  
 T= Steep Slope, F= Directly Adjacent to Freeway

Table 6: Corridor D Scoring Matrix (cont'd)

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	CODES FOR KEY DESTINATIONS L= Library, S= School, H= Regional Shopping R= Recreation Center, E= Senior Center <hr/> CODES FOR PHYSICAL CONSTRAINTS M= Major Street Crossing, A= Railroad Crossing T= Steep Slope, F= Directly Adjacent to Freeway
		A	B	C	C x	D	E	F	F x	G	H	I	J	J x		
<b>D. Little Cottonwood Canyon - Sandy - South Jordan - West Jordan - Copperton</b>																
D-21	0.9	2	2	1	4.0	0	3	2	8.0	1	4	3	1	2.0	29	S A
D-22	0.6	2	0	1	4.0	0	4	2	8.0	2	4	3	1	2.0	29	S E A
D-23	1.1	2	2	1	4.0	0	4	3	12.0	1	3	3	3	6.0	37	L M (2/3 road and 1/3 rail)
D-24	0.2	4	2	3	12.0	1	3	3	12.0	0	4	3	3	6.0	47	A
D-25	2.6	2	4	1	4.0	0	3	4	16.0	2	4	2	3	6.0	43	S H A M
D-26	0.1	2	2	2	8.0	0	0	2	8.0	0	4	3	3	6.0	33	T
D-27	1.8	2	2	1	4.0	0	0	2	8.0	1	4	2	3	6.0	29	S T M
D-28	1.2	0	2	0	0.0	0	0	2	8.0	1	3	3	4	8.0	25	S M (2/3 public and 1/3 utility)
D-29	1.4	4	2	3	12.0	1	2	4	16.0	1	4	3	3	6.0	51	S M
D-30	2.5	4	0	1	4.0	2	0	3	12.0	1	4	3	2	4.0	34	S M
D-31	1.4	2	2	1	4.0	0	3	3	12.0	0	4	2	2	4.0	33	T M
D-32	1.0	2	0	1	4.0	1	2	2	8.0	1	4	3	2	4.0	29	S M
D-33	0.5	2	0	1	4.0	1	0	3	12.0	0	4	3	2	4.0	30	M
D-34	0.5	2	0	1	4.0	0	0	3	12.0	0	4	4	2	4.0	30	
D-35	0.9	2	2	1	4.0	1	1	1	4.0	0	4	3	1	2.0	23	T
D-36	0.9	2	2	1	4.0	0	3	1	4.0	0	4	1	1	2.0	22	F M A
D-37	0.1	4	0	3	12.0	1	2	1	4.0	0	4	4	1	2.0	33	
D-38	0.2	2	2	2	8.0	0	2	2	8.0	0	4	3	1	2.0	31	M
D-39	0.3	2	2	2	8.0	0	4	3	12.0	0	4	2	1	2.0	36	A M
D-40	0.4	4	4	3	12.0	1	4	4	16.0	0	4	3	3	6.0	54	M



Table 6: Corridor D Scoring Matrix (cont'd)

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	
D. Little Cottonwood Canyon - Sandy - South Jordan - West Jordan - Copperton																
D-41	0.6	4	4	3	12.0	1	4	3	12.0	0	4	3	1	2.0	46	A
D-42	0.1	2	4	1	4.0	0	1	3	12.0	1	4	3	1	2.0	33	S
D-43	0.3	4	2	3	12.0	1	1	3	12.0	1	4	3	1	2.0	42	S
D-44	0.2	2	4	2	8.0	0	1	3	12.0	2	4	4	1	2.0	39	S H
D-45	0.6	4	2	3	12.0	1	0	2	8.0	3	4	4	1	2.0	40	S E H
D-46	0.1	4	4	3	12.0	1	0	1	4.0	2	4	4	1	2.0	37	E H
D-47	1.6	4	2	3	12.0	1	0	2	8.0	2	4	2	1	2.0	37	R E T M
D-48	0.7	2	2	1	4.0	0	0	2	8.0	0	4	3	1	2.0	25	T
D-49	1.0	0	2	0	0.0	0	0	2	8.0	1	4	3	1	2.0	20	S T
D-50	1.2	0	4	0	0.0	0	0	3	12.0	0	4	3	2	4.0	27	M
D-51	1.1	2	0	0	0.0	2	0	4	16.0	0	4	3	2	4.0	31	M
D-52	0.6	0	2	0	0.0	1	0	1	4.0	0	4	3	2	4.0	18	T
D-53	0.8	2	2	1	4.0	0	0	1	4.0	0	4	4	4	8.0	28	(half private)
D-54	0.1	0	2	0	0.0	0	0	1	4.0	0	0	3	4	8.0	17	T
D-55	0.6	0	0	0	0.0	0	4	2	8.0	1	4	4	2	4.0	25	H
D-56	0.3	2	2	1	4.0	0	3	2	8.0	0	4	2	2	4.0	29	A M
D-57	0.1	2	0	3	12.0	1	3	2	8.0	0	4	3	2	4.0	37	M
D-58	0.4	2	4	1	4.0	0	3	2	8.0	0	4	4	2	4.0	33	
D-59	0.3	4	0	3	12.0	1	3	2	8.0	1	4	4	3	6.0	43	H
D-60	0.7	2	2	1	4.0	0	2	3	12.0	1	4	2	3	6.0	35	H A M

CODES FOR KEY DESTINATIONS  
 L= Library, S= School, H= Regional Shopping  
 R= Recreation Center, E= Senior Center

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CODES FOR PHYSICAL CONSTRAINTS  
 M= Major Street Crossing, A= Railroad Crossing  
 T= Steep Slope, F= Directly Adjacent to Freeway

Table 6: Corridor D Scoring Matrix (cont'd)

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	
D. Little Cottonwood Canyon - Sandy - South Jordan - West Jordan - Copperton																
D-61	0.9	4	4	3	12.0	1	3	3	12.0	1	4	4	4	8.0	53	H
D-62	0.1	4	4	3	12.0	1	4	4	16.0	0	4	4	4	8.0	57	
D-63	0.2	0	4	0	0.0	0	2	4	16.0	0	4	3	4	8.0	37	T
D-64	3.0	0	4	0	0.0	0	1	3	12.0	1	4	3	4	8.0	33	S T
D-65	1.0	2	4	1	4.0	0	0	4	16.0	0	4	3	4	8.0	41	T
D-66	0.1	0	2	0	0.0	0	0	2	8.0	0	4	3	3	6.0	23	T
D-67	0.2	0	2	0	0.0	0	0	2	8.0	0	0	2	4	8.0	20	T M (dry creek below bells canyon trail)
D-68	0.9	0	4	0	0.0	0	0	2	8.0	0	4	4	3	6.0	26	
D-69	0.8	2	4	1	4.0	0	1	2	8.0	2	4	3	4	8.0	36	R S M
D-70	0.3	4	0	3	12.0	1	1	1	4.0	1	4	4	1	2.0	33	R
D-71	0.4	2	4	1	4.0	0	1	2	8.0	1	4	4	1	2.0	30	R
D-72	0.1	4	2	3	12.0	1	0	2	8.0	0	4	2	1	2.0	35	T M
D-73	0.6	2	2	2	8.0	0	0	2	8.0	0	4	3	1	2.0	29	T (half multi use trail)
D-74	1.9	0	4	0	0.0	0	0	2	8.0	0	4	4	3	6.0	26	
D-75	0.1	0	4	0	0.0	0	0	2	8.0	0	4	3	3	6.0	25	T
D-76	0.5	4	2	3	12.0	1	0	2	8.0	0	4	2	3	6.0	39	T M
D-77	0.2	4	4	2	8.0	1	0	2	8.0	0	4	3	1	2.0	34	M
D-78	0.5	4	2	3	12.0	2	0	2	8.0	0	4	2	2	4.0	38	T M



Table 7: Corridor E Scoring Matrix

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	CODES FOR KEY DESTINATIONS L= Library, S= School, H= Regional Shopping R= Recreation Center, E= Senior Center <hr/> CODES FOR PHYSICAL CONSTRAINTS M= Major Street Crossing, A= Railroad Crossing T= Steep Slope, F= Directly Adjacent to Freeway
E. Little Cottonwood Canyon - Draper - Riverton - Herriman - Rose Canyon																
E-1	5.5	0	2	0	0.0	0	0	3	12.0	1	0	2	4	8.0	25	S T M
E-2	1.4	0	0	0	0.0	0	4	3	12.0	1	2	3	3	6.0	28	S M (GM shows construction next to Rail)
E-3	0.2	2	2	1	4.0	1	4	3	12.0	1	4	3	1	2.0	35	S M
E-4	0.8	4	2	2	8.0	2	3	3	12.0	1	4	4	1	2.0	42	S
E-5	1.7	4	2	2	8.0	2	1	3	12.0	0	4	4	1	2.0	39	
E-6	3.4	0	0	0	0.0	0	0	3	12.0	0	4	4	4	8.0	28	
E-7	0.2	2	0	1	4.0	0	0	3	12.0	0	4	4	2	4.0	30	
E-8	0.8	2	0	1	4.0	0	0	4	16.0	0	4	4	2	4.0	34	(Not multi-use as shown, narrow sidewalks)
E-9	1.1	2	2	1	4.0	0	0	4	16.0	0	4	3	1	2.0	33	M
E-10	0.7	4	2	2	8.0	0	0	2	8.0	0	4	3	1	2.0	31	M
E-11	3.1	0	2	0	0.0	0	0	4	16.0	0	4	3	3	6.0	31	T
E-12	0.4	2	2	3	12.0	2	0	3	12.0	0	4	4	3	6.0	44	
E-13	0.2	2	2	1	4.0	0	0	3	12.0	0	4	3	3	6.0	33	M
E-14	0.6	2	4	1	4.0	0	0	3	12.0	0	4	4	3	6.0	36	
E-15	0.2	0	0	3	12.0	1	0	4	16.0	0	4	3	4	8.0	44	T
E-16	0.4	0	4	0	0.0	0	0	4	16.0	1	2	2	4	8.0	33	S T M
E-17	1.9	2	2	3	12.0	0	0	2	8.0	1	4	3	4	8.0	40	S T
E-18	0.7	0	2	0	0.0	0	0	2	8.0	0	0	3	4	8.0	21	M
E-19	0.5	0	0	0	0.0	0	0	2	8.0	2	0	4	4	8.0	22	S H
E-20	0.9	0	0	0	0.0	0	0	2	8.0	2	0	3	4	8.0	21	S H M
E-21	0.8	0	0	0	0.0	0	0	2	8.0	1	4	4	4	8.0	25	S

Table 7: Corridor E Scoring Matrix (cont'd)

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	CODES FOR KEY DESTINATIONS L= Library, S= School, H= Regional Shopping R= Recreation Center, E= Senior Center <hr/> CODES FOR PHYSICAL CONSTRAINTS M= Major Street Crossing, A= Railroad Crossing T= Steep Slope, F= Directly Adjacent to Freeway
<b>E. Little Cottonwood Canyon - Draper - Riverton - Herriman - Rose Canyon</b>																
E-22	0.2	0	2	0	0.0	0	0	2	8.0	1	0	4	0	0.0	15	S
E-23	0.3	2	2	3	12.0	1	0	2	8.0	0	4	4	0	0.0	33	
E-24	1.2	0	2	0	0.0	0	0	2	8.0	0	0	2	4	8.0	20	T M
E-25	0.3	0	2	0	0.0	0	0	2	8.0	0	4	3	3	6.0	23	M
E-26	0.6	2	2	3	12.0	1	0	2	8.0	0	4	4	4	8.0	41	
E-27	0.9	2	4	3	12.0	1	1	2	8.0	0	4	4	4	8.0	44	
E-28	0.3	0	0	0	0.0	0	2	3	12.0	0	4	4	4	8.0	30	
E-29	0.1	0	0	0	0.0	0	2	3	12.0	0	0	3	3	6.0	23	A
E-30	0.5	0	0	0	0.0	0	2	3	12.0	0	0	4	4	8.0	26	
E-31	1.0	0	2	0	0.0	0	1	2	8.0	1	4	1	0	0.0	17	S M F T
E-32	0.7	2	0	0	0.0	0	0	2	8.0	1	4	4	3	6.0	25	S
E-33	0.9	0	4	0	0.0	0	1	2	8.0	1	2	4	4	8.0	28	S
E-34	0.5	2	2	3	12.0	1	2	2	8.0	1	4	4	4	8.0	44	S
E-35	0.4	2	4	3	12.0	1	3	2	8.0	3	4	4	4	8.0	49	L E S
E-36	2.0	0	2	1	4.0	1	3	4	16.0	2	4	2	1	2.0	36	H S M T
E-37	4.5	0	2	1	4.0	2	1	4	16.0	2	4	1	1	2.0	34	H S M F T
E-38	0.2	2	0	2	8.0	0	2	1	4.0	0	4	3	1	2.0	25	M (Sign posts in width ext. of path,not multi, just wider)
E-39	0.7	2	2	1	4.0	0	4	2	8.0	0	4	3	1	2.0	29	A
E-40	0.1	2	2	1	4.0	0	2	2	8.0	0	4	3	1	2.0	27	M
E-41	0.3	2	0	1	4.0	0	2	2	8.0	0	4	4	1	2.0	26	
E-42	0.2	2	2	1	4.0	0	1	2	8.0	0	4	4	1	2.0	27	



Table 7: Corridor E Scoring Matrix (cont'd)

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	CODES FOR KEY DESTINATIONS L= Library, S= School, H= Regional Shopping R= Recreation Center, E= Senior Center <hr/> CODES FOR PHYSICAL CONSTRAINTS M= Major Street Crossing, A= Railroad Crossing T= Steep Slope, F= Directly Adjacent to Freeway
<b>E. Little Cottonwood Canyon - Draper - Riverton - Herriman - Rose Canyon</b>																
E-43	0.3	2	2	1	4.0	0	1	2	8.0	0	4	2	1	2.0	25	M T
E-44	1.0	2	2	1	4.0	0	1	3	12.0	1	4	3	1	2.0	31	S T (Sign posts in width ext. of path,not multi, just wider)
E-45	0.6	2	2	1	4.0	0	0	3	12.0	0	4	3	2	4.0	31	T
E-46	1.0	2	2	1	4.0	0	0	2	8.0	1	4	4	2	4.0	29	S
E-47	0.2	2	2	2	8.0	0	0	2	8.0	0	4	4	2	4.0	32	
E-48	0.9	2	4	2	8.0	0	0	2	8.0	0	4	4	2	4.0	34	
E-49	0.1	0	2	0	0.0	0	0	1	4.0	0	4	4	2	4.0	18	
E-50	1.2	4	4	1	4.0	2	0	2	8.0	0	4	4	2	4.0	34	
E-51	2.4	0	0	0	0.0	0	0	0	0.0	1	0	2	4	8.0	11	S M T
E-52	0.2	2	2	2	8.0	1	0	2	8.0	0	4	3	1	2.0	30	M (MVC- details not on GM yet)
E-53	1.5	2	2	2	8.0	1	0	3	12.0	0	4	4	1	2.0	35	(MVC- details not on GM yet)
E-54	2.7	2	2	2	8.0	1	0	0	0.0	0	4	3	1	2.0	22	M (MVC- details not on GM yet)
E-55	1.0	2	2	1	4.0	0	0	2	8.0	0	4	2	2	4.0	26	M T
E-56	2.4	0	2	0	0.0	0	0	4	16.0	0	0	2	4	8.0	28	R T
E-57	0.3	0	0	0	0.0	1	0	0	0.0	0	4	4	1	2.0	11	
E-58	0.4	0	2	0	0.0	0	0	1	4.0	0	4	2	1	2.0	14	F T
E-59	3.1	4	4	3	12.0	1	0	4	16.0	2	4	3	4	8.0	54	R S M
E-60	0.3	4	4	3	12.0	1	0	2	8.0	0	4	4	4	8.0	45	(PRT- close to avg. 10' wide)
E-62	0.7	4	4	3	12.0	1	1	2	8.0	0	4	4	4	8.0	46	(PRT- close to avg. 10' wide)
E-63	0.3	4	4	3	12.0	1	2	2	8.0	0	4	4	4	8.0	47	(PRT- close to avg. 10' wide)
E-64	0.2	0	2	0	0.0	0	3	2	8.0	1	2	3	4	8.0	27	E R

Table 7: Corridor E Scoring Matrix (cont'd)

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	CODES FOR KEY DESTINATIONS L= Library, S= School, H= Regional Shopping R= Recreation Center, E= Senior Center <hr/> CODES FOR PHYSICAL CONSTRAINTS M= Major Street Crossing, A= Railroad Crossing T= Steep Slope, F= Directly Adjacent to Freeway
		A	B	C	C x	D	E	F	F x	G	H	I	J	J x		
E. Little Cottonwood Canyon - Draper - Riverton - Herriman - Rose Canyon																
E-65	1.1	2	2	3	12.0	1	4	3	12.0	1	4	4	3	6.0	48	L
E-66	0.1	0	2	0	0.0	0	4	3	12.0	0	2	4	3	6.0	30	
E-67	0.4	0	2	0	0.0	0	4	3	12.0	0	4	4	3	6.0	32	
E-68	0.1	0	0	0	0.0	0	3	3	12.0	0	0	4	3	6.0	25	
E-69	0.5	2	0	1	4.0	0	3	3	12.0	0	4	4	3	6.0	35	
E-70	1.0	0	2	0	0.0	0	2	2	8.0	1	2	3	4	8.0	26	S M
E-71	0.3	4	0	1	4.0	2	1	1	4.0	0	4	2	1	2.0	23	F M
E-72	1.8	2	0	1	4.0	0	4	2	8.0	2	4	3	3	6.0	33	L E M
E-73	0.7	0	4	0	0.0	0	1	3	12.0	0	4	3	1	2.0	26	T
E-74	0.5	2	0	2	8.0	1	1	3	12.0	0	4	3	2	4.0	35	T
E-75	0.2	2	0	1	4.0	0	0	2	8.0	0	4	4	2	4.0	26	
E-76	0.5	2	2	1	4.0	0	0	2	8.0	0	4	4	3	6.0	30	
E-77	0.3	2	0	3	12.0	1	0	1	4.0	0	4	4	3	6.0	33	
E-78	0.7	2	4	1	4.0	0	0	2	8.0	0	4	4	2	4.0	30	
E-79	0.4	2	2	2	8.0	0	0	2	8.0	0	4	3	2	4.0	31	T
E-80	0.4	2	4	1	4.0	0	0	3	12.0	0	4	4	2	4.0	34	
E-81	0.1	2	4	2	8.0	1	0	3	12.0	0	4	4	4	8.0	43	
E-82	0.7	2	4	3	12.0	0	0	4	16.0	0	4	2	4	8.0	48	M T
E-83	3.8	0	2	0	0.0	0	0	1	4.0	0	2	3	4	8.0	19	M
E-84	0.0	2	2	0	0.0	2	0	1	4.0	0	4	3	1	2.0	19	M
E-85	0.3	4	2	3	12.0	1	0	2	8.0	0	4	3	3	6.0	40	M



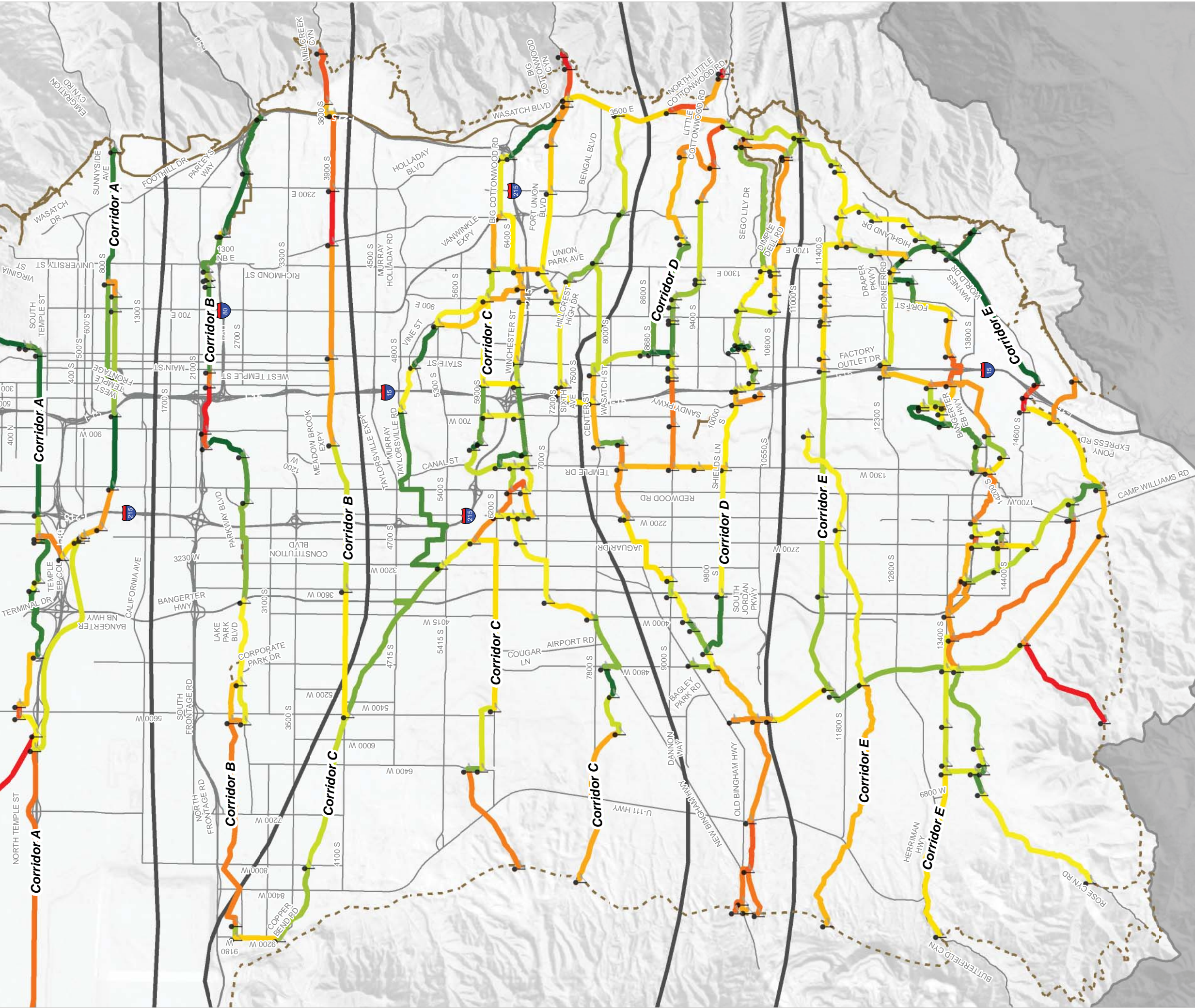
Table 7: Corridor E Scoring Matrix (cont'd)

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	CODES FOR KEY DESTINATIONS L= Library, S= School, H= Regional Shopping R= Recreation Center, E= Senior Center <hr/> CODES FOR PHYSICAL CONSTRAINTS M= Major Street Crossing, A= Railroad Crossing T= Steep Slope, F= Directly Adjacent to Freeway
		A	B	C	C x	D	E	F	F x	G	H	I	J	J x		
<b>E. Little Cottonwood Canyon - Draper - Riverton - Herriman - Rose Canyon</b>																
E-86	0.8	4	4	3	12.0	1	0	2	8.0	0	4	4	4	8.0	45	
E-87	0.9	0	0	0	0.0	0	0	2	8.0	2	2	3	3	6.0	21	H S M
E-88	0.1	2	0	1	4.0	0	0	3	12.0	0	2	4	4	8.0	32	
E-89	0.6	2	0	1	4.0	0	0	4	16.0	0	2	3	4	8.0	35	M
E-90	0.8	2	0	1	4.0	0	0	4	16.0	0	2	4	4	8.0	36	
E-91	1.3	2	2	1	4.0	0	0	3	12.0	0	2	3	4	8.0	33	M
E-92	0.5	0	0	0	0.0	0	0	4	16.0	1	4	4	4	8.0	33	S
E-93	0.4	2	0	1	4.0	0	0	3	12.0	1	4	4	3	6.0	33	S
E-94	0.1	2	0	1	4.0	0	0	2	8.0	1	4	4	3	6.0	29	S
E-95	0.6	2	0	1	4.0	0	0	2	8.0	1	4	4	3	6.0	29	S
E-96	0.1	0	2	0	0.0	0	0	2	8.0	1	0	4	4	8.0	23	S
E-97	0.2	2	2	3	12.0	0	0	2	8.0	1	4	4	4	8.0	41	S
E-98	0.5	2	4	1	4.0	0	0	2	8.0	0	2	4	4	8.0	32	
E-99	0.5	0	2	0	0.0	0	0	3	12.0	0	2	4	4	8.0	28	
E-100	0.6	2	4	3	12.0	1	0	2	8.0	0	4	4	1	2.0	37	
E-101	1.7	0	2	0	0.0	0	1	1	4.0	1	4	2	4	8.0	22	S M R
E-102	0.4	0	0	0	0.0	0	1	1	4.0	0	4	3	4	8.0	20	M
E-103	1.1	0	2	0	0.0	0	0	2	8.0	0	2	1	4	8.0	21	M F T
E-104	3.3	0	4	0	0.0	0	1	3	12.0	1	3	3	4	8.0	32	S M (2/3 public land)
E-105	2.4	0	4	0	0.0	0	0	4	16.0	0	0	3	4	8.0	31	M



# Map 10: Scoring - All Corridors

Salt Lake County East West  
Recreational Trails Master Plan



**Corridor A**

49	20
46	27
39	26
36	24
33	23
32	22
31	21

**Corridor B**

56	38	26
53	37	25
52	35	24
50	34	23
47	32	17
44	31	
43	28	
42	27	

**Corridor C**

49	29	20
46	27	19
39	26	18
36	24	15
33	23	14
32	22	11
31	21	

**Corridor D**

57	43	20
54	42	18
53	41	17
51	40	15
47	39	14
46	38	11
45	37	
43	34	

**Corridor E**

53	42	20
48	41	18
47	40	17
46	37	15
45	36	14
44	35	11
43	34	

**Corridor F**

53	42	20
48	41	18
47	40	17
46	37	15
45	36	14
44	35	11
43	34	

**Corridor G**

53	42	20
48	41	18
47	40	17
46	37	15
45	36	14
44	35	11
43	34	

**Corridor H**

53	42	20
48	41	18
47	40	17
46	37	15
45	36	14
44	35	11
43	34	

**Corridor I**

53	42	20
48	41	18
47	40	17
46	37	15
45	36	14
44	35	11
43	34	

**Corridor J**

53	42	20
48	41	18
47	40	17
46	37	15
45	36	14
44	35	11
43	34	

**Corridor K**

53	42	20
48	41	18
47	40	17
46	37	15
45	36	14
44	35	11
43	34	

**Corridor L**

53	42	20
48	41	18
47	40	17
46	37	15
45	36	14
44	35	11
43	34	

**Corridor M**

53	42	20
48	41	18
47	40	17
46	37	15
45	36	14
44	35	11
43	34	

**Corridor N**

53	42	20
48	41	18
47	40	17
46	37	15
45	36	14
44	35	11
43	34	

**Corridor O**

53	42	20
48	41	18
47	40	17
46	37	15
45	36	14
44	35	11
43	34	

**Legend:**

- Trail Segment Marker
- Existing County Regional Trails
- Proposed County Regional Trails
- Corridor Divisions

**Scale:** 0 1 2 Miles

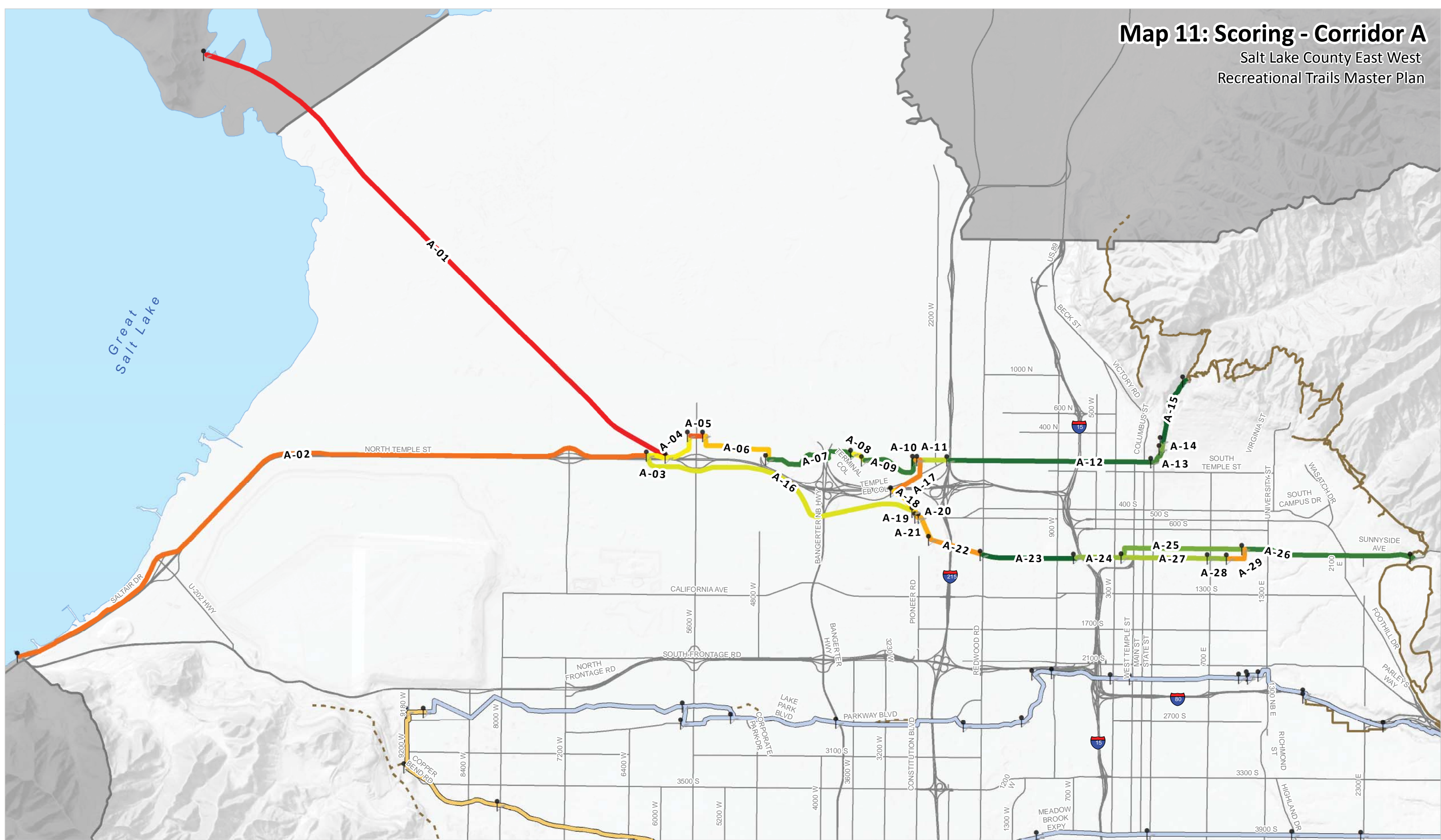
**Date:** March 2015

**Logo:** InterPlan Salt Lake County Transportation Planning



# Map 11: Scoring - Corridor A

Salt Lake County East West  
Recreational Trails Master Plan

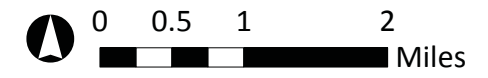


### Scoring - Corridor A

- 49
- 46
- 39
- 36
- 33
- 32
- 31
- 29
- 27
- 26
- 24
- 23
- 22
- 21
- 20
- 19
- 18
- 15
- 14
- 11

### Preliminary Corridors

- Corridor B
- Corridor C
- Existing County Regional Trails
- Proposed County Regional Trails

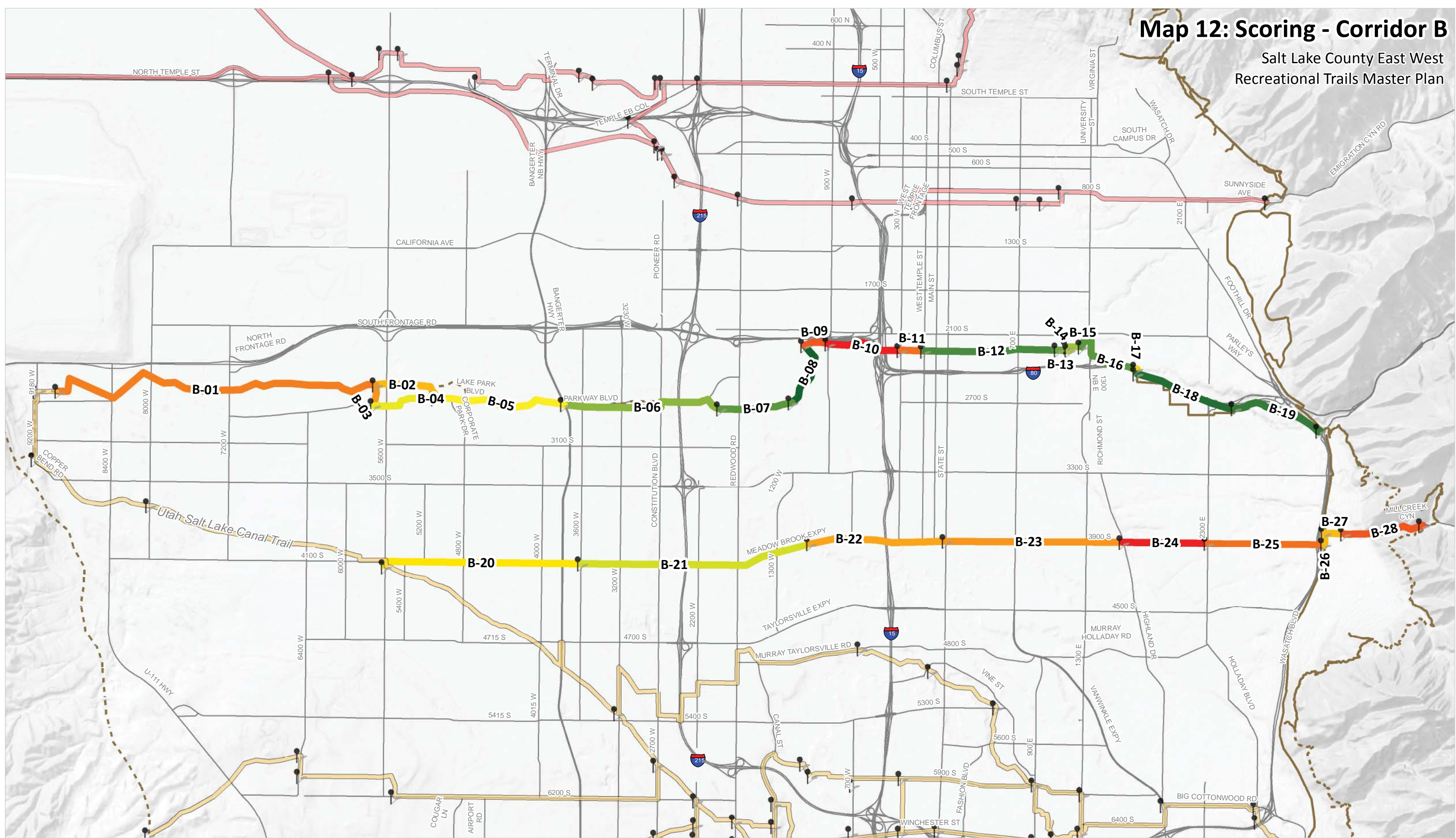


March 2015

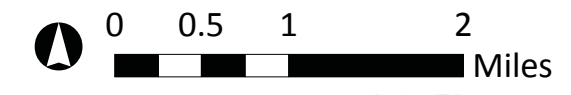


# Map 12: Scoring - Corridor B

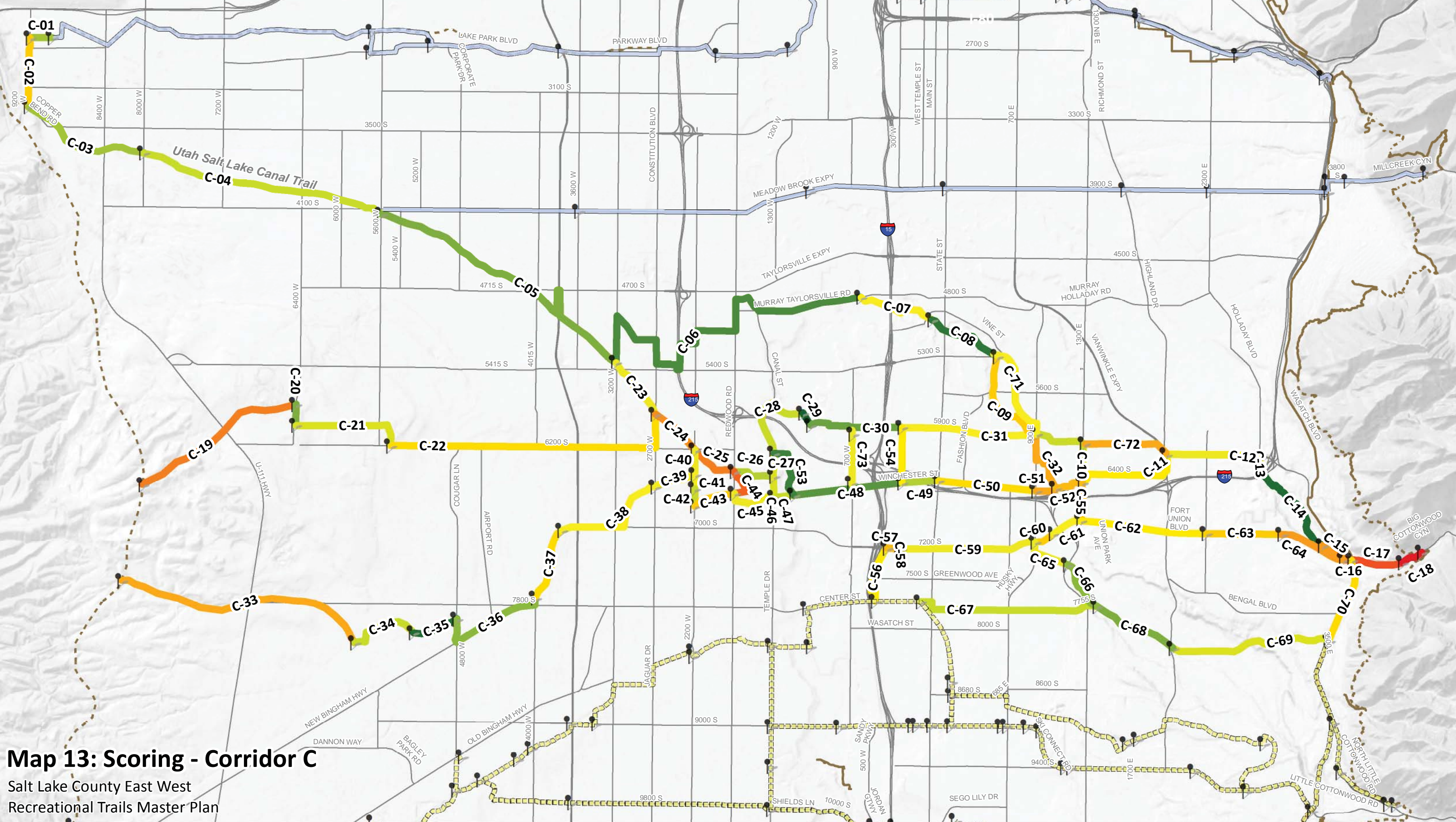
Salt Lake County East West  
Recreational Trails Master Plan



Scoring - Corridor B					Preliminary Corridors	
56	44	35	27	17	Corridor A	Existing County Regional Trails
53	43	34	26		Corridor C	Proposed County Regional Trails
52	42	32	25			
50	38	31	24			
47	37	28	23			







# Map 13: Scoring - Corridor C

Salt Lake County East West  
Recreational Trails Master Plan

**Scoring - Corridor C**

49	37	30	24	17
48	36	29	23	13
42	35	28	22	9
40	34	27	21	
39	33	26	20	
38	32	25	19	

**Preliminary Corridors**

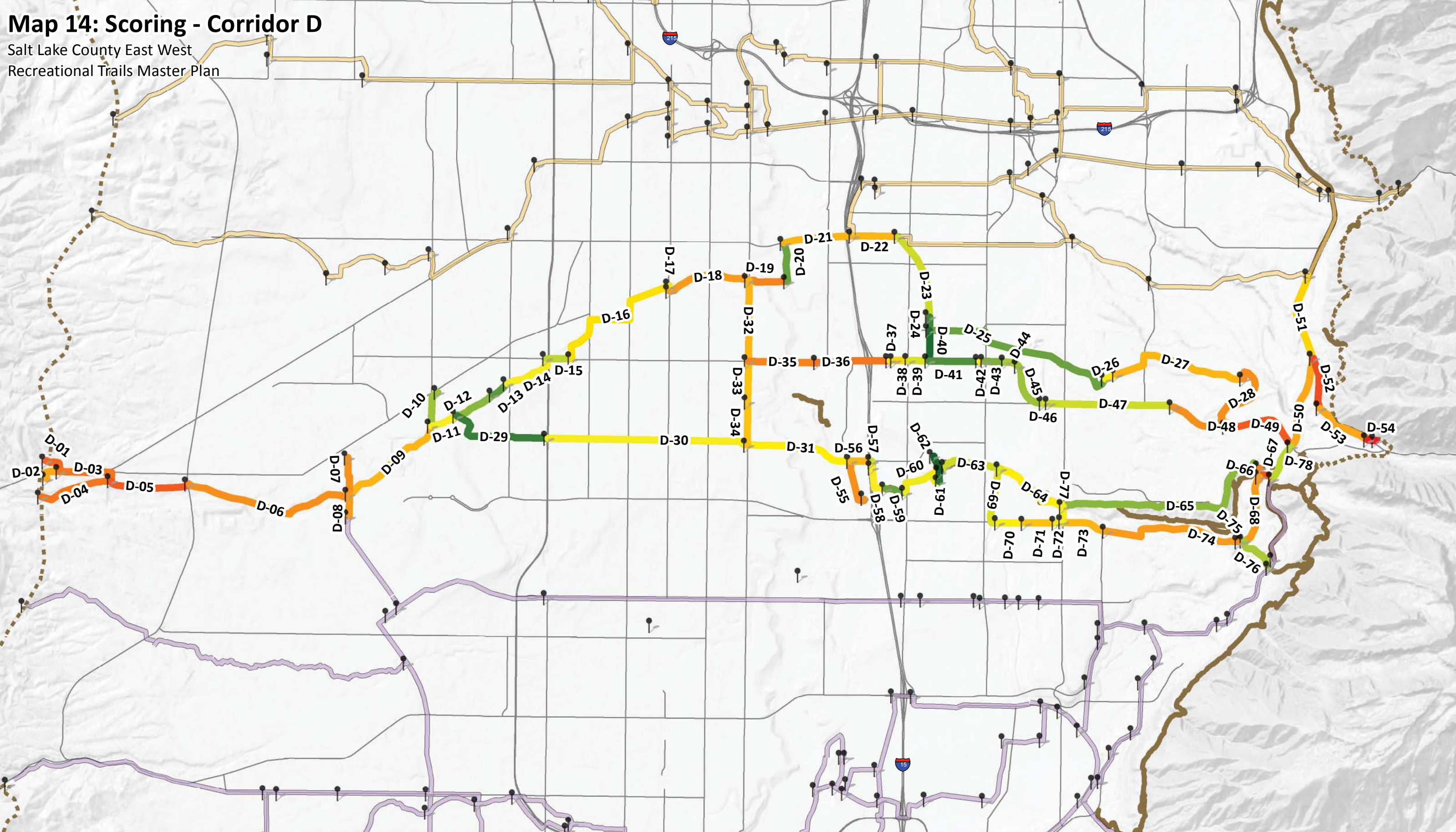
Corridor B	Existing County Regional Trails
Corridor D	Proposed County Regional Trails





# Map 14: Scoring - Corridor D

Salt Lake County East West  
Recreational Trails Master Plan

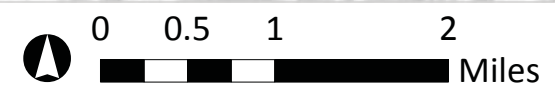


**Scoring - Corridor D**

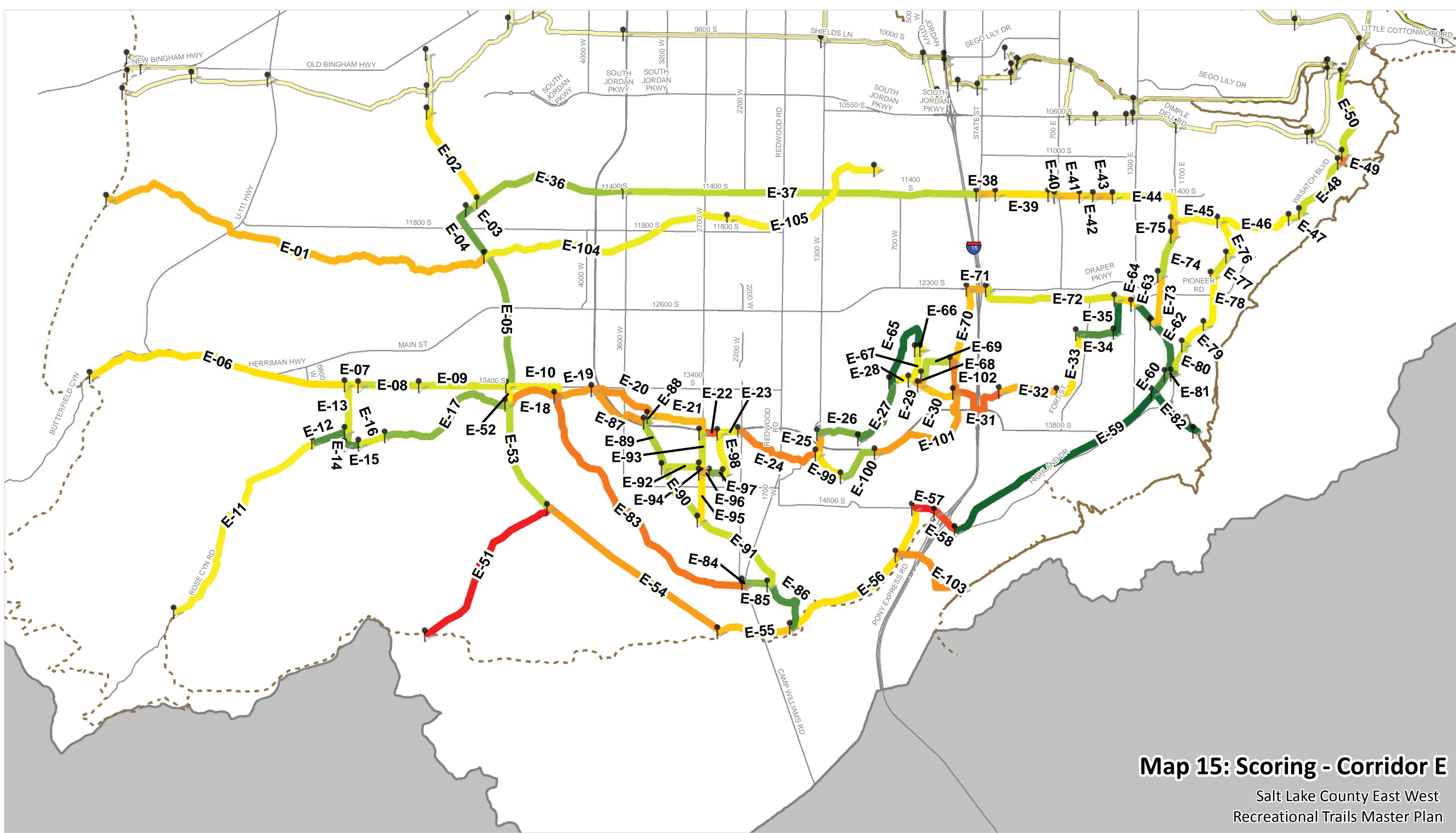
57	43	36	29	20
54	42	35	28	18
53	41	34	26	17
51	40	33	25	
47	39	32	23	
46	38	31	22	
45	37	30	21	

**Preliminary Corridors**

Corridor C	Existing County Regional Trails
Corridor E	Proposed County Regional Trails



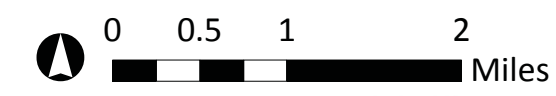




# Map 15: Scoring - Corridor E

Salt Lake County East West  
Recreational Trails Master Plan

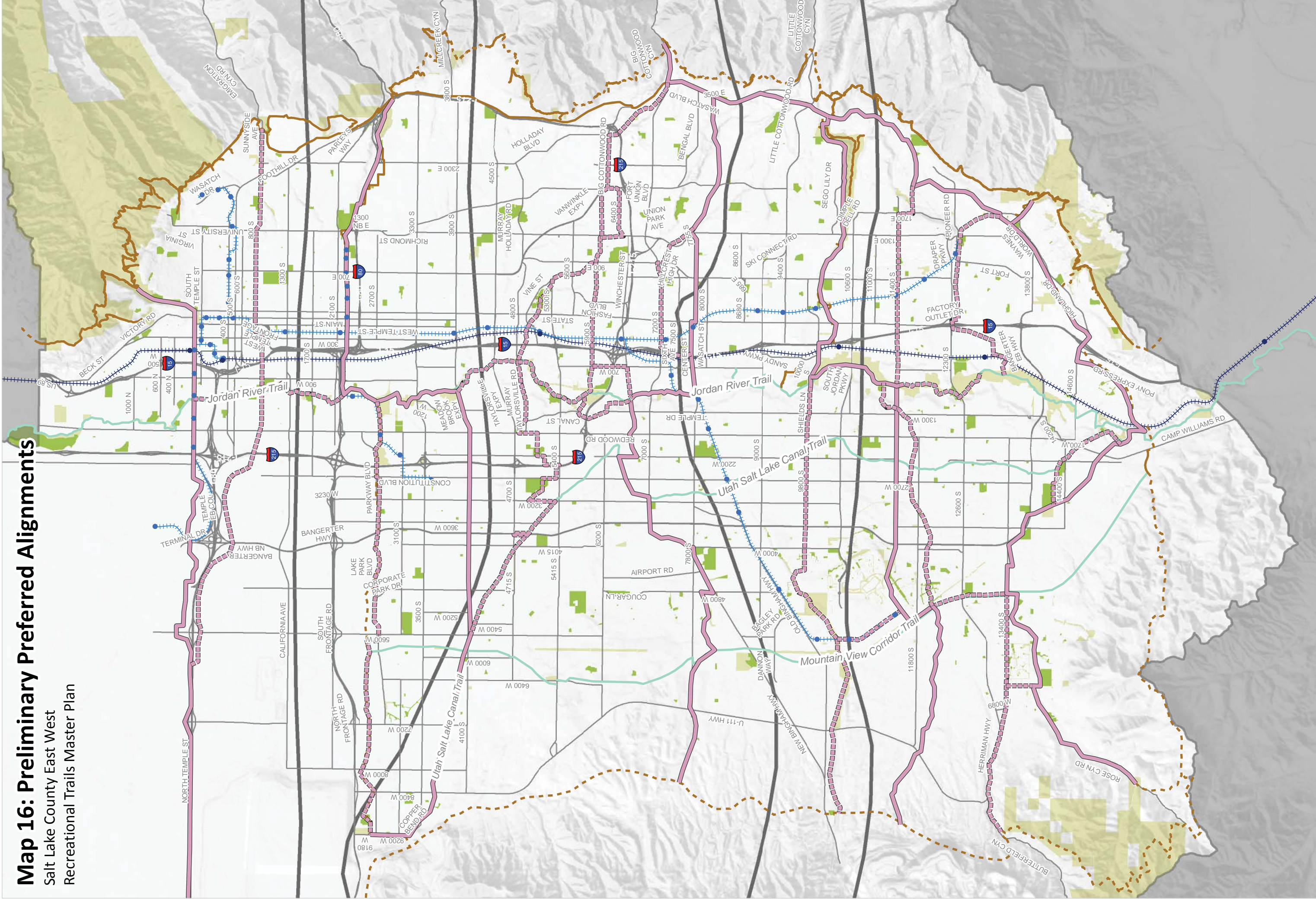
Scoring - Corridor E					Preliminary Corridors	
53	43	35	28 - 29	21	11	Corridor D
48 - 49	42	34	27	20		Existing County Regional Trails
47	41	33	26	18 - 19		Proposed County Regional Trails
46	39 - 40	32	25	17		
45	37	31	23	15		
44	36	30	22	14		





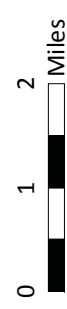
# Map 16: Preliminary Preferred Alignments

Salt Lake County East West  
Recreational Trails Master Plan



## Legend

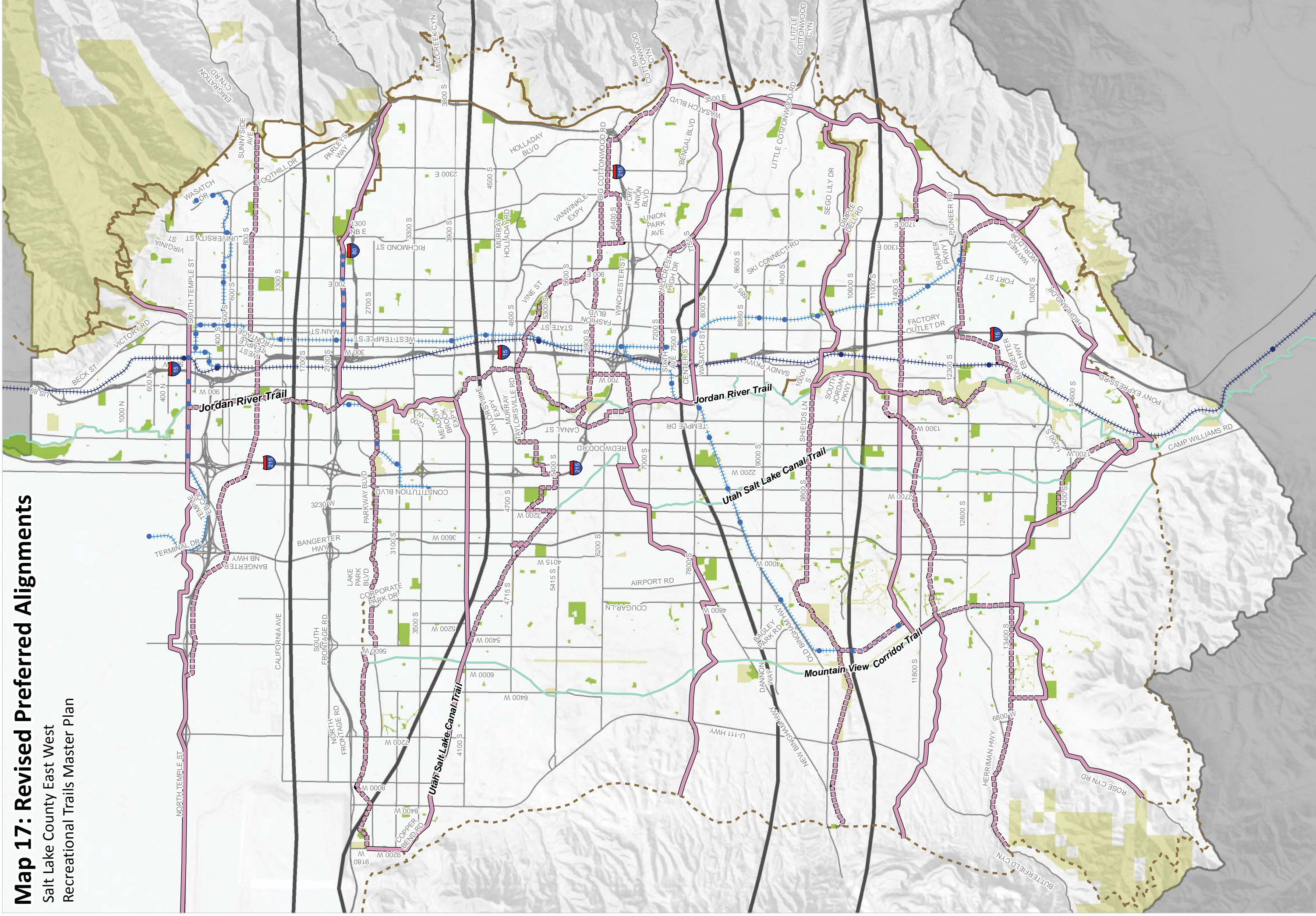
- Preferred Route
- Alternative Route
- Primary North-South County Regional Trails
- Existing County Regional Trails
- Proposed County Regional Trails
- Parks
- Open Space
- Light Rail Route
- Commuter Rail Route
- Light Rail Stations
- Commuter Rail Stations
- Corridor Divisions





# Map 17: Revised Preferred Alignments

Salt Lake County East West  
Recreational Trails Master Plan



### Legend

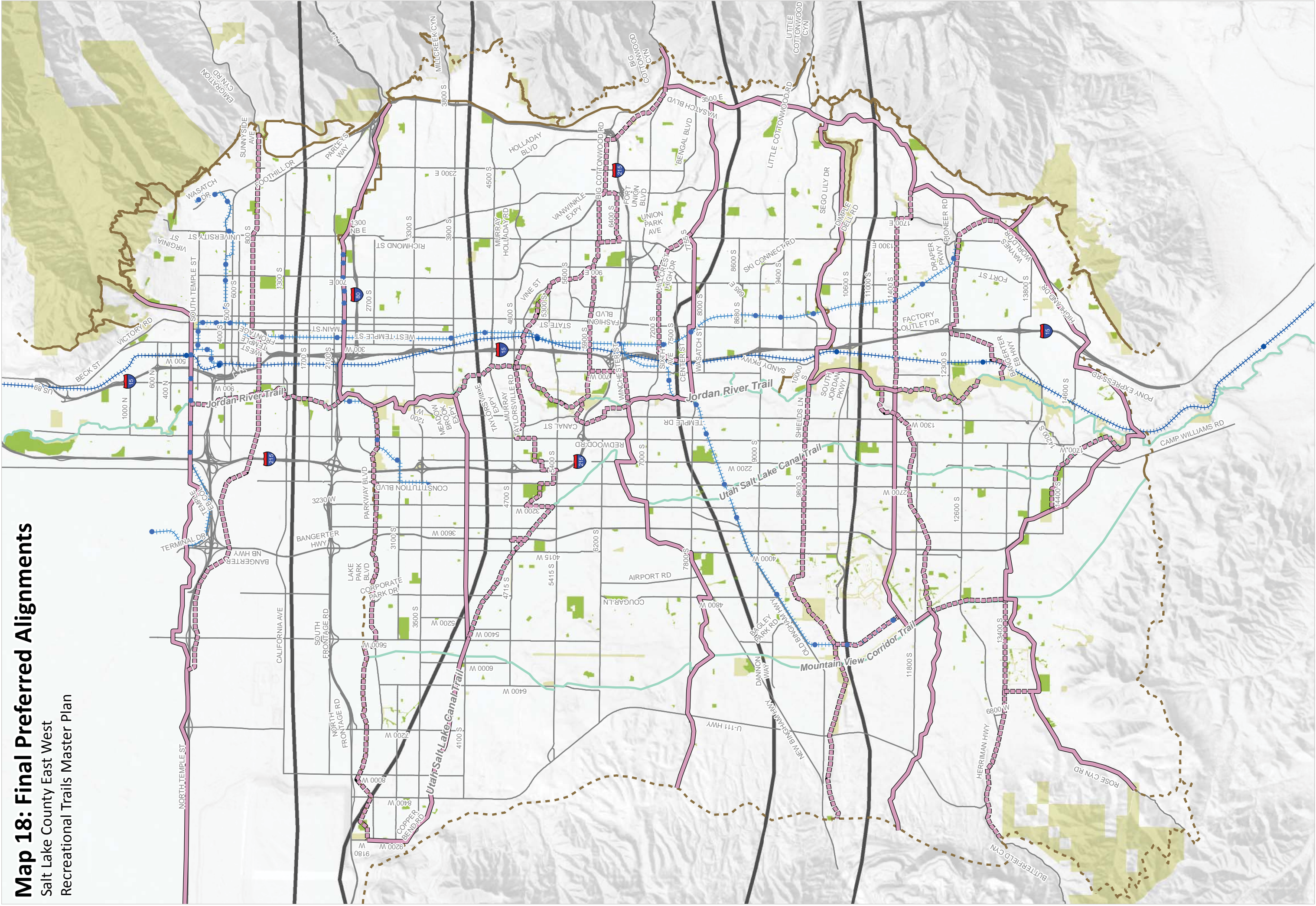
- Preferred Route
- Alternative Route
- Primary North-South County Regional Trails
- Existing County Regional Trails
- Proposed County Regional Trails
- Corridor Divisions
- Parks
- Open Space
- Light Rail Route
- Commuter Rail Route
- Light Rail Stations
- Commuter Rail Stations





# Map 18: Final Preferred Alignments

Salt Lake County East West  
Recreational Trails Master Plan



**Legend**

- Preferred Route
- Alternative Route
- Primary North-South County Regional Trails
- Existing County Regional Trails
- Proposed County Regional Trails
- Parks
- Open Space
- Light Rail Route
- Commuter Rail Route
- Light Rail Stations
- Commuter Rail Stations
- Corridor Divisions

0 1 2 Miles

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Transportation Planning

March 2015



Table 8: Corridor A - Preferred Northern Alignment Scoring Matrix

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	
A. City Creek Canyon - Emigration Canyon - Great Salt Lake																
A-2	11.2	0	0	0	0.0	1	0	2	8.0	0	4	2	0	0.0	15	F M
A-3	0.3	4	0	1	4.0	2	0	0	0.0	0	4	3	3	6.0	23	A
A-4	0.6	4	0	1	4.0	2	0	0	0.0	0	4	4	3	6.0	24	
A-5	0.2	0	0	0	0.0	1	0	0	0.0	0	4	3	3	6.0	14	M
A-6	1.3	2	2	0	0.0	2	1	0	0.0	0	4	4	3	6.0	21	
A-7	1.6	4	0	4	16.0	1	2	0	0.0	0	4	4	4	8.0	39	
A-8	0.2	2	4	0	0.0	2	2	0	0.0	0	4	4	3	6.0	24	
A-9	1.0	4	0	4	16.0	1	2	0	0.0	0	4	4	4	8.0	39	
A-10	0.1	0	2	0	0.0	1	2	0	0.0	0	4	4	3	6.0	19	
A-11	0.5	0	2	0	0.0	1	3	2	8.0	0	4	3	3	6.0	27	F
A-12	3.2	4	0	1	4.0	2	4	4	16.0	3	4	1	1	2.0	40	L S H T M A
A-13	0.3	2	0	1	4.0	0	3	3	12.0	2	4	3	3	6.0	36	L H M
A-14	0.1	2	2	1	4.0	1	1	2	8.0	0	4	4	3	6.0	32	
A-15	1.1	2	2	3	12.0	1	1	4	16.0	0	4	3	4	8.0	49	T

CODES FOR KEY DESTINATIONS  
 L= Library, S= School, H= Regional Shopping  
 R= Recreation Center, E= Senior Center

---

CODES FOR PHYSICAL CONSTRAINTS  
 M= Major Street Crossing, A= Railroad Crossing  
 T= Steep Slope, F= Directly Adjacent to Freeway

Table 9: Corridor A - Preferred Southern Alignment Scoring Matrix

Criteria															Notes		
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	CODES FOR KEY DESTINATIONS L= Library, S= School, H= Regional Shopping R= Recreation Center, E= Senior Center <hr/> CODES FOR PHYSICAL CONSTRAINTS M= Major Street Crossing, A= Railroad Crossing T= Steep Slope, F= Directly Adjacent to Freeway	
<b>A. City Creek Canyon - Emigration Canyon - Great Salt Lake</b>																	
A-24	0.7	4	2	1	4.0	3	4	1	4.0	0	4	2	2	4.0	31	A M	
A-25	2.0	4	0	1	4.0	2	3	2	8.0	3	4	2	1	2.0	32	E S H M A	
A-26	2.7	4	2	1	4.0	2	2	4	16.0	1	4	2	1	2.0	39	S M T	



Table 10: Corridor A - Alternative Alignment Scoring Matrix

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	CODES FOR KEY DESTINATIONS L= Library, S= School, H= Regional Shopping R= Recreation Center, E= Senior Center <hr/> CODES FOR PHYSICAL CONSTRAINTS M= Major Street Crossing, A= Railroad Crossing T= Steep Slope, F= Directly Adjacent to Freeway
<b>A. City Creek Canyon - Emigration Canyon - Great Salt Lake</b>																
A-16	4.7	0	0	0	0.0	0	1	3	12.0	0	3	4	3	6.0	26	(1/4 private and 3/4 public-utility mix)
A-19	0.1	2	0	1	4.0	0	2	0	0.0	0	2	3	4	8.0	21	A
A-20	0.1	2	0	1	4.0	1	1	0	0.0	0	4	4	2	4.0	20	
A-21	0.4	2	0	1	4.0	0	1	0	0.0	0	2	3	4	8.0	20	A (wide, unpaved path)
A-22	0.8	0	2	0	0.0	0	0	1	4.0	0	2	3	4	8.0	19	M
A-23	1.5	4	2	3	12.0	1	3	3	12.0	2	4	3	2	4.0	47	S E M

Table 11: Corridor B - Preferred Alignment Scoring Matrix

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks or Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	
<p>CODES FOR KEY DESTINATIONS                      L= Library, S= School, H= Regional Shopping                      R= Recreation Center, E= Senior Center</p> <p>CODES FOR PHYSICAL CONSTRAINTS                      M= Major Street Crossing, A= Railroad Crossing                      T= Steep Slope, F= Directly Adjacent to Freeway</p>																
<b>B. Parley's Canyon - Midvalley - Decker Lake - Magna</b>																
B-1	4.5	0	0	0	0.0	0	0	3	12.0	1	0	4	4	8.0	25	L (mostly canal but privately owned)
B-3	0.3	2	2	2	8.0	0	0	0	0.0	0	4	4	3	6.0	26	S
B-5	1.7	4	2	3	12.0	1	0	1	4.0	1	4	4	1	2.0	34	S
B-6	2.1	2	4	1	4.0	0	4	4	16.0	0	4	3	3	6.0	43	M (middle third is unpaved canal trail)
B-7	0.9	2	4	3	12.0	1	4	2	8.0	1	4	3	4	8.0	47	S M
B-8	0.9	2	4	3	12.0	1	4	4	16.0	1	4	4	4	8.0	56	S
B-9	0.3	0	4	0	0.0	0	4	2	8.0	0	2	3	1	2.0	23	M
B-10	1.0	0	0	0	0.0	0	3	2	8.0	0	2	2	1	2.0	17	M T (need to verify possible "under construction")
B-11	0.3	2	2	1	4.0	0	3	0	0.0	0	2	3	4	8.0	24	M
B-12	1.7	4	2	3	12.0	1	4	3	12.0	2	2	3	4	8.0	50	L R M (construction "complete" on website)



Table 12: Corridor B - Alternative Alignment Scoring Matrix

Criteria															Notes		
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks or Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	CODES FOR KEY DESTINATIONS L= Library, S= School, H= Regional Shopping R= Recreation Center, E= Senior Center <hr/> CODES FOR PHYSICAL CONSTRAINTS M= Major Street Crossing, A= Railroad Crossing T= Steep Slope, F= Directly Adjacent to Freeway	
<b>B. Parley's Canyon - Midvalley - Decker Lake - Magna</b>																	
B-20	2.6	2	2	1	4.0	0	0	3	12.0	3	4	3	1	2.0	32	L S E M	
B-21	3.0	2	2	1	4.0	1	1	4	16.0	2	4	3	1	2.0	37	S E M	

Table 13: Corridor C - Preferred Northern Alignment Scoring Matrix

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	CODES FOR KEY DESTINATIONS Library, S= School, H= Regional Shopping R= Recreation Center, E= Senior Center  CODES FOR PHYSICAL CONSTRAINTS Street Crossing, A= Railroad Crossing Directly Adjacent to Freeway  L= M= Major T= Steep Slope, F=
		A	B	C	C x	D	E	F	F x	G	H	I	J	J x		
<b>C. Big Cottonwood Canyon - Murray - Taylorsville - West Jordan - Magna</b>																
C-1	0.3	0	0	0	0.0	0	0	4	16.0	2	4	4	4	8.0	34	L E
C-2	0.9	0	0	0	0.0	0	0	3	12.0	1	4	4	2	4.0	25	E
C-3	1.7	2	2	1	4.0	0	0	3	12.0	1	2	3	4	8.0	34	S M (unpaved, graded, >10 ft. wide, no tres. Signs)
C-4	3.2	2	0	1	4.0	0	0	3	12.0	1	2	3	4	8.0	32	S M (unpaved, graded, >10 ft. wide)
C-5	4.2	2	0	1	4.0	0	0	4	16.0	1	2	3	4	8.0	36	S M (unpaved, graded, >10 ft. wide, no tres. Signs)
C-6	5.2	2	2	1	4.0	0	1	4	16.0	3	4	3	2	4.0	39	R S E M (jogs on/off various road types)
C-7	1.0	0	4	0	0.0	0	1	3	12.0	0	0	3	4	8.0	28	A (private creek)
C-8	0.9	2	0	3	12.0	1	2	2	8.0	2	4	3	4	8.0	42	R S M (State St. crossing needs light or under/over pass)
C-10	1.4	2	0	1	4.0	0	1	3	12.0	1	4	4	2	4.0	32	S
C-11	1.2	2	0	1	4.0	0	0	2	8.0	0	4	3	3	6.0	27	M
C-12	0.2	2	2	1	4.0	1	0	2	8.0	1	4	3	2	4.0	29	S M
C-13	1.3	2	2	1	4.0	1	0	1	4.0	0	4	4	4	8.0	29	(1/2 barricaded off, old road/pedestrian & bike only)
C-14	0.3	4	0	4	16.0	1	0	3	12.0	0	4	3	4	8.0	48	T
C-15	0.1	0	2	0	0.0	1	0	1	4.0	0	4	3	4	8.0	22	T
C-16	0.7	2	0	0	0.0	2	0	1	4.0	0	4	3	1	2.0	17	M
C-17	0.3	0	0	0	0.0	1	0	1	4.0	0	4	2	1	2.0	13	M T
C-18	2.3	0	0	0	0.0	0	0	0	0.0	0	4	3	1	2.0	9	T
C-71	1.1	2	2	1	4.0	0	1	2	8.0	2	4	3	1	2.0	28	R S M



Table 14: Corridor C - Preferred Southern Alignment Scoring Matrix

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	<p>CODES FOR KEY DESTINATIONS</p> <p>L= Library, S= School, H= Regional Shopping</p> <p>R= Recreation Center, E= Senior Center</p> <hr/> <p>CODES FOR PHYSICAL CONSTRAINTS</p> <p>M= Major Street Crossing, A= Railroad Crossing</p> <p>T= Steep Slope, F= Directly Adjacent to Freeway</p>
		A	B	C	C x	D	E	F	F x	G	H	I	J	J x		
<b>C. Big Cottonwood Canyon - Murray - Taylorsville - West Jordan - Magna</b>																
C-33	0.9	0	2	0	0.0	0	0	2	8.0	1	2	2	4	8.0	23	S M T
C-34	0.6	0	4	0	0.0	0	0	4	16.0	1	0	3	4	8.0	32	S M
C-35	1.5	2	0	3	12.0	1	0	4	16.0	1	4	4	4	8.0	48	S
C-36	1.0	2	4	1	4.0	0	0	4	16.0	0	4	3	1	2.0	35	M
C-37	1.5	2	0	1	4.0	1	0	2	8.0	1	4	4	1	2.0	26	H (Jordan Landing - changed to walkway vs. multi use)
C-38	0.5	2	4	1	4.0	0	0	2	8.0	1	2	3	2	4.0	28	S M (half unpaved canal)
C-39	0.3	2	0	1	4.0	0	0	2	8.0	0	2	4	4	8.0	28	(unpaved, graded, >10 ft. wide, no tres. Signs)
C-41	0.2	2	4	1	4.0	0	0	1	4.0	0	4	4	3	6.0	28	
C-42	0.5	4	0	1	4.0	2	0	2	8.0	0	4	4	3	6.0	32	
C-43	0.5	0	2	0	0.0	0	0	2	8.0	0	4	3	4	8.0	25	M
C-45	0.3	2	0	1	4.0	0	0	2	8.0	0	4	3	4	8.0	29	M
C-47	1.4	2	2	1	4.0	0	0	3	12.0	0	4	4	2	4.0	32	

Table 15: Corridor C - Alternative Alignment 1 Scoring Matrix

Criteria														Notes		
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	CODES FOR KEY DESTINATIONS L= Library, S= School, H= Regional Shopping R= Recreation Center, E= Senior Center <hr/> CODES FOR PHYSICAL CONSTRAINTS M= Major Street Crossing, A= Railroad Crossing T= Steep Slope, F= Directly Adjacent to Freeway
		A	B	C	C x	D	E	F	F x	G	H	I	J	J x		
<b>C. Big Cottonwood Canyon - Murray - Taylorsville - West Jordan - Magna</b>																
C-72	1.3	2	0	1	4.0	0	0	1	4.0	2	4	3	2	4.0	23	LSM



Table 16: Corridor C - Alternative Alignment 2 Scoring Matrix

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	
<b>C. Big Cottonwood Canyon - Murray - Taylorsville - West Jordan - Magna</b>																
C-31	0.9	2	0	1	4.0	0	1	2	8.0	2	4	3	2	4.0	28	S H M
C-48	1.4	2	2	1	4.0	0	4	4	16.0	0	4	2	2	4.0	38	A T
C-54	0.7	0	0	0	0.0	0	4	3	12.0	1	2	4	2	4.0	27	S

CODES FOR KEY DESTINATIONS  
 L= Library, S= School, H= Regional Shopping  
 R= Recreation Center, E= Senior Center

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CODES FOR PHYSICAL CONSTRAINTS  
 M= Major Street Crossing, A= Railroad Crossing  
 T= Steep Slope, F= Directly Adjacent to Freeway

Table 17: Corridor C - Alternative Alignment 3 Scoring Matrix

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	
<p>CODES FOR KEY DESTINATIONS                      L= Library, S= School, H= Regional Shopping                      R= Recreation Center, E= Senior Center</p> <hr/> <p>CODES FOR PHYSICAL CONSTRAINTS                      M= Major Street Crossing, A= Railroad Crossing                      T= Steep Slope, F= Directly Adjacent to Freeway</p>																
<b>C. Big Cottonwood Canyon - Murray - Taylorsville - West Jordan - Magna</b>																
C-30	1.7	2	0	1	4.0	0	1	4	16.0	1	4	3	3	6.0	37	SA
C-73	0.7	2	0	1	4.0	0	2	2	8.0	1	4	4	2	4.0	29	S



Table 18: Corridor D - Preferred Alignment Scoring Matrix

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	CODES FOR KEY DESTINATIONS L= Library, S= School, H= Regional Shopping R= Recreation Center, E= Senior Center  CODES FOR PHYSICAL CONSTRAINTS M= Major Street Crossing, A= Railroad Crossing T= Steep Slope, F= Directly Adjacent to Freeway
<b>D. Little Cottonwood Canyon - Sandy - South Jordan - West Jordan - Copperton</b>																
D-4	0.9	0	0	0	0.0	0	0	2	8.0	0	2	4	4	8.0	22	
D-5	1.4	0	0	0	0.0	0	0	2	8.0	0	0	4	4	8.0	20	
D-6	1.0	0	2	0	0.0	0	4	2	8.0	0	0	3	4	8.0	25	M (half dirt road/half dry creek)
D-9	0.3	0	0	0	0.0	0	3	3	12.0	0	2	4	4	8.0	29	(half park/half private)
D-11	0.4	0	0	0	0.0	0	2	4	16.0	0	4	4	4	8.0	34	
D-29	1.4	4	2	3	12.0	1	2	4	16.0	1	4	3	3	6.0	51	S M
D-30	2.5	4	0	1	4.0	2	0	3	12.0	1	4	3	2	4.0	34	S M
D-31	1.4	2	2	1	4.0	0	3	3	12.0	0	4	2	2	4.0	33	T M
D-56	0.3	2	2	1	4.0	0	3	2	8.0	0	4	2	2	4.0	29	A M
D-57	0.1	2	0	3	12.0	1	3	2	8.0	0	4	3	2	4.0	37	M
D-58	0.4	2	4	1	4.0	0	3	2	8.0	0	4	4	2	4.0	33	
D-59	0.3	4	0	3	12.0	1	3	2	8.0	1	4	4	3	6.0	43	H
D-60	0.7	2	2	1	4.0	0	2	3	12.0	1	4	2	3	6.0	35	H A M
D-61	0.9	4	4	3	12.0	1	3	3	12.0	1	4	4	4	8.0	53	H
D-63	0.2	0	4	0	0.0	0	2	4	16.0	0	4	3	4	8.0	37	T
D-64	3.0	0	4	0	0.0	0	1	3	12.0	1	4	3	4	8.0	33	S T
D-65	1.0	2	4	1	4.0	0	0	4	16.0	0	4	3	4	8.0	41	T
D-66	0.1	0	2	0	0.0	0	0	2	8.0	0	4	3	3	6.0	23	T
D-67	0.2	0	2	0	0.0	0	0	2	8.0	0	0	2	4	8.0	20	T M (dry creek below bells canyon trail)

Table 19: Corridor D - Alternative Alignment Scoring Matrix

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	
<p>CODES FOR KEY DESTINATIONS                      L= Library, S= School, H= Regional Shopping                      R= Recreation Center, E= Senior Center</p> <hr/> <p>CODES FOR PHYSICAL CONSTRAINTS                      M= Major Street Crossing, A= Railroad Crossing                      T= Steep Slope, F= Directly Adjacent to Freeway</p>																
<b>D. Little Cottonwood Canyon - Sandy - South Jordan - West Jordan - Copperton</b>																
D-12	0.5	2	0	1	4.0	0	2	4	16.0	1	4	4	4	8.0	41	S
D-13	0.2	2	0	2	8.0	0	2	4	16.0	1	4	4	4	8.0	45	S
D-14	0.6	0	0	0	0.0	0	2	4	16.0	1	4	3	4	8.0	34	L M
D-15	0.3	4	0	2	8.0	2	2	3	12.0	1	4	3	1	2.0	38	L M
D-16	1.9	2	0	1	4.0	0	4	2	8.0	1	3	4	3	6.0	32	L (1/3 canal and 2/3 road)
D-17	0.1	4	0	1	4.0	2	3	2	8.0	0	4	4	3	6.0	35	
D-18	1.1	0	0	0	0.0	0	4	2	8.0	2	1	3	4	8.0	26	L R M (3/4 private and 1/4 wide unpaved path)
D-19	0.5	0	2	0	0.0	0	3	1	4.0	0	2	4	4	8.0	23	(half road)



Table 20: Corridor E - Preferred Northern Alignment Scoring Matrix

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	CODES FOR KEY DESTINATIONS L= Library, S= School, H= Regional Shopping R= Recreation Center, E= Senior Center <hr/> CODES FOR PHYSICAL CONSTRAINTS M= Major Street Crossing, A= Railroad Crossing T= Steep Slope, F= Directly Adjacent to Freeway
E. Little Cottonwood Canyon - Draper - Riverton - Herriman - Rose Canyon																
E-10	0.7	4	2	2	8.0	0	0	2	8.0	0	4	3	1	2.0	31	M
E-11	3.1	0	2	0	0.0	0	0	4	16.0	0	4	3	3	6.0	31	T
E-12	0.4	2	2	3	12.0	2	0	3	12.0	0	4	4	3	6.0	44	
E-14	0.6	2	4	1	4.0	0	0	3	12.0	0	4	4	3	6.0	36	
E-15	0.2	0	0	3	12.0	1	0	4	16.0	0	4	3	4	8.0	44	T
E-16	0.4	0	4	0	0.0	0	0	4	16.0	1	2	2	4	8.0	33	S T M
E-17	1.9	2	2	3	12.0	0	0	2	8.0	1	4	3	4	8.0	40	S T
E-19	0.5	0	0	0	0.0	0	0	2	8.0	2	0	4	4	8.0	22	S H
E-46	1.0	2	2	1	4.0	0	0	2	8.0	1	4	4	2	4.0	29	S
E-47	0.2	2	2	2	8.0	0	0	2	8.0	0	4	4	2	4.0	32	
E-48	0.9	2	4	2	8.0	0	0	2	8.0	0	4	4	2	4.0	34	
E-49	0.1	0	2	0	0.0	0	0	1	4.0	0	4	4	2	4.0	18	
E-50	1.2	4	4	1	4.0	2	0	2	8.0	0	4	4	2	4.0	34	
E-56	2.4	0	2	0	0.0	0	0	4	16.0	0	0	2	4	8.0	28	R T
E-57	0.3	0	0	0	0.0	1	0	0	0.0	0	4	4	1	2.0	11	
E-58	0.4	0	2	0	0.0	0	0	1	4.0	0	4	2	1	2.0	14	F T
E-59	3.1	4	4	3	12.0	1	0	4	16.0	2	4	3	4	8.0	54	R S M
E-60	0.3	4	4	3	12.0	1	0	2	8.0	0	4	4	4	8.0	45	(PRT- close to avg. 10' wide)
E-76	0.5	2	2	1	4.0	0	0	2	8.0	0	4	4	3	6.0	30	
E-77	0.3	2	0	3	12.0	1	0	1	4.0	0	4	4	3	6.0	33	
E-78	0.7	2	4	1	4.0	0	0	2	8.0	0	4	4	2	4.0	30	

Table 20: Corridor E - Preferred Northern Alignment Scoring Matrix (cont'd)

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	
E. Little Cottonwood Canyon - Draper - Riverton - Herriman - Rose Canyon																
E-79	0.4	2	2	2	8.0	0	0	2	8.0	0	4	3	2	4.0	31	T
E-80	0.4	2	4	1	4.0	0	0	3	12.0	0	4	4	2	4.0	34	
E-81	0.1	2	4	2	8.0	1	0	3	12.0	0	4	4	4	8.0	43	
E-86	0.8	4	4	3	12.0	1	0	2	8.0	0	4	4	4	8.0	45	
E-87	0.9	0	0	0	0.0	0	0	2	8.0	2	2	3	3	6.0	21	H S M
E-89	0.6	2	0	1	4.0	0	0	4	16.0	0	2	3	4	8.0	35	M
E-90	0.8	2	0	1	4.0	0	0	4	16.0	0	2	4	4	8.0	36	
E-91	1.3	2	2	1	4.0	0	0	3	12.0	0	2	3	4	8.0	33	M



Table 21: Corridor E - Preferred Southern Alignment Scoring Matrix

Criteria															Notes		
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	CODES FOR KEY DESTINATIONS L= Library, S= School, H= Regional Shopping R= Recreation Center, E= Senior Center <hr/> CODES FOR PHYSICAL CONSTRAINTS M= Major Street Crossing, A= Railroad Crossing T= Steep Slope, F= Directly Adjacent to Freeway	
<b>E. Little Cottonwood Canyon - Draper - Riverton - Herriman - Rose Canyon</b>																	
E-1	5.5	0	2	0	0.0	0	0	3	12.0	1	0	2	4	8.0	25	S T M	
E-5	1.7	4	2	2	8.0	2	1	3	12.0	0	4	4	1	2.0	39		

Table 22: Corridor E - Alternative Alignment 1 Scoring Matrix

Criteria														Notes		
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	CODES FOR KEY DESTINATIONS L= Library, S= School, H= Regional Shopping R= Recreation Center, E= Senior Center <hr/> CODES FOR PHYSICAL CONSTRAINTS M= Major Street Crossing, A= Railroad Crossing T= Steep Slope, F= Directly Adjacent to Freeway
<b>E. Little Cottonwood Canyon - Draper - Riverton - Herriman - Rose Canyon</b>																
E-28	0.3	0	0	0	0.0	0	2	3	12.0	0	4	4	4	8.0	30	
E-29	0.1	0	0	0	0.0	0	2	3	12.0	0	0	3	3	6.0	23	A
E-30	0.5	0	0	0	0.0	0	2	3	12.0	0	0	4	4	8.0	26	
E-31	1.0	0	2	0	0.0	0	1	2	8.0	1	4	1	0	0.0	17	S M F T
E-32	0.7	2	0	0	0.0	0	0	2	8.0	1	4	4	3	6.0	25	S
E-33	0.9	0	4	0	0.0	0	1	2	8.0	1	2	4	4	8.0	28	S
E-34	0.5	2	2	3	12.0	1	2	2	8.0	1	4	4	4	8.0	44	S
E-35	0.4	2	4	3	12.0	1	3	2	8.0	3	4	4	4	8.0	49	L E S
E-62	0.7	4	4	3	12.0	1	1	2	8.0	0	4	4	4	8.0	46	(PRT- close to avg. 10' wide)
E-63	0.3	4	4	3	12.0	1	2	2	8.0	0	4	4	4	8.0	47	(PRT- close to avg. 10' wide)
E-64	0.2	0	2	0	0.0	0	3	2	8.0	1	2	3	4	8.0	27	E R



Table 23: Corridor E - Alternative Alignment 2 Scoring Matrix

Criteria															Notes	
Trail Segment	Mileage	A Cost Per Mile/ Implementation	B Connects or Extends Trails in the Existing Trail System	C Existing Pedestrian Facilities	C x 4	D Existing Bicycle Facilities	E Connects to Transit	F Connections to Parks and Open Space	F x 4	G Connections to Key Destinations	H Ease of Acquisition	I Physical Constraints	J On or directly adjacent to Major and Minor Roads	J x 2	TOTAL SCORE	
E. Little Cottonwood Canyon - Draper - Riverton - Herriman - Rose Canyon																
E-104	3.3	0	4	0	0.0	0	1	3	12.0	1	3	3	4	8.0	32	S M (2/3 public land)
E-105	2.4	0	4	0	0.0	0	0	4	16.0	0	0	3	4	8.0	31	M

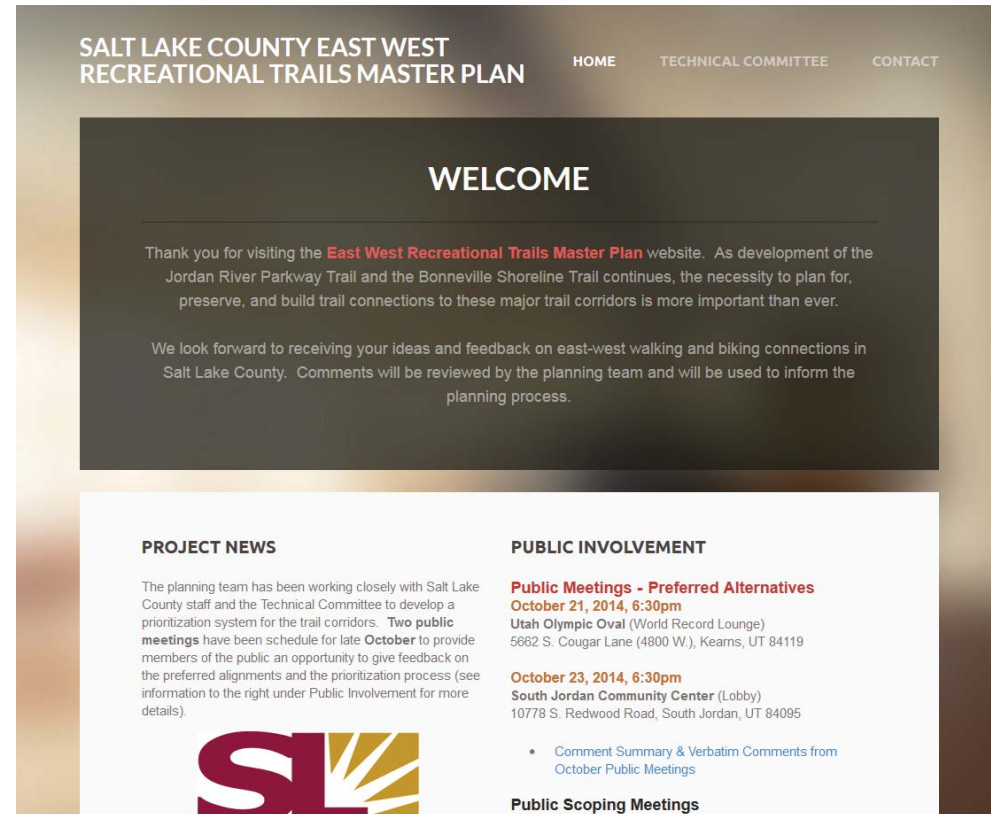
CODES FOR KEY DESTINATIONS  
 L= Library, S= School, H= Regional Shopping  
 R= Recreation Center, E= Senior Center

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CODES FOR PHYSICAL CONSTRAINTS  
 M= Major Street Crossing, A= Railroad Crossing  
 T= Steep Slope, F= Directly Adjacent to Freeway

# Appendix B - Public Involvement

Public Involvement was an important part of the planning process for the *East West Recreational Trails Master Plan*, and multiple avenues were used to provide the public with opportunities to gather information and provide comment on the project. The project website, a stand-alone website under the domain [www.slcoEastWestTrails.org](http://www.slcoEastWestTrails.org) was established early in the planning process to serve as a clearinghouse for project information and mapping, to notify the public about project meetings, and to serve as a central point for submitting comments on the project throughout the planning process.



Project website screenshot

Members of the public were able to submit comments directly through the website using the comment form and the comment tool. A project facebook page and project email address, [slcoEastWestTrails@ldi-ut.com](mailto:slcoEastWestTrails@ldi-ut.com), was established for direct communication with the project team specific to this project and was listed on the project website and meeting materials, along with the County project manager and planning team's contact information.

## PUBLIC MEETINGS

The majority of public comment was gathered through a series of public meetings held at two different points in the planning process. Two scoping meetings were held in June:

June 11, 2014 from 6 to 8pm  
Sandy City Hall, Multipurpose Room  
10000 Centennial Pkwy, Sandy, UT 84070

and

June 18, 2014 from 6 to 8pm  
Salt Lake County Government Center,  
Council Chambers, North Building  
2001 South State Street N1100, Salt Lake City, Utah 84114.

Two public meetings were then held in October following the development of preferred alternatives:

October 21, 2014, 6:30pm  
Utah Olympic Oval (World Record Lounge)  
5662 S. Cougar Lane (4800 W.), Kearns, UT 84119

October 23, 2014, 6:30pm  
South Jordan Community Center (Lobby)  
10778 S. Redwood Road, South Jordan, UT 84095.

## PUBLIC COMMENT

Comments from the public meetings, along with comments posted to the website and received through the comment form or via email were collected and summarized, and are included below.

### June Scoping Meetings

Sandy City Hall & Salt Lake Government Center

## SUMMARY OF PUBLIC COMMENT

- The majority of people responding to the questionnaire/comment form are frequent trail users that use County trails daily or weekly.
- Connectivity was the biggest barrier impacting trail use, with safety as the other main issue noted.
- The top factors that should be used to prioritize trail development are connecting gaps in the existing trail system, the quality of the trail experience (traffic, access to nature, etc.) and connections to transit.
- The top trails used by respondents included the Jordan River Trail, Bonneville Shoreline Trails, Parleys, Daybreak, and City Creek.
- Websites and printed maps are the top resources for trail users to gather information about trails, and the most important

information for people to gather about trails are the connections to other trails, access/trailhead information, and amenities.

- Interest in the five preliminary corridors was fairly evenly distributed, as was the interest in different trail types (such as separated, paved multi-purpose alignments, natural surface, and striped and/or signed bike lanes).
- The top requests for trail improvements included connecting gaps, linking neighborhoods with the trail system, and increasing trail miles.
- Many suggestions were provided for alternative/safer alignments for some of the preliminary corridors; dangerous crossings were noted; and suggestions for the overall system such as separating all trails from roadways, making all crossings at major roadways either under or overpasses, and locating trails to less-busy roads were included.

## MEETING NOTES (VERBATIM BY CORRIDOR & CATEGORY)

### PRELIMINARY CORRIDOR #1: CITY CREEK – GREAT SALT LAKE MAP

#### Corridor Preferences and Alternatives

- The best alignment would be Sunnyside Ave on the eastern half but then the trail should connect to the northern corridor on the canal running from 900 South (just west of I-215) to North Temple. The corridor should continue on this northern alignment because the trail seems better when there are things to look at.
- 800 South seems like a much better option over North Temple St. because it is more centrally located and is less crowded from all the slow traffic, tight parking and large buildings etc. It would be great to have larger shoulders/bike lanes on 800 South for biking etc.

#### Trail Barriers/Issues

- Most east bound cyclists avoid merging to North Temple Street where I-215 crosses it because it feels less safe with the oblique angle and the overpass shadow can make it harder to see cyclists. Most cyclists turn left and join North Temple at 2200 west which is just west of the overpass. In the short term, it would be good to have a radar setup there if there is not one yet.
- Would the northern most trail heading NW be a seasonal trail because it goes into the great salt lake? If it is not that would be a better corridor because I-80 is so very loud.

#### Other Trail Connections

- There is a need for the Legacy Parkway trail to connect to the MVH.
- The MVC and Legacy Highway should connect.



### **Miscellaneous**

- If SLC has the budget to improve 800 South/Sunnyside Ave, will that affect the county's choice of alignment/corridor options?
- Could the market handle improving/creating both alignments on the east side?
- South Temple Ave (City Creek to the University) should be recognized as a trail marketed.
- What does the term "multi" on the legend for the exist/proposed purple trail mean? And does "lane" mean bike lane?
- The northern part of the Mountain View Corridor (MVC) has both existing and proposed sections.
- 500 West between 600 North and Beck St (the proposed trail going to North Gateway Park) gets a lot of tanker trucks, this area will need special attention to be made safe for trail use.

### **PRELIMINARY CORRIDOR #2: DECKER – MIDVALLEY**

#### **Corridor Preferences and Alternatives**

- The best corridor would consist of the southern option on the east side (3900 South) with a connection somewhere near the JRP to the northern option on the west side. The Meadowbrook Expy is nice after Bangarter Hwy with all the lakes and fields etc.
- 3900 South is a great option because of the existing I-15 overpass.
- The new Parley's Trail is right next to I-80 which is very loud so it would be nice to also have 3900 South as a more quiet option.
- 2700 South is an important connector on the east side.
- Please do a street "diet"/lane reduction on 3900 south and install separated bike lanes traveling east/west from Wasatch Blvd to the JRP.

#### **Trail Barriers/Issues**

- The Meadowbrook Expy west of State St is a great corridor/alignment idea. But from State St to 1100 east it is too tight and then east of Highland Drive, 3900 South is too steep to work for average bikers. It may be good to zigzag the hill climb on the yellow dashed/proposed "alignment" that is just north of 3900 South between Highland Dr and 2000 East.

#### **Other Trail Connections**

- The Mountain View Corridor (MVC) and Legacy Highway should connect.
- 3100 South should extend/connect to the JRP.

### **Miscellaneous**

- It would be good to note where the steep streets are on the proposed corridors and whether they are realistic if they are above 15% grade.

- The proposed UCATS solid bright-yellow line work is the strongest element on the individual corridor maps which is confusing when trying to look at the main E/W trails.

### **PRELIMINARY CORRIDOR #3: COTTONWOOD – MAGNA**

#### **Corridor Preferences and Alternatives**

- The best option for a corridor in this area would be the northern section on the east side and then the middle section on 5900 south that runs from 1250 East to connect to the Utah & Salt Lake Canal Trail. The section just south of 5900 south that runs by Fashion Place Mall would be bad because of all the congestion and safety issues there.
- The middle section should consist of the 5900 south section because it is nice and calm. Whereas the option south of this where Fashion Place Mall is located, is annoying.
- 5300 south from State St to Murray Blvd would be a good alignment but would need a rail crossing.
- A good alternative alignment would continue due west from 5900 South where it would stay equidistant between 5400 South and 6200 South until it links with Lodestone Park/6400 West.
- A possible alternate alignment (from east to west) could start from the Big Cottonwood River trail and then it would go under I-215 at Old Mill Bike Path to 6200 to 2300 East to E Fardown Ave to Highland Dr to S Charleston Ln to the canal where there could be a signal or tunnel going under Van-Winkle Expy along the canal. The E/W corridor would then head north on Fontaine Bleu Dr to Deauville Ave where a necessary link (land acquisition) to Waterbury Dr/Cir would need to happen. Waterbury would end up on 5600 south heading west to Vine St and then to Murray Central Light Rail Station (see map).
- Another trail section from east to west could fork from the intersection of South Union Ave and Union Park Ave running north along the canal where it would go over I-215 at 700 east and continue on the open space north and parallel to I-215. It would then link through the middle of Fashion Place Mall, cross State St and continue on W Creek Dr to 300 West. There would need to be several property acquisitions for this section to be feasible.
- The I-215 overpass over I-15 should be widened.
- A good corridor alternative to Ft Union Blvd would run just south of it along 7500 South/Greenwood Ave from Union Park Ave to Holden St.
- West Vine St is a good option.
- The Fort Union Blvd/South Union Ave corridor section should be moved to either 7500 South or 7800 South where it would connect to the Bingham Junction light rail station in order to reconnect the local community through I-15.

- Winchester St from 1300 West to State St: Existing right-of-way widths vary but this section could be signed as a shared roadway (bike alignment) or possibly striped with bike lanes.
- Winchester St from State St to 900 East: Winchester St from State to 300 East is a seven lane full access roadway with little to no shoulder width. Based on traffic, lane configuration and limited right-of-way widths, this does not seem feasible.
- 6600 South from 900 East to Union Park Avenue: The section of roadway is quite wide and does have shoulders that could accommodate bike lanes. However, this road does have a freeway interchange at Union Park and is very congested.
- 6400 South from 1300 East to Highland Drive: Existing right-of-way widths vary on this road with narrow sections near 1500 East and from 1700 East to about 1950 East. With improvements, this road could function as a signed shared roadway (bike alignment) but is too narrow for painted bike lanes.
- 5900 South from 700 West to 900 East: The east section of 5900 South is currently under construction and the west section will be reconstructed in 2015. As part of these construction projects, the road will be striped with a new shoulder line and will be signed as a shared roadway (bike alignment). Due to the existing width, bike lanes cannot be installed without elimination of on-street parking.
- Vine Street from 900 East to 1300 East: This section of roadway will be reconstructed and widened in approximately 5 years. Bike lanes will be included as part of the project.
- Vine Street from 1300 East to Van Winkle: This section of roadway will be reconstructed and widened in approximately 10 years. Bike lanes will be included as part of the project. In the short term, this section could be striped with bike lanes from 1300 East to 1500 East and signed as a shared roadway from 1500 East to Van Winkle. We also prefer this segment of Vine Street over 6400 South because of the master planned width and future improvements.
- Vine Street from Murray Central TRAX Station to 900 East: This section of Vine Street works well for bike lanes and may be striped for bike lanes in the next year or two.
- Little Cottonwood Creek Trail from Murray Park to 900 East: This area is fully developed with private property and subdivisions extending to the center of the Creek. Because of this, implementation of a trail will be difficult.
- 1300 East from Vine Street to I-215: The existing pavement width on 1300 East will not accommodate bike lanes. An additional 8 feet of widening and power line relocations will be needed for bike lanes.
- A possible link (with gaps that would need attention) would head from the proposed UCATS path/ W Vine St to Germania Ave across the JRP to Jerusalem Dr to Marinwood Ave and then head north along the canal.

### **Trail Barriers/Issues**

- The northern proposed corridor from Redwood Rd to the canal has too many turns where people would get lost, annoyed and/or not use it.
- Fort Union Blvd has too many busy areas to be a pleasant corridor and if TRAX ends up along it, then it will be even more congested/busy. The intersection of it and Wasatch Blvd is extremely dangerous.
- The proposed corridor section that runs adjacent to I-215 to 5400 south seems like it would be very loud and unpleasant.
- The proposed canal crossing on Bangerter Hwy north of Southridge Park would need special attention to be safe enough.
- Center St in Midvale between Holden St and State St is not very well lit and is dangerous.
- It is quite hard to get safely from the river at Murray City Park to the recreation center.
- Crossing state on the river trail from Murray City Park to the hospital/Costco area is very dangerous, there should be a signal, overpass/bridge or tunnel for safety.
- The most difficult place to ride East west is definitely crossing I-15. If you can identify places to cross where there is not an on ramp and light traffic. The road by Fashion Place Mall is a good example.

### **Other Trail Connections**

- The “grand loop” would be great if Wasatch Blvd connected to 11400 South which then connected to the MVC which then connected to North Temple or 800 South. 5600 West would be a west-side N/S link and the east-side N/S link was not labeled.

### **Miscellaneous**

- The new “Z connector” section of the BST which is southwest of Neffs Canyon and north of the Mt. Olympus trail should show as existing on the map and not proposed.
- In general, of the five corridors, this one is the lamest right now, so it would be the best one to improve first. The others are okay or will be with PRATT done.
- The continuous little/big cottonwood alignment is very different.
- Holladay Blvd should be shown as having an existing bike path along it running all the way up to 4500 South which would connect the three proposed UCATS alignments.
- Winchester Ave both west and east of Fashion Place is nice. It would be nice to go around the mall somehow?
- The Utah & Salt Lake Canal Trail should be shown as a proposed connecting trail between about 6500 south and 11800 South.
- There is a missing proposed Murray city bike alignment that is new. It forks from Holladay Blvd to Wander Lane and runs along the canal to Butternut Park (see map).

- There is a future city park that will be where the Cotton Bottom restaurant is now. The Murray/Holladay area is missing several parks and senior centers on the map.
- 700 West just south of Winchester St should have a wider shoulder on the east side.
- The path along 7000 South to the west of 700 West should connect to the JRP.
- The 4800 West jog on 5415 South is very dangerous.
- The main SLCC campus should have a trail heading NW along the canal that runs into Meadowbrook Expy.
- The section on 4700 South between 3200 West and 4015 West is cycle track protected.

### **PRELIMINARY CORRIDOR #4: SANDY – JORDAN – COPPERTON**

#### **Corridor Preferences and Alternatives**

- 10600 South to the west of the JRP is a good riding alignment.
- The southern corridor option (Dimple Dell to 9800 South) is a good one but would be even better if there was a way to connect Centennial Pkwy with S Jordan Gateway.
- The 7800 South to the JRP section is a good option because there is no crossing to deal with.
- The northern corridor option where it runs along the canal to the west of the JRP should continue along the canal and not jog along the rail line. There is no access along this canal corridor option between where it crosses the proposed North Jordan Canal and Temple Dr/1300 West so it should jog to the road just south of 8050 south there.
- The 9000 South corridor section should be moved to 9400 South but the I-15 crossing should be avoided if possible. This alternate alignment would then continue due west through Creekside Park and along the canal west of the JRP until it hits Temple Dr/1300 West.
- The northeast connection of corridor #4 to #3 on Wasatch Blvd should be moved to Danish Rd which is already a popular, (nice and quiet) cycle alignment.

#### **Trail Barriers/Issues**

- The adjacent intersections on 10000 South with both the Jordan Gateway and the I-15 overpass are quite dangerous. 10000 South to the west of this area is too narrow/has no shoulder.
- Little Cottonwood Rd has a section east of Highland Dr that is wicked steep.
- The Bacchus Hwy/ Hwy 111 corridor crossing and linking will need special attention because of how fast, narrow and dangerous this road is.
- The corridor option along 9400 South just to the west of 1300 East is very steep.
- The 10000 South and I-15 crossing is narrow/dangerous.

- 10600 South between 1300 East and 700 East is narrow and has no shoulder.

### **Other Trail Connections**

- The Utah & Salt Lake Canal Trail should be shown as a proposed connecting trail between about 6500 south and 11800 South.
- The section of the BST to the southeast of Dimple Dell Rd that is shown as proposed is now existing.
- The gap in the JRP that is north of 9000 South that is shown on the map is now existing.

### **Miscellaneous**

- The JRP section between Creekside Park and 9000 South (on the west side of the river), that is shown as existing, is proposed. The proposed trail just to the west of this trail is unsafe.
- The trail in Dimple Dell Canyon is slightly north of where it is shown and cuts the southeast corner further in.
- The proposed trail section of on the New Bingham Hwy between 5600 West and 9000 South should be removed because the road is gone.
- The trail shown as proposed which is on 9000 South between 5600 West and 4800 West is now existing.
- The Mountain View Corridor (MVC) north of the Old Bingham Hwy should be open to cyclists because it is very dangerous riding on the sidewalk when there are slower pedestrians to pass etc.
- A mid-section of the East Jordan Canal south of 9400 South and west of the light rail may get re-aligned (see map).
- Check Sandy City’s 30 year plan for info on Monroe St/ 9000 South CRSC (see map). There is a new proposed UDOT path to connect 10600 and 10000 South on Monroe St.
- The underpass marked proposed on the map at the Porter Rockwell rail trail and 10200 South is already in but it is buried (check exact location).
- Build it! ...soon! One improvement that I feel would be beneficial for both transit users and trail users would be a pedestrian bridge crossing Union Pacific and I-15 connecting the South Jordan Frontrunner Station to the South Towne Center.



## **PRELIMINARY CORRIDOR #5: DRAPER - HERRIMAN**

### **Corridor Preferences and Alternatives**

- A good alternative running southwest from 11400 South would be to take the S Jordan Canal Trail (between Redwood Rd and 2700 West) to Midas Creek going all the way to the MVC and beyond (as indicated).
- An alternative from the Draper Town Center light rail station heading west would be to take Pioneer St and then head south Minuteman Dr (to avoid 12300 South). There would then need to be a new I-15 crossing at Golden Harvest Rd or 200 West and then some property acquisition to get over to the Draper Frontrunner station.
- The northern corridor option (on 11400 South from State St to 1700 East) has a grant for a striped bike lane.
- A different or possible loop type of corridor in relation to the above option would be to head from the Draper Town Center light rail station on the shown/highlighted southern jog past the library to 950 east. But then take Carlquist Dr which could either connect to the Golden Harvest Rd listed above or could head south on 150 East to the suggested canal. The I-15 crossing would be better at the canal and not jogging over to the dangerous Bangerter exit.
- Riding along Bingham Creek would be nice.
- 11400 South has a good JRP crossing.
- 11400 South from Daybreak to 700 East is already really good as is.
- There is a proposed trail that should be shown that is just west of the proposed underpass that is south of the Draper Frontrunner station. This trail would make a much better link than the shown jog that heads north on Frontrunner Blvd to W eBay Way and then down the JRP to the same point that this trail would go to.
- The proposed corridor (listed above) on W eBay Way is too steep but there is an existing trail continuing along Frontrunner Blvd to the north of it which could loop back down at Vista Station Blvd and then to the JRP.
- The best corridor for this area heading east would start on Butterfield Creek and then jog to Midas Creek and then it would head southeast on the Welby Jacobs Canal which parallels the south part of the MVC. This awesome trail would then end up heading northeast on Wasatch Blvd. The Wasatch Blvd section would be better if it could continue northeast from 2000 East/ Pioneer Rd up to Hidden Brook Blvd to avoid the busy shops and steep hill on 1300 East.
- The trail system that is shown going up 11400 South should go up 11400 to Redwood Road then jog over to 11800 South. The 11800 South road is a much less traveled road and would make a much better location for the trail system. The traffic on 11400 South is terrible from 2700 W to 4000 W. It is especially bad just east of Bangerter Highway at the District Shopping Area. 11800 South also

has an underpass that goes under Bangerter Highway. 11800 South would also allow a person to connect to the Utah & Salt Lake Canal Trail.

- Rather than the trail going all the way down 11400 South, it would be MUCH safer to have it go from 11400 S, along Redwood Rd to 11800 S, and continue down 11800 S. to the Mountain View Corridor. 11400 S. is scary enough in a car (especially at The District,) walking, biking, etc would be life-threatening! Also, make the trails go OVER or UNDER any major intersections or streets!!!

### **Trail Barriers/Issues**

- The Bacchus Hwy/ Hwy 111 corridor crossings and linkage will need special attention because of how fast, narrow and dangerous this road is.
- 11400 South just to the east of the JRP is steep but other than that, it is a good corridor option.

### **Other Trail Connections**

- The BST to the east of Corner Canyon is actually all connected now and existing.
- The Utah & Salt Lake Canal Trail should be shown as a proposed connecting trail between about 6500 south and 11800 South.
- There are some existing section of the BST to the south of MVC/ Camp Williams.

### **Miscellaneous**

- The farthest south BST existing section that is just east of Wasatch Blvd is blocked due to an issue with JVWCD watershed etc.
- Does the trail just north of 11400 South and west of the JRP on Park Palisade Dr really exist?
- The BST to the west of Rose Canyon/Herriman area is shown properly on one map but not on another, it should be the more western alignment.

### **Public Questionnaire**

A printed questionnaire was distributed at the June public scoping meetings, and was also placed on the project website. The questionnaire was not statistically valid, but was used as another tool for gathering further public comment. The responses are provided below.

### **PUBLIC SURVEY COMMENTS (RESPONSES BEYOND THE MULTIPLE CHOICE ANSWERS):**

#### **WHAT BARRIERS PREVENT YOU FROM USING TRAILS OR IMPACT YOUR FREQUENCY OF TRAIL USE?**

- Trail stops and gaps
- Safety concerns; excessive exposure to busy roads and inattentive drivers

- Roper rail yard (650 West and 2200 South/Davis Ave), E Murray Holladay Rd-van Winkle-4800 S
- Safety issues
- Not enough separate road bike lanes
- The bike riding is too slow on the JRP
- Low cost transit connecting to trails

#### **WHAT INFORMATION IS MOST IMPORTANT TO YOU TO GATHER ABOUT A TRAIL BEFORE YOU USE IT?**

- How safe is the trail? Are people using it? Is it in a remote place? Do you have to cross busy roads? (for example Bangerter Highway, Redwood Road, State Street, 700 East, 1300 East)
- I want to know if it will take me where I want to go and how beautiful a trail it is.
- On-road paths vs off-road paths
- How safe is the trail
- Difficulty level
- Amount of traffic in order to know fast you can ride

#### **WHAT IMPROVEMENTS SHOULD BE MADE TO THE TRAILS SYSTEM?**

- Bike and pedestrian lanes separate from roads
- The first focus should be on overall connectivity and making the system user-friendly for all types of users
- Bike pumps!
- Trails should go over or under major intersections/roads

#### **ARE THERE ANY MAJOR CONNECTIONS OR ALIGNMENTS WE HAVE MISSED?**

- Old Bingham Highway from 4000 west to 7800 south
- There is a huge gap on the east side between 3900 South and 6200 South.
- Murray-Holladay Road (and then 4800 South) is the most important connection to the JRP through I-15.
- 4500 South has a better shoulder and is a better connector on the east side that most other options, and works well west of I-15.
- Vine St. is an important connector between Highland Dr and 1300 East.
- Seego Lily Drive is an important east west connector.
- Roper rail yard (650 West and 2200 South/Davis Ave) and Van Winkle
- Cross valley at around 6000 south
- Access to drinking water could help guide some parts of new corridors.

#### **OTHER COMMENTS?**

- I hope to see SL County replicate Boulder County (CO) in creating a system that is user-friendly for all types of users, that provides

real commuting options for adults and school kids, and has safe & accessible recreation trails off of major roads. Thanks for reading!

- I suggest no more bridges like the one leading to the cultural center north of 3500 South be built. The boards run parallel to the path of travel and tend to grab tires. It was built more for form than function, and that should not happen on the trails.
- Thanks. I commute by bike every day. This is very important to me.
- Use of existing rail grades and canal roads. Some pathways (paved or dirt) could be used for emergency vehicle access!
- Trail system should be addressed by local planners w/ new development and reconstruction of infrastructure. New subdivisions should not infringe on existing trailheads whether formally established or not.
- UTA doesn't work and the drivers are overly aggressive in traffic, and insanely careless around cyclists. Cycling infrastructure should be considered separately from UTA, and we should be protected from their careless aggressive drivers.
- We love riding our bikes together as a family, especially on the Daybreak trail system that goes all the way around the Oquirrh Lake. There are no cars that you have to worry about and it is a beautiful trail system. The signed bike lanes that are on the streets are not safe. All trails and bike lanes should be elevated and separated from traffic. The trails should be wide enough so that a double stroller and a bicyclist can pass each other with plenty of room. The trails should be paved. One side of the road could be turned into a trail with the other side left as a side walk. All trail crossings with major roads (Redwood, Bangerter Highway, State Street 7th East, Mountain View Highway) should have either an overpass or an underpass. I think that it is wonderful that Salt Lake County is planning for such a large system of trails. Make the trails beautiful, safe, and inviting to ride on and more people would use them.
- Would like trails to be safe away from traffic. Would like to see trails that follow natural streams that flow from each canyon. It is nice to see a stream in Hidden Hollow with a nice path that goes under traffic and is away from cars. I would like to see bike and pedestrian paths that are along roadside but separated by elevation and vegetation i.e. trees bushes not just white lines. I would like to see wider sidewalks where multiply people can walk together. The new path at Hidden Hollow has put in wide sidewalks also.
- The I-215 overpasses at 700 west and 300 west need widening and paving.
- JRP needs better linkages to TRAX.
- Thanks!
- We need more bike lanes running east/west and connecting to the JRP.
- We live in Millcreek township. We are sick and tired of being passed

up for improvement projects by SLCO and local municipalities. The neighborhood does not have sidewalks, we have marginal street lighting, and people get hit by cars all the time and the Police don't care since they are hired by Unified Police and have no real neighborhood responsibility or accountability to our area.

- Give some improvements to our un-incorporated area! Turn 3900 South into a multi-modal corridor.
- Many important east west connectors are being overlooked to fill in large gaps. Some roads such as 3900 South that appear to be logical alignments have such poor infrastructure that other alternate alignments need to be considered as options for the immediate future.
- Please, please, please make the trails wide enough that two double-wide strollers can walk next to each other. Even more preferable, would be to allow 2 double-wide strollers and a bike (passing), to fit.

Responses to the multiple choice sections of the survey are shown on the following pages.



**SALT LAKE COUNTY EAST WEST TRAILS MASTER PLAN SURVEY**

QUESTION	TOTALS	IF OTHER, please explain/COMMENTS:	1ST CHOICE	2ND CHOICE	3RD CHOICE
<b>1. Do you or your family use trails in Salt Lake County?</b>					
		%			
Yes	31	97%			
No	1	3%			
<b>TOTAL</b>	<b>32</b>	<b>100%</b>			

**1a. If yes, how often?**

	TOTALS	IF OTHER, please explain/COMMENTS:
		%
Daily (4 or more times per week)	16	50%
Weekly	12	38%
Monthly	2	6%
Yearly	2	6%
<b>TOTAL</b>	<b>32</b>	<b>100%</b>

**2. What barriers prevent you from using trails or impact your frequency of trail use?**

	TOTALS	IF OTHER, please explain/COMMENTS:
		%
Connectivity Issues	20	48%
Other	8	19%
Missing Infrastructure	8	19%
Crossing Issues	5	12%
Maintenance Issues	1	2%
<b>TOTAL</b>	<b>42</b>	<b>100%</b>

Trail stops and gaps  
 Safety concerns; excessive exposure to busy roads and inattentive drivers  
 Roper rail yard (650 West and 2200 South/Davis Ave) , E Murray Holladay Rd-van  
 Winkle-4800 S  
 Safety issues  
 Separate from road bike lanes  
 The bike riding is too slow on the JRP  
 Low cost transit connecting to trails.  
 Safety. Your use of the word trail confuses me. I consider it separate from a road or protected from the cars. Many of these corridors are on the heaviest traveled streets.

**3. If trails in the County were more complete or connected, would you use them more often?**

Yes	32	100%
No	0	0%

**4. Please check the reasons why you use the trails. (please check all that apply).**

	TOTALS	IF OTHER, please explain/COMMENTS:
		%
Bicycle (recreation)	25	34%
Bicycle (commuting)	23	32%
Walking/Jogging/Hiking	21	29%
In-Line Skating/Skateboard	2	3%
Other	2	3%
<b>TOTAL</b>	<b>73</b>	<b>100%</b>

Running  
 Non-recreation and non-commuting bicycle

**5. What factors should be used to prioritize development of east-west trails? )Please list your top three choices.)**

	1ST CHOICE		2ND CHOICE		3RD CHOICE	
		%		%		%
Cost	0	0%	2	6%	1	3%
Connecting gaps in existing trail system	20	63%	7	23%	4	13%
Connections to transit	1	3%	8	26%	8	25%
Connections to key destinations	1	3%	6	19%	5	16%

SALT LAKE COUNTY EAST WEST TRAILS MASTER PLAN SURVEY								
QUESTION	TOTALS	IF OTHER, please explain/COMMENTS:	1ST CHOICE	2ND CHOICE	3RD CHOICE			
Feasibility (land ownership/ease of acquiring easements and/or rights-of-way)			2	6%	1	3%	5	16%
Location			2	6%	2	6%	2	6%
Quality of trail experience (traffic, access to nature, etc.)			6	19%	5	16%	7	22%
<b>TOTAL</b>			32	100%	31	100%	32	100%

**6. Which trails do you use most often in Salt Lake County?**

- Jordan River Parkway (16)
- Bonneville Shoreline Trail (12)
- Parleys (4)
- Daybreak (4)
- City Creek (2)
- SLC foothills
- Top of Millcreek Canyon
- Sugar House Park to Hidden Hollow
- Sunnyside
- Herriman Trails
- Canyon Trails
- Murray Street Bike Lanes
- Dimple Dell
- 10400 South (from 1300 West to 4500 West)
- Old Bingham Highway (7800 South to 1300 West)
- Murray Park
- Crosstown Trail
- Bike lanes for running north/south.
- Sugar House Streetcar Trail
- Legacy
- Mixed

**7. Which resources do you use to find detailed information about trails in Salt Lake County? (Please check all that apply.)**

		%	
Websites	22	44%	Google maps (3)
Printed maps	12	24%	Knowledge of the area
Other	6	12%	Maps at train/trax stations would be good.
Trail guides/books	5	10%	Utah and Davis counties both have comprehensive maps that we should model.
Mobile apps	5	10%	
<b>TOTAL</b>	50	100%	

**8. What information is most important to you to gather about a trail before you use it? (Please check all that apply.).**

		%	
Connections to other trails	26	38%	How safe is the trail? Are people using it? Is it in a remote place? Do you have to cross busy roads? (for example Bangater Highway, Redwood, State Street, 7th East, 13th East) I also want to know if it will take me where I want to go and also how beautiful a trail it is.
Access/trailhead information	11	16%	On-road paths vs off-road paths
Amenities (restrooms, parking, water, etc.)	11	16%	How safe is the trail



SALT LAKE COUNTY EAST WEST TRAILS MASTER PLAN SURVEY						
QUESTION	TOTALS		IF OTHER, please explain/COMMENTS:	1ST CHOICE	2ND CHOICE	3RD CHOICE
Elevation change	8	12%	I like difficult trails Amount of traffic, I ride fast.			
Level of Difficulty	8	12%				
Other	5	7%				
<b>TOTAL</b>	<b>69</b>	<b>100%</b>				

**9. Which of the proposed corridors are you most interested in?**

		%	
1 City Creek - Great Salt Lake	9	28%	
2 Decker - Midvalley	8	25%	
3 Cottonwood - Magna	5	16%	
4 Sandy - Jordan - Copperton	7	22%	
5 Draper - Herriman	3	9%	
<b>TOTAL</b>	<b>32</b>	<b>100%</b>	

**10. What types of trails do you use most often? (Please check all that apply.)**

		%	
Separated, paved multi-purpose routes	21	30%	There is a need for more separated bike lanes that all ages can use.
Natural surface, primitive unpaved - hiking, biking, etc.	19	27%	
Striped and/or signed bike lanes	15	21%	
On-street paved asphalt or concrete	15	21%	
Other	1	1%	
<b>TOTAL</b>	<b>71</b>	<b>100%</b>	

**11. What improvements should be made to the trails system? (Please pick up to three (3) choices.)**

		%	
Connecting gaps in existing trail system	28	21%	Bike and pedestrian lanes separate from roads Snow removal would be my 4th option but the first focus should be on overall connectivity and making the system user-friendly for all types of users
Linking neighborhoods with trail system	16	12%	
Increased trail miles	13	10%	Bike pumps! Trails should go over or under major intersections/roads.
Goathead management	11	8%	
Linking commercial and business areas to improve commuting	11	8%	
Connections to transit	10	8%	
Snow removal for winter use	10	8%	
Restrooms	7	5%	
Wayfinding signage	6	5%	
Bike maintenance stations	4	3%	
More Trailheads	4	3%	
Maintenance	4	3%	
Other	3	2%	
More parking	3	2%	
More lighting	2	2%	
Pet waste disposal stations	1	1%	
<b>TOTAL</b>	<b>133</b>	<b>100%</b>	

12. Are there any major connections or alignments we have missed?

No, Impressive maps - they look very extensive.  
 Not that I can see  
 Roper rail yard (650 West and 2200 South/Davis Ave) and VanWinkle  
 Cross valley at around 6000 south  
 Access to drinking water could help guide some parts of new corridor alignments.

The trail system that is shown going up 11400 South should go up 11400 to Redwood Road then jog over to 11800 South. The 11800 South road is a much less traveled road and would make a much better location for the trail system. The traffic on 11400 South is terrible from 2700W to 4000W. It is especially bad just east of Bangater Highway at the District Shopping Area. 11800 South also has an underpass that goes under Bangater Highway. 11800 South would also allow a person to connect to the Utah & Salt Lake Canal Trail.

Not at this time  
 Old Bingham Highway from 4000 west to 7800 south  
 Vine Street, Deauville Avenue  
 Please do a street "diet"/lane reduction on 3900 south and install separated bike lanes traveling east/west from Wasatch Blvd to the JRP.

2700 South is an important connector on the east side. Huge gap on the east side between 3900 South and 6200 South. Murray-Holladay Road is the most important connection to the Jordan Parkway through I-15. 4500 South has a better shoulder and is a better connector on the east side that most other options, and works well west of I-15. Vine St. is an important connector between Highland Dr and 1300 East. Sege Lily Dr. is an important east-west connector.

Rather than the trail going all the way down 11400 South, it would be MUCH safer to have it go from 11400 S, along Redwood Rd to 11800 S, and continue down 11800 S. to the Mountain View Corridor. 11400 S. is scary enough in a car (esp. at The District,) walking, biking, etc would be life-threatening! Also, make the trails go OVER or UNDER any major intersections or streets!!!

No (5)

13. Please indicate your gender

		%
Female	8	25%
Male	24	75%
<b>TOTAL</b>	<b>32</b>	<b>100%</b>

14. Please indicate your age:

		%
18-24 years	1	3%
25-34 years	8	25%
35-44 years	10	31%



**SALT LAKE COUNTY EAST WEST TRAILS MASTER PLAN SURVEY**

QUESTION	TOTALS	IF OTHER, please explain/COMMENTS:	1ST CHOICE	2ND CHOICE	3RD CHOICE
45-54 years	7	22%			
55-64 years	4	13%			
65 or older	2	6%			
<b>TOTAL</b>	<b>32</b>	<b>100%</b>			

**15. Do you own or rent?**

	TOTALS	%
Own	25	78%
Rent	7	22%
<b>TOTAL</b>	<b>32</b>	<b>100%</b>

**16. How many years have you lived in Salt Lake County?**

	TOTALS	%
1 to 5 years	2	6%
10 to 15 years	6	19%
16 to 20 years	6	19%
21 to 25 years	5	16%
26 to 30 years	2	6%
31 to 35 years	4	13%
36 to 40 years	3	9%
45 + years	4	13%
<b>TOTAL</b>	<b>32</b>	<b>100%</b>

**17. Please check the age categories for which you have children at home**

	TOTALS	%
0 to 5 years	8	20%
6 to 11 years	8	20%
12 to 17 years	5	13%
No children under 18 living at home	19	48%
<b>TOTAL</b>	<b>40</b>	<b>100%</b>

**18. How many people live in your home?**

	TOTALS	%
1	5	16%
2	13	41%
3	5	16%
4	3	9%
5	5	16%
7	1	3%
<b>TOTAL</b>	<b>32</b>	<b>100%</b>

**19. What zipcode do you live in?**

	TOTALS	%
84070	1	3%
84088	1	3%
84095	5	16%
84096	1	3%

SALT LAKE COUNTY EAST WEST TRAILS MASTER PLAN SURVEY				1ST CHOICE	2ND CHOICE	3RD CHOICE
QUESTION	TOTALS	IF OTHER, please explain/COMMENTS:				
84102	1	3%				
84103	3	9%				
84105	2	6%				
84106	1	3%				
84107	2	6%				
84108	2	6%				
84109	2	6%				
84111	1	3%				
84121	4	13%				
84123	2	6%				
84124	4	13%				
<b>TOTAL</b>	<b>32</b>	<b>100%</b>				

## 20. Other comments?

I live in the 84103 zip code now but spent most of my life in Murray & Midvale. I hope to see SL County replicate Boulder County (CO) in creating a system that is user-friendly for all types of users, that provides real commuting options for adults and schoolkids, and has safe & accessible recreation trails off of major roads. Thanks for reading!

I suggest no more bridges like the one leading to the cultural center north of 3500 South be built. The boards run parallel to the path of travel and tend to grab tires. It was built more for form than function, and that should not happen on the trails.

More trails! Thanks for the great work.  
none

Salt Lake County, Salt Lake City and the other communities in the valley should not be afraid to seek trail funding through general obligation bonds. They only need to look as far as Park City/Snyderville Basin for a trail system success story that was fueled by GOB . The expansive vision of East/West trails, i.e . a fully linked, world-class system that provides an alternative to help solve life-threatening air quality issues needs to happen NOW! Our leaders need to be strong and decisive, and quit cow-towing to conservative, radical fringe. I suggest that we join forces and float a \$200 million bond as a starting point; I have no doubt the voting public will easily support this.

Thanks. I commute by bike every day. This is very important to me.

This is my test for the survey.

Use of existing rail grades and canal roads. Some pathways (paved or dirt) could be used for emergency vehicle access!

Trail system should be addressed by local planners w/ new development and reconstruction of infrastructure. New subdivisions should not infringe on existing trailheads whether formally established or not

UTA doesn't work and the drivers are overly aggressive in traffic, and insanely careless around cyclists. Cycling infrastructure should be considered separately from UTA, and we should be protected from their careless aggressive drivers.



QUESTION	TOTALS	IF OTHER, please explain/COMMENTS:	1ST CHOICE	2ND CHOICE	3RD CHOICE
		<p>We love riding our bikes together as a family, especially on the Daybreak trail system that goes all the way around the Oquirrh Lake. There are no cars that you have to worry about and it is a beautiful trail system. The signed bike lanes that are on the streets are not safe. All trails and bike lanes should be elevated and separated from traffic. The trails should be wide enough so that a double stroller and a bicyclist can pass each other with plenty of room. The trails should be paved. One side of the road could be turned into a trail with the other side left as a side walk. All trail crossings with major roads (Redwood, Bangater Highway, State Street 7th East, Mountain View Highway)should have either an overpass or an underpass. I think that it is wonderful that Salt Lake County is planning for such a large system of trails. Make the trails beautiful, safe, and inviting to ride on and more people would use them.</p> <p>Would like trails to be safe away from traffic. Would like to see trails that follow natural streams that flow from each canyon. It is nice to see a stream in Hidden Hollow with a nice path that goes under traffic and is away from cars. I would like to see bike and pedestrian paths that are along roadside but separated by elevation and vegetation i.e. trees bushes not just white lines. I would like to see wider sidewalks where multiple people can walk together. The new path at Hidden Hollow has put in wide sidewalks also.</p> <p>The I-215 overpasses at 700 west and 300 west need widening and paving. JRP needs better linkages to TRAX.</p> <p>Thanks!</p> <p>We need more bike lanes running east/west and connecting to the JRP.</p> <p>We live in Millcreek township. We are sick and tired of being passed up for improvement projects by SLCO and local municipalities. The neighborhood does not have sidewalks, we have marginal street lighting, and people get hit by cars all the time and the Police don't care since they are hired by Unified Police and have no real neighborhood responsibility or accountability to our area. Give some improvements to our un-incorporated area! Turn 3900 South into a multi-modal corridor.</p> <p>Many important east-west connectors are being overlooked to fill in large gaps. Some roads such as 3900 South that appear to be logical routes have such poor infrastructure that other alternate roots need to be considered as options for the immediate future.</p> <p>Please, please, please make the trails wide enough that two double-wide strollers can walk next to each other. Even more preferable, would be to allow 2 double-wide strollers and a bike (passing), to fit.</p> <p>If all 5 of your maps had separated bike pathways that would be great, but you are using very very busy roads in many places. You either are going to have to spend a lot by raising the gas tax or take from the highway fund which I also favor. The plan is great but I fear it is a dream. I applaud the plan, now please fund it and make it safe.</p>			

We need safer bike lanes. We need to get away from painting lines on the road and calling it a bike lane. We need to start building bike lanes that are elevated that separate the bike lane from traffic.  
Thanks!

**October Preferred Alternative Review Meetings**

Olympic Oval & South Jordan Community Center

**SUMMARY OF PUBLIC COMMENT**

- Most of those who responded were in favor on completing the trail system as soon as possible, and were supportive of more safe bikeways and pedestrian trails for everyone.
- Safe connections came up as a major concern, especially the connections from the Bonneville Shoreline Trail to the Parley’s trail into Sugar House to the S Line and to the Central Pointe Station.
- Safe connections for pedestrians and transit users are important, such as connecting the South Jordan FrontRunner Station to the South Towne Center.
- One user wanted paved pathways along roadways and more primitive mountain bike trails, not more off-road paved trails (doesn’t want paved trails everywhere).
- The South end of the valley has fewer east west trails in place and should be the first focus of implementation efforts.
- Good wayfinding signs are key to help these alignments be successful, especially at junctions with the Jordan River Trail. Should include maps and approximate distances.
- Good destinations at the end of alignments are important.
- Mountain View Corridor is not a good trail system (too busy & feels dangerous). Need a separated trail in this area like Legacy Parkway.
- Using Jordan River Trail as spine is a good idea to help connectivity.
- Completing gaps in Jordan River Trail to south should be the priority, and then connections to the Bonneville Shoreline Trail.
- Trails need to be safe for all users. Need more regulation/signage to encourage cyclists to use trails more safely.
- Jordan River Trail needs more complete amenities such as shaded picnic tables, restrooms, access to water. Trail should also be wide enough to accommodate all users, and brush should be trimmed back to maintain safety. Mileage and location markers should be added, parking areas should be patrolled, and no advertising signs should be allowed (even community signs). Provide safe crossings of all major highways.
- Don’t pave a trail through Dimple Dell – use Segoe Lily Drive instead.
- Complete trail corridor through West Valley as soon as possible.

**VERBATIM COMMENTS:**

- Build it! ...soon! One improvement that I feel would be beneficial for both transit users and trail users would be a pedestrian bridge crossing Union Pacific and I-15 connecting the South Jordan FrontRunner Station to the South Towne Center.
- As many bike pathways that can be built the better! I’m very excited to have more safe bikeways for everyone!
- To clarify...what I read stated they are focusing on off road paved trails-What does that mean. If the proposal is to pave and call it off road I frankly do not support that. There is ample road on which to ride and connect the valley together without spending resources to create “OFFROAD PAVED” trails. I am in support of marking more road ways with bike lanes and creation of more Mountain Bike Trails (not paved). Going off the beaten path is not a right for all and paving a path for that is immoral its like putting a ski lift everywhere because some of us prefer to ride a lift to ski instead of using our own power to hike and access via our own human power. Off Road should not mean off the roadway. I do not want to see trail systems that I ride on my mountain bike picked clean of rocks and obstacles to smooth them out and make them easier to ride yet alone to be paved.
- First I want to thank you for your efforts in expanding the trail system in SL county. It is \*greatly\* appreciated! My feedback would be to suggest to focus on the southern half of the valley, where there are little to no east west alignments. Even though I spend the majority of my time in SLC proper, there are a number of established bike alignments which make commuting quite do-able. However, when I do travel south to Midvale, Sandy, etc. it is much harder to safely get around.
- Parley’s Trail goes down from the shoreline and comes back up and leaves you in a neighborhood with no signs and no clue as to how to get to the S line, central point or the Jordan River. Why build a tunnel when there is no way to get from the shoreline trail to the 1300 east tunnel? Why does the trail not continue down past the golf course, high school and come into sugarhouse. Now that would be really useful and qualify as a trail.
- Comments on East West trails master plan: City Creek and Emigration Canyon to Great Salt Lake looks great if well signed. Having the 800 or is it 900 south trail converge with city creek and continue west is a good idea. No idea what Brown Island is but

having a picnic spot at the end with a shelter and information about the lake would be nice at certain times of year, if it is an attractive spot from which to see the lake. Might not be worth it and better to go to the Marina and State Park along i-80 but assume it is worth if being in the plan. I can’t believe people would ride on the MVC. I tried it once and it is way too fast and dangerous not to mention noisy. There needs to be a separate pathway like the Legacy where people can bike/walk. This alignment would appeal more to bikers than pedestrians due to noise. Parley’s trail needs to be completed now. It leaves you in a parking lot in Sugarhouse and no idea how to safely get to the S line and continue west. The S line path has a dangerous curb just put in the middle of it at about 600 East and the two curbs should be removed. The trail ends at State and it must continue to Central point and on until the JRP as soon as possible. All this time and money and it still is not useful. I like the idea of the JRP being a spine and making safe connections to rail lines so families can come and ride sections knowing they can use transit easily back home or to a parked car. The parkway needs signs and arrows indicating the main path vs. the spurs in the neighborhoods. At the River Bend? Golf course where the JRP comes along by the clubhouse there is a small sign saying Dry Creek Trail. I have always wondered where it goes. Where the JRP has trail intersections they should be marked and a map posted so people know there they go rather than thinking it is just a spur to a street or neighborhood. I am saying all these east west trails where they cross the JRP spine should have a map and indicate what is ahead going east and west along with approximate mileage. High priority should be completion of the JRP all the way to Utah Lake. It is discouraging, dangerous and difficult to cut west to Redwood Road and then back at Camp Williams. What is holding this up? Then a good connection the BST on the east would be fantastic.

- With all of the obvious conflicts (and eventual litigations) between bicyclists and pedestrians (with or without dogs)the City needs to step up with laws, programs, and signage that helps to resolve these problems. This problem is especially evident on the Jordan R. Parkway, where cyclists have decided to use the parkway as a high-speed thoroughfare endangering everyone using such trails. As a result the trail has witnessed a reduction in pedestrians who fear for their wellbeing. First change might be the requirement for cyclists to at least notify people walking that they intend to “pass



on the left”, and the second change would be the installment of a required maximum bike speed limit on the trail (e.g. 10 mph). Because deaf and blind people should also be able to use the trail, one OR the other of these requirements would not be adequate - requiring both of these requirements to ensure safe passage of all users!

- Ideas for improved experience of Jordan River Parkway Trails: All new trails and improved trails should be of an adequate width to accommodate bikers, walkers and joggers. No advertising allowed on the trail system. None, no community signs, etc. Cut thorny bushes back from the trail. Provide adequate water receptacles. Provide benches along the trail. Place picnic tables in a place where they will be shaded. Plant trees by the tables not shaded. Adequate restroom facilities. Insure safety on the trail. May require pruning some bushes back from the trail. Patrol trail parking places to reduce car break-ins. Place some type of permanent mile marker on the trail, to eliminate others from putting their own numbers on the trail. Start at Great Salt Lake as zero. Place a mile marker every mile or half mile. Markers could be signs or just painted markers on the asphalt path. Put signage on each underpass to indicate where you are located. 39th South, 90th South, etc.
- Safe crossings of major highways.
- Corridor D – Do not put a paved path through Dimple Dell park. Dimple Dell is a beautiful open space area that already has a beautiful trail network. Placing a paved path in Dimple Dell is stepping backwards. Segoe Lily Drive that currently parallels Dimple Dell is already a popular cycling alignment because Segoe Lily has very wide bike lanes and continuous sidewalks. From Segoe Lily cyclists can reach the corner of 9800 South (Aka Little Cottonwood Canyon). There is very little traffic along this alignment and it’s a pretty ride as it passes Granite Park and some of the remaining horse pastures in the area. I say all of this being a cyclist that rides his bicycle 10+ hours per week.
- The cross-town trail thru West Valley needs to be built ASAP!! West Valley is dragging its feet. There is existing road construction. There is a massive amount of new construction in the Lake Park area. The trails need to be built before the area is built out.