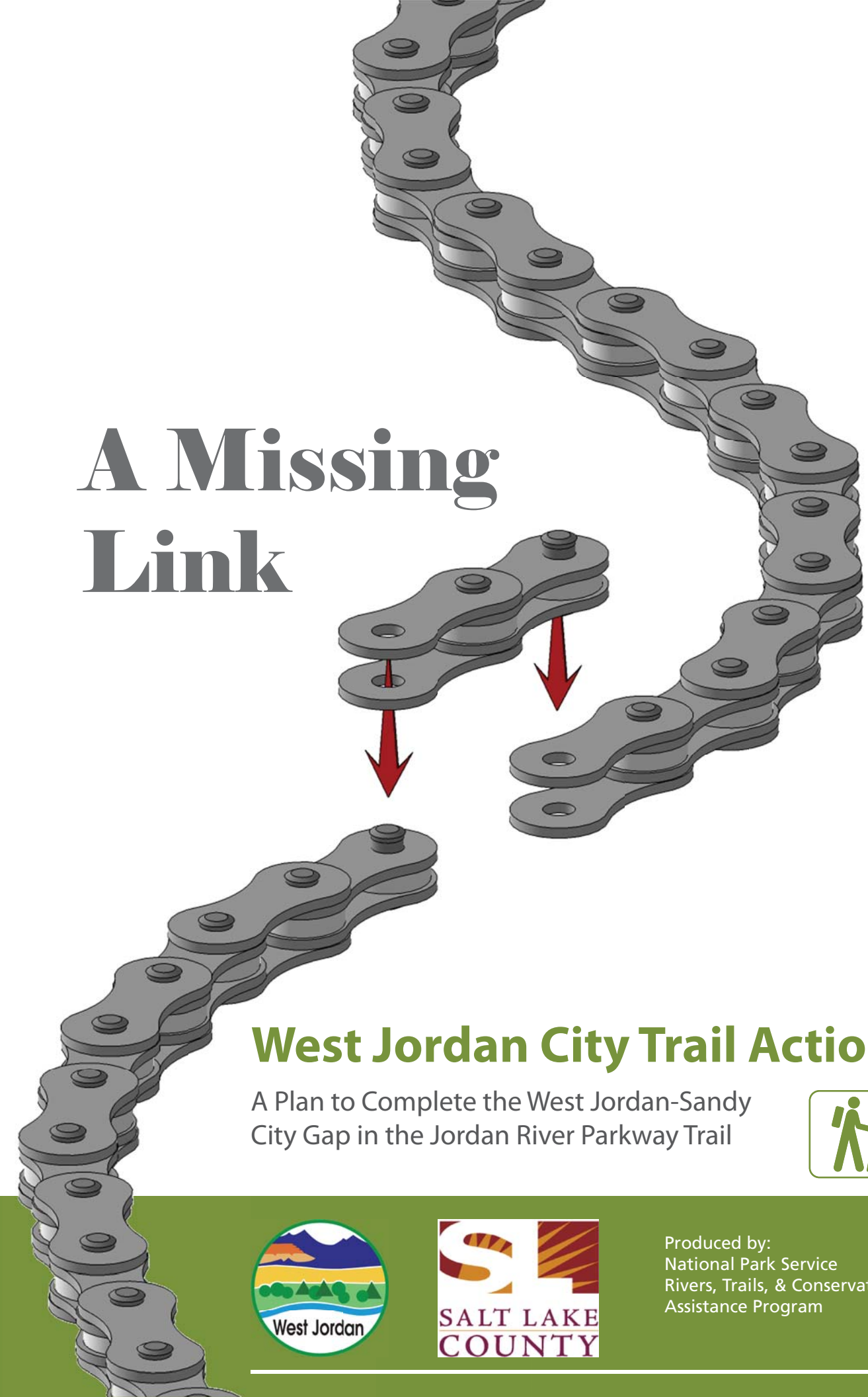

A Missing Link

2012

West Jordan City Trail Action Plan:

A Plan to Complete the West Jordan-Sandy City Gap in the Jordan River Parkway Trail

West Jordan

SALT LAKE COUNTY

Produced by:
National Park Service
Rivers, Trails, & Conservation Assistance Program

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Executive Summary

In August 2010 the National Park Service's – Rivers, Trails, and Conservation Assistance Program awarded the City of West Jordan technical assistance for two years to prepare an action plan for the area bounded by 7800 S. and 9000 S., and 700 W. and 1300 W. This area contained one of the four remaining gaps in the regional Jordan River Parkway Trail (JRPT) totaling 1.3 miles. West Jordan's goal was to complete this remaining section of the trail and ensure the numerous issues in the project area were addressed.

This plan both documents the work that has been done over the past two years, as well as documents the next steps needed to complete the project. The initial kickoff meeting on March 31, 2011 gathered a large group of stakeholders that expanded as the project progressed. The primary stakeholder list grew to include:

- City of West Jordan – major stakeholder and landowner
- Sandy City – major stakeholder and landowner
- Rocky Mountain Power (RMP) – major landowner, trail easements required through RMP property
- Salt Lake County – landowner and potential funding source, important partner in JRPT
- Jordan Valley Water Conservancy District (JVWCD) – adjacent landowner and potential future link to the trail
- North Jordan Irrigation Company – adjacent landowner, and location of a potential canal bridge for neighborhood trail connection
- U.S. Army Corps of Engineers – completed some planning for a large river re-meander and restoration project for the area
- U.S. Fish and Wildlife Service – major restoration partner and some funding
- Utah Reclamation, Mitigation, and Conservation Commission (URMCC) – major landholder, restoration partner
- Utah Transit Authority – potential trail connection to regional light rail transit
- Wasatch Front Regional Council – potential funding source for transit connection – CMAQ funds
- Utah Department of Transportation – partial funding for 9000 S. trail underpass

Throughout the initial planning process several alternative trail alignments were studied and evaluated. On December 14, 2011 the West Jordan City Council adopted the trail alignment shown in the map *West Jordan & Sandy Trail Connections to Jordan River Parkway* in Appendix V. This alignment utilizes a bridge crossing of the Jordan River on property owned by Salt Lake County. The trail then follows an easement needed from Rocky Mountain Power in combination with a license agreement from URMCC. The trail would then pass under 9000 S. and continue into Sandy City where it would connect to the existing trail west of the River Oaks Golf Course.

Because this project studied more than just the trail connection, several secondary trail spurs were also included in the planning process. Those include a connection to the Historic Gardner TRAX station, and a neighborhood connection via 8600 S. These trail spurs provide critical connections to transit (only one of two direct trail connections along the JRPT) and safe connections for neighborhood residents to access the trail.

This project is truly a collaborative effort among an enthusiastic group of partners. Immense progress has been made to date, refer to Appendix VI - *Prior Planning Timeline* and Appendix VII - *Implementation Timeline*. West Jordan City Council approved the trail alignment and $250,000 (March 23, 2011) for property acquisition, trail construction, or grant match funds. They are in the process of purchasing or obtaining easements or license agreements for the remainder of the trail. Currently funding sources have been preliminarily identified for: trail construction, underpass construction, and bridge purchase and installation. Remaining unfunded portions include: Neighborhood access to 8600 S, connection to the Historic Gardner TRAX station (CMAQ approved funds if they are authorized in 2017), and the connection to the JVWCD Conservation Garden Park.

In addition, West Jordan will look at opportunities in the future to re-engineer the existing trail underpass at 7800 S to remain functional during river flooding. This is important to maintain the continuous trail, provide safe access to the Historic Gardner TRAX station until the southern connection is completed, and to allow trail users to safely cross under 7800 S.

Table summarizing the funding for each segment

		Segment	Description	Total Funding Required	Funding Identified	Remaining Funding Needed
Primary Connection	JRPT Gap	Trail Construction for gap	Design and construction costs for approximately 1 mile of paved trail	$369,882	UT State Parks Request	$369,882
		Jordan River Bridge	Bridge from Midvale trail to new West Jordan Trail	$145,475	$15,000 – Rotary Club UT State Parks Request	$130,475
		9000 S Trail Underpass	Connection from West Jordan to Sandy	$1,440,000	$1.1M – Utah Senate S.B. 164 funding through UDOT	$340,000
		Trail Gap Land Acquisition	Earl Richardson Property	$55,000	$55,000- West Jordan City	$0
			Rocky Mtn. Power Easement	$86,500	$86,500 – West Jordan City	$86,500
Secondary Connections	Transit	Transit Connection	Trail south of 7800 S to Historic Gardner TRAX Station	$300,000	$300,000 – CMAQ funds available by 2017	$0
	Neighborhood Access	Neighborhood Connection trail construction	Design and construction costs for .1 mile of paved trail from main JRPT to 8600 S	$36,988	$0	$36,988
		Neighborhood Connection land acquisition	Land for trail construction for connection from 8600 S to main JRPT	$80,000	$80,000 – West Jordan City- pending City Council Approval	$0
		Canal Bridge	Design, construction, and installation for neighborhood connection	$45,129	$0	$45,129
			Total	$2,558,974	$1,550,000	$1,008,974

Acknowledgements

The *2012 West Jordan City Trail Action Plan* was developed as a collaborative community planning effort through the National Park Service, Rivers, Trails, and Conservation Assistance Program (RTCA) and West Jordan City.

In August 2010, the City of West Jordan applied to the National Park Service, RTCA program and received a competitive planning assistance award to help the City develop a strong and viable trail partnership and complete this action plan. The City re-applied for an extension of services in 2011 and it was awarded continued RTCA assistance.

RTCA is the community assistance arm of the National Park Service. With just 70 employees nationally, RTCA supports community-led natural resource conservation and outdoor recreation projects by providing technical assistance to communities so they can conserve rivers, preserve open spaces, and develop trails and greenways. RTCA became the lead agency for facilitating partnership meetings and the development of the *2012 West Jordan Trail Action Plan*. To this end, RTCA developed the document's outline and format along with being the principal agency to research, write, edit, create maps, and prepare graphics contained within the plan along with facilitating the public input process. RTCA employees that worked on this plan included, Marcy DeMillion, Ken Richley, and Cameron Bodine.

The City of West Jordan is the fourth largest city in the State and is located along the Wasatch Front in the heart of Salt Lake Valley. The City participated in the creation of the plan through its citizens, staff, council, and mayor. The lead City employee working on the trail project, coordinating with City Staff and partners, and assisting in organizing and scheduling meetings was Chuck Tarver. In addition, Mayor Johnson provided leadership throughout the planning process and worked diligently with Sandy City to request 1.1 million dollars through the State legislature for a trail underpass at 90th South. Funds that were awarded will connect West Jordan and Sandy City sections of the Jordan River Parkway Trail.

Sandy City, the six largest city in the state, is located along the Wasatch Front at the base of the Wasatch Mountains and provides access to many Utah ski resorts. The City supported the planning efforts and worked closely with West Jordan City in requesting funds through the State Legislature for a trail underpass which will complete one of four last remaining trail gaps in the regional 45-mile Jordan River Parkway Trail system. Sandy City employees who coordinated with RTCA and West Jordan City responding to frequent requests for information included Scott Earl and Korban Lee and Councilman Chris McCandless.

The Jordan River Commission and its Executive Director, Laura Hansen was also instrumental in developing a funding brochure to show the need for the trail underpass at 90th South. She also helped both cities in requesting the state funds for the underpass.

Salt Lake County, includes 16 cities and 6 townships, and is located along the Wasatch Front servicing near 1 million residents. The County supported the planning effort and prioritized the completion of

this trail gap through in-kind and fiscal resources. Lynn Larsen from Salt Lake County Parks and Recreation Department actively engaged with the partnership, and provided important knowledge and history about past Jordan River Parkway Trail planning efforts since 1970, and the *Salt Lake County Jordan River Trail Master Plan (2008*).

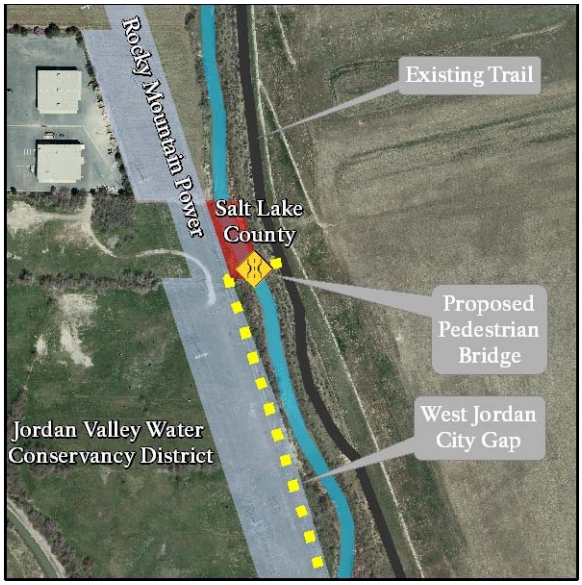
A special thanks to the trail committee and local, state and federal agencies that contributed their time to the successful completion of this plan and helped apply and support grant funding for trail construction. Without the vision and drive for completion of the trail from citizens, officials, and partners this trail gap segment, serving over a million city and county residents along with visitors, would still be just a preferred option in the Jordan River Trail Master Plan.

Need and Significance of the Trail (Connectivity)

This segment of trail is part of the Jordan River Parkway regional trail system. It is one of the few remaining gaps in a 45-mile trail that is part of a 76-mile series of regional trails including the Legacy Parkway Trail and the Denver & Rio Grande Western Rail Trail. Connecting this gap will provide a continuous trail from Salt Lake City to Bluffdale. Because this project looks at more than just the trail gap between 7800 S and 9000 S, the following is a summary of the gap and of other connections recommended in the project area:

Trail Gap

The gap in the trail needs to connect the existing trail in Midvale to the existing trail in Sandy City. This connection will require a bridge over the Jordan River (See Map 1). The Trail will then travel south to the RMP utility corridor as far as possible from the power substation. The trail will then connect to the completed Sandy City section of the trail. The analysis of possible alternatives has shown the need for an underpass under 9000 S (See Map 2). This would provide the safest and fastest alternative for trail users and eliminate the need to cross 9000 S at grade.



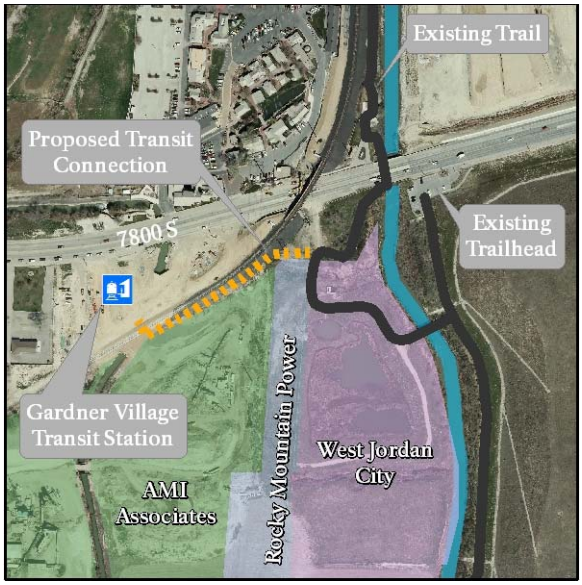
Map 1. Bridge Location

Map 2. Underpass/Sandy Trail Connection

Northern Connections

Transit Connection

This project has the opportunity to make a direct, safe connection to UTA's Historic Gardner TRAX station (see Map 3). This connection will allow trail users traveling from the north & south to safely access the TRAX station without having to travel through the parking lot of the Gardner Village Shops and then cross 7800 S. This will also become the only connection for trail users travelling from the south when the underpass at 7800 S is flooded during periods of high river flow. 3-D models of the proposed connection are located in Appendix III.



Map 3. Transit Connection

Jordan Valley Water Conservancy District

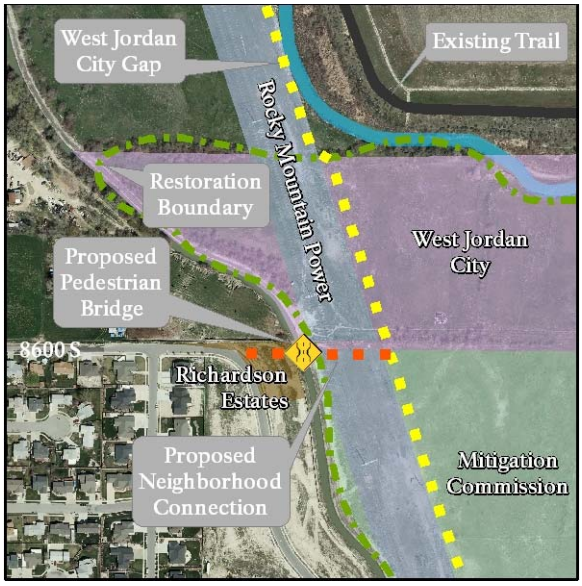
The Conservation Garden Park provides educational opportunities in their demonstration garden and their newly constructed education center. West Jordan could pursue a connection (or connections) from the JRPT to this facility. Potential connection corridors are along 8600 S & 1300 W, and through the cemetery & 1300 W. There are ROW acquisition issues with both of these routes. This Alternative requires further study.

Southern Connections

8600 S – Neighborhood Connection

The Jordan River Trail Master Plan identifies the value and need for convenient access to the trail:

Convenient access to the Jordan River Trail from surrounding residential areas and businesses is key to increasing trail use. Increased trail use raises the fitness level of County residents, improves the safety of trail facilities by adding more "eyes" to the corridor, and encourages more concern by the public for the condition of the Jordan River corridor. When jurisdictions are reviewing development plans for areas near the river, access to the Jordan River Trail should be a key requirement for development approval.



Map 4. Neighborhood Connection

Neighborhood Connection Service Area

Creating an access point at 8600 S will safely connect residents in the immediate area as well as residents that live west of 1300 W (See Map 4). This will safely serve the nearly 8,000 residents in the immediate vicinity. Figure 1 illustrates the residential area that will be served by this connection.

Once the trail gap is completed it will become one of the longest sections without a neighborhood connection. Currently the closest connections to the proposed access point are 2.2 miles to the north and 3 miles to the south.

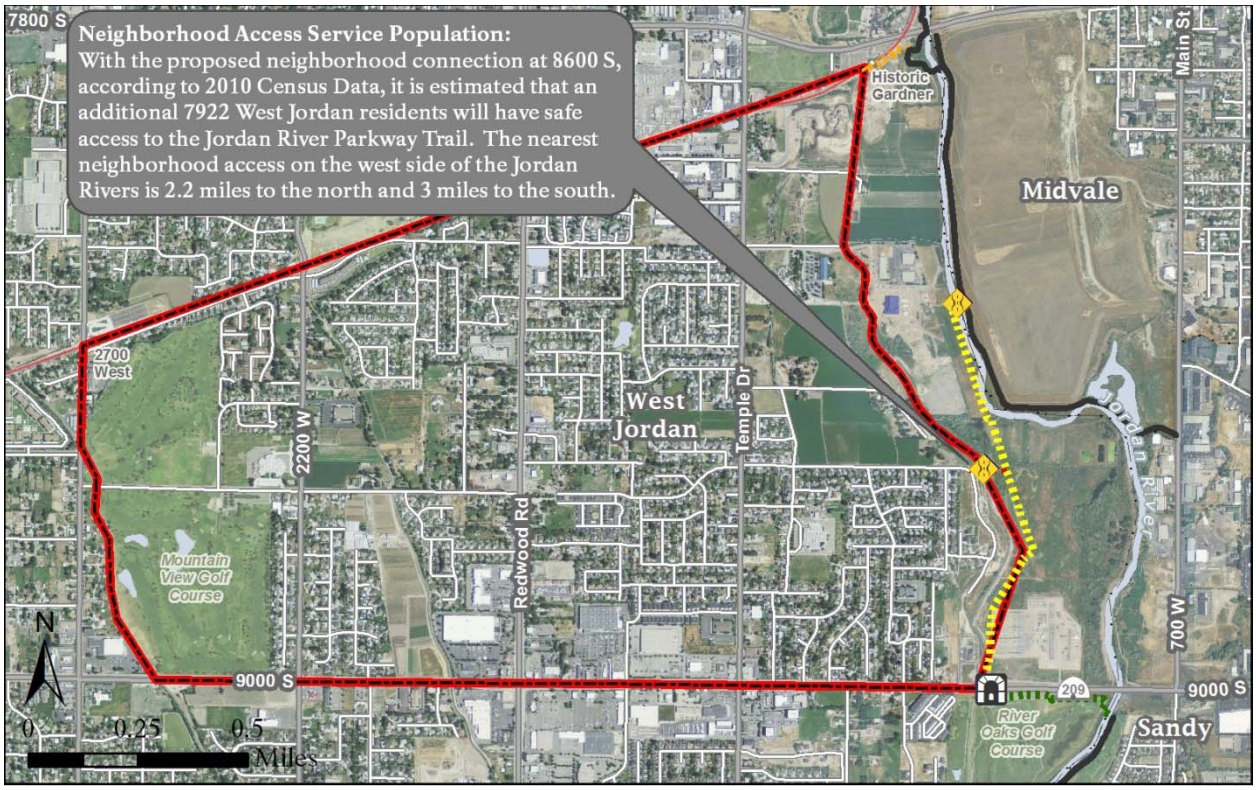


Figure 1. Service area for proposed neighborhood connection

Trail Planning

This plan is preceded by a variety of planning efforts that address the Jordan River Parkway as a natural ecosystem and an area for recreation. The plans and concepts described in this action plan under "Conformance with Other Plans" both directly and indirectly address the JRPT gap in West Jordan. It is the intent of this document to consolidate relevant recommendations from previous plans to ensure this project supports the regional vision developed by the public and stakeholders, and addresses all of the project's opportunities and constraints in a cohesive and holistic fashion.

Planning Process

Planning for connecting the West Jordan gap in the JRPT has been a dynamic process. Public input was obtained during the planning process for the Jordan River Trail Master Plan (2008), and the Blueprint Jordan River (2008) planning processes. Both of these planning processes had extensive public involvement and survey respondents from public meetings and on-line surveys identified the trail as the most important recreational amenity in the corridor.

The goal of this plan was not only to create an action plan but to take the project through the inventory and analysis phase to establish the framework for the implementation phase. They outline the major topics and decisions that occurred during the action planning process. Many trail alignment alternatives were evaluated and the resulting alignment was agreed upon by the Trail Committee and adopted by West Jordan City Council on December 14, 2011. Summaries of the large stakeholder Trail Committee meeting minutes are included as background information relevant to the decision on the final alignment and are included in Appendix I.

Planning Background Timeline

The timeline in Appendix VI illustrates a brief look at prior planning efforts that have impacted the project area. Prior planning efforts all see the need to connect the gap in the JRPT. Proposed alignments were analyzed and the alternative selected by the West Jordan City Council is presented in the plan.

Prior plans illustrate the complex nature of the project area. In 1991, a $2.3M damage settlement was awarded to the U.S. Department of the Interior (DOI) in compensation for injuries to Federally-protected trust resources caused by contamination of the Jordan River Corridor. Federal law, which safeguards these trust resources on behalf of the public, protects migratory birds, threatened and endangered species, and their supporting ecosystems. Sharon Steel damage settlement funds will be used to restore, replace, or acquire the equivalent of these natural resources (trust resources) injured by contaminants from the site.

In 1996, West Jordan proposed restoration activities in the project area. In 1997, West Jordan's proposal is accepted by the USFWS. The following are some of the partners selected:

- USFWS
- Trust for Public Lands (TPL)
- UT Reclamation, Mitigation and Conservation Commission (URMCC)
- UT State Parks

Using a portion of USFWS Sharon Steel Damage Settlement Funds, TPL buys a portion of the Fur Breeders property and conveys it to West Jordan with a Conservation Easement.

URMCC buys remaining property for conservation purposes and signs an MOU with West Jordan.

In 1999 the USACE proposed a major river restoration project in the project area. To date $1,199,005 of a proposed $5M project has been expended. Most was spent between 2001 and 2003. Currently, less than $400,000 of the Sharon Steel Damage Settlement Fund monies are available for restoration. Lead restoration partners decided to proceed with some level of restoration versus waiting for possible USACE funding to be reinstated by Congress. The USACE project is the most detailed and complex prior planning effort.

Following is a more detailed description of the work completed on the project by the USACE:

1999
U.S. Army Corps of Engineers West Jordan, UT - Section 206 Aquatic Restoration project proposed. The objective of this project, to be funded under the Water Resources Development Act (WRDA), is to restore the Jordan River to a meandering channel with a series of off-channel wetlands across the

USFWS/West Jordan project area. This project fits with the USFWS restoration plan by restoring river and floodplain hydrology on the project area, which will increase the success, viability and habitat quality of riparian and floodplain vegetation in the project area. In addition, it will improve water quality and reduce erosion and sedimentation through and downstream of the project site, and reduce maintenance and management costs for downstream reaches of the Jordan River. A feasibility study, including analysis of soils and sedimentation rates through the project reach, and analysis needed to complete an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) is conducted between 2000 - 2003. This process constitutes the "Study" phase of the Section 206 project, with completion anticipated under a "Design and Implementation Phase" after the completion and finalization of the EA.

Feasibility Study and EA effort (2000-2004): This effort consisted of the detailed alternatives analysis and plan formulation process in order to identify and confirm the project having the highest National Ecosystem Restoration benefits. Once complete, the Selected Plan was developed into a detailed (approximately 65%) project design and cost estimate. As soon as the selected plan was identified, the draft EA was able to move forward in earnest - identifying the various alternatives considered and all impacts (positive and negative) of the selected plan.

The feasibility study document (known as a Detailed Project Report or DPR) was then assembled, along with the draft EA and circulated for the 30-day public and interagency review and comment period with not one negative comment received. It was right after the comment period that funding for this 206 project was stopped.

2004
Draft EA for USACE's Section 206 Aquatic Restoration project completed and submitted for public comment. Before being finalized by the USACE, WRDA funding, including for this project, was cut by the U.S. Congress due to funding restraints.

(Background: Back in early 2004, the public comment period on the EA & DPR had just ended - with not a single negative comment - a positive sign that the project was a good one and prospects to move into and complete the Design & Implementation phase high. The final draft DPR and EA were never given final USACE review and approval and therefore are still draft until funding is received to update and complete them.)

2010
The effort to update the EA was re-started. One of the main focus areas was a detailed cultural resources evaluation and site inspection.

2011
The draft environmental assessment was updated. USACE completed a detailed bird survey and cultural resource evaluation. The cultural resource survey concluded no significant impact to cultural resources. A concurrence letter was then provided by the Utah State Historical Preservation Office.

2012
USACE informs USFWS/West Jordan project team that funding for Section 206-WRDA projects (now funded under the USACE's Continuing Appropriations Process-- CAP) is not available for 2012 and likely beyond that point. In addition, only CAP projects currently in the Design & Implementation Phase will be funded for completion, with no new projects (e.g., those that have completed the Study phase) being accepted.

The City of West Jordan decides to pursue the restoration project without USACE. General project support and funding guidance is provided by the USFWS, the U.S. Department of the Interior Office of Restoration and Damage Assessment, and National Park Service RTCA program.

For any questions regarding the past USACE project contact: Scott Stoddard, the Intermountain States USACE Liaison, at scott.stoddard@usace.army.mil or at 801.294.7033x1.

Conformance with Other Plans or Reports

There are regional, county, and local planning efforts that have been reviewed to ensure that decisions made in this process do not conflict with existing plans. The following section is a summary of those plans and how they address the trail generally and specifically in the project area.

Jordan River Natural Conservation Corridor Report (2000)
This plan was prepared by the National Audubon Society, UT Reclamation, Mitigation, and Conservation Commission, and the USFWS. The Report addresses the history, condition and potential of the Jordan River corridor to provide wildlife habitat. It also provides recommendations for natural conservation corridors. One of six areas mentioned in the report is the West Jordan/Sharon Steel Jordan River Restoration Project. It mentions the restoration "would ensure proper grading and stream bed elevation and supplemental irrigation to allow successful habitat restoration away from the immediate riverbank." This would help with re-establishment of native vegetation and improve wildlife habitat.

U.S. Army Corps of Engineers Draft Environmental Assessment (2010) and Finding of No Significant Impact (2003)
Directly related to the success of this project is the re-meander and restoration project that is being conducted by the USACE on property currently owned by the URMCC, Rocky Mountain Power, and West Jordan (see Appendix V). The purpose of this project is to restore the Jordan River to a historic flow pattern and to reintroduce native plant species to the site and encourage wildlife habitat and species.

According to the concept plan developed for the project, a trail is shown that would travel through the Rocky Mountain Power property. The plan shows that wetland construction would not impact the RMP property and the trail would be built on the higher ground of the RMP property to mitigate the impact of the trail on the wetland and vice versa. This is the western boundary of the restoration effort.

Salt Lake County Jordan River Trail Master Plan (2008)
Salt Lake County completed a Jordan River Trail Master Plan in June of 2008. All twelve cities whose borders touch the Jordan River, including West Jordan, participated in the creation of the Master Plan. The purpose of the plan is to fully explain and illustrate all aspects of the existing and planned paved trail and water trail. This plan also identifies areas where gaps in the trail corridor exist and steps to complete the corridor.

The West Jordan Trail Gap is found in trail segment five on page 3-25 of the plan and runs from 9000 S to 8450 S. Issues identified in the plan for this segment include the lack of and expense for a safe crossing on 9000 S and property acquisition.

The plan indicates the preferred alignment occurs on the west side of River Oaks Golf Course from Shields Lane to 9000 S along the North Jordan Canal road. At this point, a pedestrian underpass should be placed on the western most side of the golf course to ensure safe crossing of 9000 S. The trail would continue north along the canal road and would cross to the east side of the Jordan River at approximately 8450 S to connect into the existing trail.

Two alternative alignments are given. Both alternatives utilize the existing trail on the east side of the Jordan River within River Oaks Golf Course in Sandy City. One alternative recommends a trail alignment parallel to the south side of 9000 S, utilize a pedestrian underpass at the location previously described, and continue north along the canal road to the proposed pedestrian bridge at approximately 8450 S to the existing trail.

The second alternative would utilize the alignment described along the south side of 9000 S, utilize the described underpass, then turn east along the north side of 9000 S until the trail meets the Jordan River. A pedestrian bridge would be required to get to the east side of the Jordan River or modification of the existing 9000 S vehicular bridge. The trail would then turn north, through private property, until it meets with existing trail just west of 700 W.

Trail design standards call for a 10-foot wide trail, with 2-3-feet of shoulder and 5-6-feet of vertical clear zone on either side of the trail. Trail material is typically asphalt, but concrete or recycled plastic lumber boardwalks may be used.

The master plan calls for bridges to be designed in order to minimize risk and impacts to water users and have at least a 6-foot clearance at high water level. Bridges can create hazards for water users during high water levels, detract from the quality of water trail users and limit the natural tendency of the Jordan River to meander. A bridge is required within the West Jordan Segment 5 gap (see page 3-25).

Blueprint Jordan River (2008)

Through a partnership with Salt Lake County and Envision Utah, the *Blueprint Jordan River* was completed in December 2008. The Blueprint provides a public vision for the overall trail. It focuses on the big ideas that are possible and provides the framework about how they could be implemented. The ideas include: environmental preservation; recreational amenities; and facilitating urban renewal adjacent to the trail corridor. The plan provides suggestions for future amenities within West Jordan, including access to a conservation garden park at the Jordan Valley Water Conservancy District, restoring and mitigating certain areas along the corridor which have been developed, a mountain bike park, canoeing and kayaking, and a potential historic mixed-use area encompassing the Historic Gardner TRAX stop and the Mid-Jordan line.

In the "Action Plan" section of the document, a series of goals and objectives are laid out relative to the corridor as a whole. See Appendix IV for the goals and objectives that relate to this project.

U.S. Army Corps of Engineers Draft Environmental Assessment (2010-2011)
Following a seven year funding gap for the USACE restoration project, updates to the 2003 environmental assessment are completed. Focus areas include a detailed cultural resources evaluation and site inspection, and a detailed bird survey. USACE concluded no significant impacts to cultural resources and the Utah State Historical Preservation Office issued a concurrence letter.

West Jordan City Comprehensive General Plan (2012)
The overall goals of the Comprehensive General Plan (2012), in regards to parks, recreation and trails, is to guide the development of these facilities so they provide an integrated, connected and diverse system and are physically and economically accessible to all community members. The overall goal for trails is to serve the needs of recreational users, bicycle commuters and pedestrians.

The City includes four types of trails within its borders: multi-use, urban, equestrian and bicycle trails. Multi-use trails are designed to accommodate various types of uses, including: pedestrians, bicyclists, and in some cases equestrian users. They tend to be wider than normal pedestrian walkways in order to accommodate the different users at one time. Multi-use trails are proposed along all canals, washes, creeks and the Jordan River. Currently West Jordan has proposed 124.8 miles of trailway within the City, including 41.9 miles of that proposed for multi-use trials. The City has 14.4 miles of existing multi- use, equestrian, and urban trails. The existing section of the Jordan River Parkway Trail within the City equals 2.47 miles. The West Jordan and Sandy Connections are shown in Appendix V, and designates a future trail along the remaining portion of the Jordan River.

Trail-specific goals and policies outlined within the Comprehensive General Plan (2012) include trail connections between neighborhoods, other trails, parks, recreational facilities, shopping centers, and major employment centers. These trail and park connections include a connection from the Jordan River Parkway to the Bonneville Shoreline Trail and the Jordan River Parkway to the future Welby Regional Park via Bingham Creek.

The implementation measures section calls for City involvement with Salt Lake County and adjacent cities to complete the Jordan River Parkway. The plan also encourages cooperation with private, state, regional and local agencies, among other partnership opportunities, to incorporate trail planning within the City and the use of diverse funding sources in order to see that planning becomes a reality.

West Jordan City Parks, Recreation, Trails and Open Space Handbook (2012)
The Parks, Recreation, Trails and Open Space Handbook provides trail standards and cross sections for multi-use and equestrian trails along creeks and washes. It addresses trails along the Jordan River to follow guidelines in the Salt Lake County Jordan River Trail Master Plan, Blueprint Jordan River, and this trail action plan. The handbook anticipates that the cross section for the Jordan River Trail will follow what already exists within West Jordan City and other municipalities. This plan is replacing the **West Jordan City Parks, Recreation, and Trails Master Plan (amended 2006)** and the **West Jordan Open Land Plan (2003)**.

Vision, Goals, and Objectives

The Trail Committee developed the following Vision, Goals, and Objectives for the project area.

VISION: **Provide an accessible, safe, and enjoyable environment for users of the Jordan River Parkway by connecting local and regional trails for recreation, commuting, and educational opportunities.**

TRAIL GOAL: *Complete a parkway trail action plan with specific emphasis on completing a critical trail gap in West Jordan and Sandy Cities between 7800 South and 9000 South.*

Objectives:

- Complete planning for one of four small and critical trail gaps left in the regional parkway system to provide 76 miles of continuous paved trails connecting communities in the Salt Lake Valley and along the Wasatch Front
- Develop a strong coalition of private, local, state, and federal partners
- Develop a pathway action plan for this segment, based on the Salt Lake County, Jordan River Master Plan and Blueprint Jordan River
- Identify and create policy changes that will be necessary prior to the implementation of the pathway
- Design the pathway with consideration of costs and ease of on-going maintenance
- Develop and use consistent project budget estimates for stakeholders applying to funding sources
- Acquire easements and rights-of-way
- Complete necessary Memorandums of Understanding or Interlocal Agreements
- Work with partners to promote active recreation on this new trail segment to encourage physical activity

CONNECTIVITY GOAL: *Foster a system of interconnected trails along and to the Jordan River Parkway.*

Objectives:

- Provide a continuous paved trail 24 miles north to Salt Lake City and 9 miles south to Bluffdale
- Provide trails and access points that connect the Jordan River Parkway Trail to neighborhoods
- Construct a trail connecting to a significant public rail system servicing Salt Lake Valley and the Wasatch Front

ECOMONIC ENHANCEMENT GOAL: *Attract and encourage residents and visitors to use the area providing increased revenue for businesses in West Jordan and surrounding cities or increased visitation.*

Objectives:

- Provide a trail connection to the Historic Gardner public transit stop to help increase ridership and increase travel choices
- Provide signage to identify the Gardner Village Shops

EDUCATION GOAL: *Use interpretative exhibits to provide environmental education about significant attributes in the project area.*

Objectives:

- Identify locations for interpretive and informational signs about the Rocky Mountain Power Substation, Jordan Valley Water Conservation Garden Park, Utah Transit Authority rail line, West Jordan Historic Rock Church, U.S. Army Corps of Engineers, and U.S. Fish and Wildlife Service restoration project
- Provide interpretive information to educate trail users about private property

STAKEHOLDER GOAL: *Organize a broadly supported stakeholder group of volunteers to adopt the area.*

Objectives:

- Engage new and existing partners to participate in noxious and invasive weed removals coordinated through agency or groups dedicated to planning and support for the Jordan River Parkway
- Engage partners with trail implementation and habitat restoration

HABITAT RESTORATION GOAL: *Support the U.S. Army Corps of Engineers and the U.S. Fish and Wildlife Service in creating aesthetic, native, and healthy plant communities though restoration and establishment of a natural area for human enjoyment after the "West Jordan 206 Restoration Project" is funded through the Army Corps of Engineers.*

Objective:

- To be determined after the USACE river meander project is funded

Education/Interpretation

The Jordan River Parkway Trail is only one part of the Jordan River Corridor. The trail allows users to pass through restoration areas, parks, and past many types of historic and cultural sites. An important aspect of the corridor is interpretation. There are several places in the project area that would benefit from interpretive signage. The following is a potential list of interpretive topics and sites.

- USFWS/URMCC restoration site – restoration, wildlife habitat, native plants, ecosystems
- Jordan Valley Water Conservancy District's Conservation Garden Park – water conservation
- Jordan Valley Water Conservancy District's Education Center
- Sharon Steel Site – Utah Reclamation, Mitigation, and Conservation Commission's (URMCC) role – Superfund sites, mitigation, restoration
- Rocky Mountain Power Substation – power needs for the growing community
- The Mark's Urban Farm – the state of urban farming along the Wasatch Front

Following are brief description of potential interpretive topics for the above list:

USFWS/URMCC – restoration site

Through a partnership between USFWS and URMCC, a 65-acre site adjacent to this trail corridor will be restored with native plants suitable for wildlife habitat. This project provides multiple opportunities to provide interpretation of the purpose of restoration efforts along the Jordan River, native plants and wildlife that can be found within the restoration and along the river, and identification of noxious weeds. These interpretive opportunities will be supplemented by views into the restoration area.

Jordan Valley Water Conservancy District's Conservation Garden Park

The 7-acre Conservation Garden Park is located at Jordan Valley Water Conservancy District's headquarters site at 8275 S 1300 W, in West Jordan. It hosts education program at the Jordan Valley Water Conservancy District. Visiting the garden is free. The primary purpose of the garden park is public outreach, educating residents of Utah on appropriate plants and landscaping techniques for the unique environment along the Wasatch Front. The park features waterwise demonstration landscapes for homeowners, as well as interactive educational exhibits on how to achieve a waterwise landscape. Notifying trail users of the Conservation Garden Park via wayfinding and interpretive signage will help to enhance their experience and notify them of educational opportunities near the trail corridor.

Jordan Valley Water Conservancy District's Education Center

The Education Center is found within the Conservation Garden Park and is intended to be a regional facility focused on principles of water conservation and sustainability. The building is designed for LEED Platinum certification meaning the highest standards for sustainable site development, water and energy conservation, material selection, and indoor environmental quality have been met. This building allows Jordan Valley Water to host free and special event classes focused on landscaping and gardening. The building design and sustainable characteristics provides interpretive opportunities along the trail and inform trail users of educational opportunities at the center.

Sharon Steel Damage Settlement Fund – Utah Reclamation Mitigation Conservation Commission's (URMCC) role

The URMCC is an Executive branch agency of the federal government that works on water development projects to meet central Utah citizens' needs. The Commission is responsible for designing, funding, and implementing projects to mitigate impacts to fish, wildlife, and recreation resources caused by reclamation projects in Utah. The URMCC is a major partner of the adjacent restoration site which presents an opportunity to talk about URMCC's mission and role in restoration and mitigation efforts.

Rocky Mountain Power

Rocky Mountain Power operates a large power substation adjacent to the project. A majority of the trail is proposed within the power transmission line easement. Interpretation opportunities related to power generation, alternative fuels, power transmission, safety, and recreation can be provided to trail users at this location.

Design Considerations

Recommendations and Standards

The Jordan River Trail Master Plan includes trail development standards. These standards use the Salt Lake County design and construction as the model. Utilizing the standards will insure consistency along the entire trail corridor. Salt Lake County provides these general guidelines: Trail-way design standards call for a 10-foot wide trail, with 2-3-feet of shoulder and 5-6-feet of vertical clear zone on either side of the trail. Trail material is typically asphalt, but concrete or recycled plastic lumber boardwalks may be used.

The Jordan River Trail Master Plan also contains design standards for bridges. These standards should be utilized to ensure consistency along the JRPT. The master identifies bridges to be 10 foot wide to allow maintenance vehicle access and have at least a 6 foot clearance at high water level to minimize risk and impacts to water users. Bridges can create hazards for water users during high water levels, detract from the quality of water trail users and limit the natural tendency of the Jordan River to meander. A bridge is required within the West Jordan Segment 5 gap area (see page 3-25).

Accessibility

The ability to plan, design, construct, and maintain trail experiences that match user needs for access is based on a strong commitment to integrate universal design strategies into every aspect of the trail development process. Focusing on only one aspect, such as the trail tread, is not sufficient. Every aspect of the trail experience must be considered, including the trail corridor, trailhead, and built facilities or amenities.

When planning trails and trail connections, land management agencies should strive to create environments and experiences that are inclusive of people with and without disabilities. In some

instances, this may require looking at the trail from another person's perspective. Designers should consider whether they would be able to enjoy the trail and benefit from all aspects of the trail experience if they were:

- Unable to hear
- Using crutches
- Unable to see
- Using a wheelchair for mobility
- Using a powered scooter for mobility
- 90 years old
- Lacking in energy
- Not physically fit
- 8 years old
- Unable to concentrate
- Unable to read or read local language.

For newly constructed trails, the commitment to address accessibility issues should begin during the planning stages of the trail development process. For example, if sufficient right-of-way is not allocated to a trail during the initial stages of development, it is harder for designers to construct a trail that is safe for users traveling at different speeds. When access improvements are made to existing trails, designers should prioritize resources and try to make the most significant changes possible with the resources that are available.

Appendices

Appendix I – Meeting Minutes

Appendix II – Estimated Costs

Appendix III – TRAX Connection 3-D concept images

Appendix IV – Blueprint Jordan River Goals and Objectives

Appendix V – Supporting Maps

A Case for Completing the Jordan River Parkway Trail
West Jordan & Sandy Connections to Jordan River Parkway
Jordan River Trail – Potential Easement & Parcel Acquisition

Appendix VI – Prior Planning Timeline

Appendix VII – Implementation Timeline

Appendix I – Meeting Minutes

The following are an overview of the meeting minutes of the Trail Committee meetings and the West Jordan City Council meetings that discussed the trail gap.

West Jordan City Council Meeting
March 23, 2011
Council Chambers, West Jordan

Meeting Topic/Update	Discussion Overview and Key Decision Made
Mayor Johnson informs City Council that the Jordan River Trail Project is on the list of improvements in the County.	Mayor: West Jordan has a large significant piece of missing trail. Provides council with details about the project.
	Councilmembers Lems and Summers: agree to be involved with Jordan River Trail Coalition of Stakeholders.
Mayor Johnson recommends allocating $500,000 from the Open Space Fund to be used as community match for the project.	Councilmember Rolfe: suggests limiting allocation to $250,000 and pursue other matching funding sources.
Motion:	**Councilmember Rolfe moved to direct staff to set aside $250,000 of the bond funds for Open Space into an account to start the process of looking for other funding sources for extending the Jordan River Trail through the City. The motion was seconded by Councilmember Nichols.**
	The motion passed 7-0.
Mayor Johnson reviews project priorities.	Mayor: a) Bridge over or under 9000 S, b) City's portion of trail possibly including/not including bridge over the river (depending on trail location), c) Extension into Conservation Gardens.
	Council: Priorities – 1) Connection on north side of 9000 S, 2) Crossing 9000 S with tunnel instead of bridge, 3) Connection to Conservation Gardens.
Mayor Johnson reviews councilmember and City staff who will represent City on Jordan River Trail Coalition.	

Jordan River Trail Committee Meeting
March 31, 2011, 10:00 a.m.
West Jordan City Hall

Meeting Topic/Update	Discussion Overview and Key Decision Made
West Jordan City Mayor Johnson mentions city council lists completion of Jordan River Trail as priority.	West Jordan: $250,000 for trail project has been set aside, additional funding as necessary.
West Jordan introduces the project and the National Park Service (NPS) Rivers, Trails, and Conservation Assistance Program (RTCA) and their role in the project.	West Jordan: The goal is to define the trail location between 7800 S. and 9000 S. and reach consensus with trail partners.
	Governor's Office of Planning and Budget (GOPB): McAllister Funds can be used for acquisition, but 50% must remain in natural state.
Maps are shown outlining project area and rough trail outlines.	West Jordan: Lot of federal involvement in area (USFWS, USACE, URMCC). First priority is north/south trail connection. Second is east/west connection to 1300 W (access to JVWCD and Dimple Dell trail in Sandy City).
NPS RTCA introduces who they are and their role in other projects.	NPS RTCA: Specified their role in helping develop a list of stakeholders.
	West Jordan: Identified agencies to be involved (canal companies, UDOT, etc.)
Sandy City expresses their involvement/interest in project.	Sandy City: The City will connect the trail from South Jordan heading north.
Salt Lake County expresses their support for the project.	Salt Lake County: Mentions trail completion from County to County is one of Mayor Corroon's top goals.
Rocky Mountain Power encourages trails in their corridors.	Rocky Mountain Power: Trails need to be compatible and safe.
Sandy City provides updates with additional partner support of their trail plans.	Sandy City: UDOT is supportive of the City's plan. North Jordan Canal was supportive of maintenance road usage as long as it didn't conflict with canal maintenance. The City works directly with the canal company to ensure conflicts are minimized.
Jordan Valley Water Conservancy District (JVWCD) expresses their interest in the trail project.	JVWCD: Jordan River Blueprint shows JVWCD tying into trail. JVWCD is planning a reverse osmosis treatment for drinking water and security is a concern. JVWCD is supportive of the project and wants to be involved.
	West Jordan: One trail option is along southern boundary of water district with a bridge over

	Jordan River to existing trail. Also possibilities to connect on 1300 W then go north to the JVWCD.
U.S. Army Corps of Engineers (USACE) reviewed Jordan River re-meander project.	USACE: Project planned since the late 1990s. Restore Jordan River meander, wetlands, and vegetation in the area north of RMP substation. Funding allocated in federal fiscal year 2011 to work on the draft environmental assessment. Just waiting for funding to finish environmental work to start work on the project. Trails need to be kept to one side or the other of the restoration site. Possibility to put trail through power corridor.
	U.S. Fish and Wildlife: Re-meander will lengthen river by 20 feet and also create wide and more natural flood plain. Could be used as a viewing area but secondary trails in restoration site are discouraged to minimize wildlife disturbance.
West Jordan: Trail project partners need to be united in order to receive funding.	West Jordan: 9000 S underpass will be most expensive part of the project.
	RMP: No plans to increase footprint of power substation or width of power corridor.
SWCA Environmental Consultants presented related projects including Legacy nature preserve.	SWCA: Talked about the need for weed control prior to restoration.
West Jordan talked about need for all partner's GIS data concerned with long range planning.	

Jordan River Trail Committee Meeting
June 2, 2011
West Jordan City Hall

Meeting Topic/Update	Discussion Overview and Key Decision Made
U.S. Army Corps of Engineers (USACE) provide update on restoration area.	USACE: Survey completed nothing older than 50 years. They are updating historic and cultural property resources log.
	USACE: There is less wildlife than expected, possibly due to recent rain. Surveys are in the preliminary phase in updating environmental assessment. If no changes are found, minimal updates will be needed.
West Jordan discusses current project budget.	West Jordan: The city has set aside $250,000 as seed money. Actual trail cost estimated at $300,000 - $350,000 separate from underpass at 9000 S. Potential use of unallocated open space funding. Additionally looking at funding from adjacent cities, state, and federal grants.
West Jordan discusses conversations with RTCA, Utah Transit Authority and canal company concerning Historic Gardner TRAX station connection and how to work with canal company to minimize interference.	UTA: Try's to incorporate bike/pedestrian paths in their corridors. Large grade separation at station. Freight train in morning/evening. Willing to look into trail connection.
	North Jordan Canal Company: Canal company concerned about encroachment and liabilities, limit people in the corridor wherever possible. Easement: 25' from inside crest on the bank and 15' on canal bank. Vital to maintain 24-hour access to waste gate for flood control. Need space for dredging the canal.
	West Jordan: There is a need for safety and agency accommodation.
Rocky Mountain Power (RMP) talks about their interest in the project and the process for a trail in their corridor.	RMP: Trails are compatible use in corridor. Need for a one-time lease which is more of negotiation rather than permit process.
	Salt Lake County: Same process in Bluffdale with easement at 50% appraised value.
	RMP: Would like to see interpretation at 9000 S substation to provide information to residents.
U.S. Fish and Wildlife Service (USFWS) updates committee on meeting about restoration and bridge placement.	USFWS: The bridge needs to be as far north from the restoration as possible. Other possibility is boardwalk walkway style with piers. Purpose of restoration is to give the river room and provide vegetation and habitat for wildlife. Trails around

	outside are compatible, but not right in the middle of project.
	West Jordan: The most realistic option that works for every partner is the best.
West Jordan emphasizes need for underpass at 9000 S. Without this access, there won't be a trail. Second priority is the bridge, and third priority is the trail.	Salt Lake County: Keep the trail away from the river. Huge sections of trail have been lost next to the river.
	All: Locate the underpass further west as it climbs. Keep away from river to prevent flooding.
Further discussion specific to the alignment of the trail.	RMP: Willing partner with this project, but there may be a need to purchase more easement depending upon alignment.
	JVWCD: Brought up plans to drill for drinking water, but exact location can be revised based on decisions of this group. Willing to work with all partners, but final decision is contingent on JVWCD's board.
	All: location of trail makes most sense further west, if RMP right-of-way can be utilized.
	NPS RTCA: Need to ensure canal company is not impacted.
National Park Service (NPS) Rivers, Trails, and Conservation Assistance Program (RTCA) goes over maps and trail phases.	RTCA: Phase 1 is completing the gap broken into three projects: the bridge, trail alignment, and underpass. Phase 2 is connection to Historic Gardner TRAX station.
	West Jordan: Construction for the main trail, bridge and tunnel are 3-5 years away. Trail connections could come sooner.
	Salt Lake County: Will provide funding where they can.
	JVWCD: Potential for funding through community gardens, education and outreach.
	West Jordan: $25,000 - $50,000 amounts are important for this project.
Final discussions.	NPS RTCA: Vision statement is important for funding. Will be crafted at the next meeting.
	All: need to have canal company, RMP, and all partners discuss using right-of-way for trails.
Next Meeting: August 4, 2011	

Jordan River Trail Committee Meeting
August 4, 2011, 10:00 a.m.
West Jordan City Hall

Meeting Topic/Update	Discussion Overview and Key Decision Made
U.S. Army Corps of Engineers (USACE) provides an overview of the Jordan River re-meander project, discusses funding cycle, and restoration project review/approval process. Mentions five percent of restoration cost could potentially be used for trail/recreation features.	NPS RTCA: Bridge location outside of restoration project boundary determined. Break trail project into segments to take advantage of potential for funding. Trail planning group to provide trail route to USACE planners. USACE: No trails on bank of river or middle of restoration. Look at power corridor or canal.
Use of short trail segments off of primary trail.	U.S. Fish and Wildlife Service: Keep trails on the edge of the restoration area.
	Previous meeting discussed interpretation at the Rocky Mountain Power substation, and about wildlife and fish habitat.
	Group: Trail segments should not be same type as major trail; limited improvements.
Utah Transit Authority (UTA) provides update on a trail within TRAX corridor from 1300 W to Historic Gardner Station and connection to trail project.	UTA: On south side of rail corridor, primary constraints include stream and large elevation difference (need for retaining walls). North side of rail corridor would require right-of-way acquisition. Questar gas line in the area.
	NPS RTCA: UTA is willing to support trails in TRAX rail corridor, but just need to work out the details of where and how.
	Jordan Valley Water Conservancy District (JVWCD) expressed their interest in the trail project and a connection to the Conservation Gardens to the north from the TRAX connection or from the south.
The Jordan Valley Water Conservancy District (JVWCD) talks about bridge location north of restoration area.	JVWCD: The final bridge location should be decided based on hydraulics and sediment transport.
	NPS RTCA: JVWCD doesn't own best suited property for bridge. There is a potential location owned by Salt Lake County. Decision will be made by West Jordan City.

Sandy City provides update on potential underpass under 9000 South connecting existing section of JRPT trail in Sandy City.	Sandy City: Letters of support received from SLCo Mayor Corroon; Midvale; Sandy City; Sandy Parks, Rec, NPS-RTCA, Jordan River Commission, and UDOT. Letters wanted from canal company, Jordan Valley Water Conservancy District, and Rocky Mountain Power.
	West Jordan City: UDOT has no issue with underpass at 9000 S. Enhancement funds may be available in 2014, hopefully something else will arise. Need to put together total project easements for the council.
	NPS RTCA: A safe crossing at 9000 S is necessary for funding acquisition. Alternatives to underpass need to be considered to ensure funding can be acquired. RTCA will help West Jordan put the easement package together. Segments and phasing will allow for project success.
Rocky Mountain Power (RMP) needs formal letter/email request with legal description of what property is needed within their corridor.	RMP: Regulatory process for approval usually takes 60-90 days after receipt of application. Not sure when cost estimate for easement would be available.
West Jordan City restates the need to consolidate all easement needs for consideration by City Council.	Salt Lake County: Easement is possible and has been considered. Flood Control needs to evaluate.
	Meeting set August 22, 2011 in field to address partner concerns and identify potential easements.
National Park Service (NPS) Rivers, Trails, and Conservation Assistance Program (RTCA) facilitates discussion on vision and goals. (Refer to Vision and Goals Section page 16)	NPS RTCA: Goals need to be specific and ability to be checked off.
	All: Vision overviewed and adjusted, goal topics identified.
	Next meeting on December 1, 2011

West Jordan City Council Meeting
September 28, 2011
Council Chambers, West Jordan

Meeting Topic/Update	Discussion Overview and Key Decision Made
National Park Service (NPS) Rivers, Trails, and Conservation Assistance Program (RTCA) and West Jordan City Community Development Block Grant Manager (WJ-CDBG) update City Council on Trail Project.	NPS RTCA: Introduce NPS involvement in project and other projects in the state. Introduce project stakeholders. Talk about prior planning and how this effort is specific to the West Jordan trail gap.
National Park Service (NPS) Rivers, Trails, and Conservation Assistance Program (RTCA) presents various trail and acquisition maps.	NPS RTCA: Acquisition of land and funding are primary hurdles for this project.
	NPS RTCA: Total acquisition estimate = $275,088 Total construction estimate including the trail underpass = $2,002,401
National Park Service (NPS) Rivers, Trails, and Conservation Assistance Program (RTCA) talks about various potential funding sources.	NPS RTCA mentions the Department of the Interior America's Great Outdoors Initiative
WJ-CDBG says project timeline is 3-5 years.	NPS RTCA: Underpass could be a problem for City if some funding is not allocated.
	Councilmember: Council should have discussion of raising money set aside funds in addition to $250,000 already allocated.
	Mayor: Potential for State Legislature to help with underpass. The City will have to be concerned with acquisition. Open Space bond to enhance areas for benefit of City, with Jordan River Trail at top of the list.
	Bridges must be growth related and listed in Capital Facilities plan to be funded by Impact Fees.
WJ Mayor concludes discussion.	Mayor: Thanks NPS RTCA for their assistance. City staff should discuss acquisition, identify willing sellers, property prices, etc. and provide another update on future council meeting. City Council will then discuss spending current allocated money on acquisition and potentially earmark additional funds for matching funds.

West Jordan City Council Meeting
November 22, 2011
West Jordan City Hall

Meeting Topic/Update	Discussion Overview and Key Decision Made
Motion	Approve Resolution 11-155, regarding the purchase of a parcel of land from the Richardson family for the Jordan River Trail project.
	Councilmember Southward moved to approve and was seconded by Councilmember Lems.
	Motion passed 7-0 in favor.

Jordan River Trail Committee Meeting
December 1, 2011
West Jordan City Hall

Meeting Topic/Update	Discussion Overview and Key Decision Made
National Park Service (NPS) Rivers, Trails, and Conservation Assistance Program (RTCA) opens the meeting by reviewing the project area and providing updates.	NPS RTCA: States the project vision statement and goals will be finalized.
	NPS RTCA and West Jordan explain TRAX connection.
West Jordan provides updates on property acquisition.	West Jordan: City Council authorized Richardson property acquisition. Preliminary negotiations with parcel for neighborhood connection at 8600 S; property owner wants fill survey for project feasibility before committing to acquisition. Easement in Rocky Mountain Power will be considered and estimated costs generated.
	Sandy City: Applying for funds for a tunnel under 9000 S through the State Legislature. Describes location and design needs for portion of trail south of 9000 S. Estimated price for trail is $293,000.
Discussion concerning location of trail and possibility of using rights-of-way in the restoration area.	NPS RTCA: Will check with URMCC about the possibility of locating a portion of trail on their property prior to the completion of restoration.
West Jordan City discusses funding TRAX connection.	West Jordan: Submitted request for CMAQ funding, Wasatch Front responded and asked for complete proposal. Funds won't be available until 2017.
National Park Service (NPS) Rivers, Trails, and Conservation Assistance Program (RTCA) introduces the America's Great Outdoors Initiative and states the Jordan River Trail is identified as one of two projects selected state wide.	
National Park Service (NPS) Rivers, Trails, and Conservation Assistance Program (RTCA) discusses the current draft vision statement and goals.	Everyone discusses vision and goals.
	NPS RTCA: Will start drafting action plan and send out updated goals and objectives for comment.

West Jordan City Council Meeting
December 14, 2011
Council Chambers, West Jordan

Meeting Topic/Update	Discussion Overview and Key Decision Made
West Jordan City Development updates City Council on RTCA and previous City Council meeting on September 28, 2011.	West Jordan Development: Need Council direction on trail alignment and spend money allocated for property acquisition.
West Jordan Development reviews Jordan River restoration and re-meander project.	West Jordan Development: A portion of trail could potentially be located on restoration property, saving approx. $54,000 in property acquisition.
	Councilmember Rolfe: In favor of re-meander. Possibility of trail located on sanctuary border, now is the time to move forward with trail. Would like to represent West Jordan City to help with mitigation of this project.
	Council: Agreed.
Motion:	**Councilmember Lems made a motion to direct staff to move forward with trail link plan, apply for additional matching grants, and property/easement acquisition for connecting the trail.**
	Councilmember Summers: seconded the Motion.
	Council vote 7-0 in favor of Motion.

West Jordan City Council Meeting
May 9, 2012
Council Chambers, West Jordan

Meeting Topic/Update	Discussion Overview and Key Decision Made
West Jordan City Development updates City Council on potential phases for the Jordan River Trail Gap	Phase 1: tunnel under 9000 S, trail construction, and Jordan River bridge. Phase 2: Neighborhood connector to 8600 S. Phase 3: Connection to TRAX Station.
Motion:	**Mayor Johnson made motion to direct balance of Open Space funds to the Jordan River Trail. Councilmember Killpack seconded the Motion The motion passed 6-0.**

Appendix II – Estimated Costs

Per mile costs estimates based on data from similar trail section prepared by Salt Lake County in 2011

	amount	unit	cost/unit	
Survey	1.00	mile	$7,500.00	$7,500
Silt Fence	5,280	lf	$2.25	$11,880
Bio-Barrier	5,280	lf	$18.00	$95,040
10' wide paved pedestrian trail	1.00	mile	$165,264.00	$165,264
Construction Contingency @ 15% Costs				$41,953
			Construction Subtotal	**$321,637**
Design/Testing/Permits @ 15% Subtotal				$48,245
			Total Estimated Per mile Cost	**$369,882**

Primary Trail Connection

Trail "Big bend" proposed bridge to 90th south - 1 mile **Trail Cost** **$369,882**

Jordan River Bridge (est. from Salt Lake County based on similar projects)

110'X10'	$110,000
15% Construction Contingency	$16,500
15% Design/Testing/Permitting	$18,975
Total Bridge Cost	**$145,475**

Acquisition

Earl Richardson (will be completed purchased in early April)	$55,000
Rocky Mountain Power	$86,500
Total Acquisition	**$141,500**

Cost for underpass at 90th S. (est. from JRPT Master Plan p. 3-23)	$1,200,000
10% Contingency	$120,000
10% Design	$120,000
Total Underpass Cost	**$1,440,000**

Total Cost for Trail, JR Trail Bridge, Land acquisition, and Underpass **$2,096,857**

Per mile costs estimates based on data from similar trail section prepared by Salt Lake County in 2011

	amount	unit	cost/unit	
Survey	1.00	mile	$7,500.00	$7,500
Silt Fence	5,280	lf	$2.25	$11,880
Bio-Barrier	5,280	lf	$18.00	$95,040
10' wide paved pedestrian trail	1.00	mile	$165,264.00	$165,264
Construction Contingency @ 15% Costs				$41,953
			Construction Subtotal	**$321,637**
Design/Testing/Permits @ 15% Subtotal				$48,245
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10% Design	$120,000
Total Underpass Cost	**$1,440,000**

Total Cost for Trail, JR Trail Bridge, Land acquisition, and Underpass **$2,096,857**

West Jordan - JR Trail Cost Estimates				
Per mile costs estimates based on data from similar trail section prepared by Salt Lake County in 2011				
	amount	unit	cost/unit	
Survey	1.00	mile	$7,500.00	$7,500
Silt Fence	5,280	lf	$2.25	$11,880
Bio-Barrier	5,280	lf	$18.00	$95,040
10' wide paved pedestrian trail	1.00	mile	$165,264.00	$165,264
Construction Contingency @ 15% Costs				$41,953
Construction Subtotal				**$321,637**
Design/Testing/Permits @ 15% Subtotal				$48,245
Total Estimated Per mile Cost				**$369,882**
Primary Trail Connection				
Trail "Big bend" proposed bridge to 90th south - 1 mile			**Trail Cost**	**$369,882**
Jordan River Bridge (est. from Salt Lake County based on similar projects)				
110'X10'				$110,000
15% Construction Contingency				$16,500
15% Design/Testing/Permitting				$18,975
		Total Bridge Cost		**$145,475**
Acquisition				
Earl Richardson (will be completed purchased in early April)				$55,000
Rocky Mountain Power				$86,500
Total Acquisition				**$141,500**
Cost for underpass at 90th S. (est. from JRPT Master Plan p. 3-23)				$1,200,000
10% Contingency				$120,000
10% Design				$120,000
	Total Underpass Cost			**$1,440,000**
Total Cost for Trail, JR Trail Bridge, Land acquisition, and Underpass				**$2,096,857**

Secondary Trail Connections

JRT to UTA TRAX Station	0.2	mi.	$300,000
Canal bridge to 8600 S	0.1	mi.	$36,988
Total Trail Cost			$336,988

Canal Bridge (estimate from City based on 40' X 6' bridge installed July 2011 in Lucky Clover Subdivision)

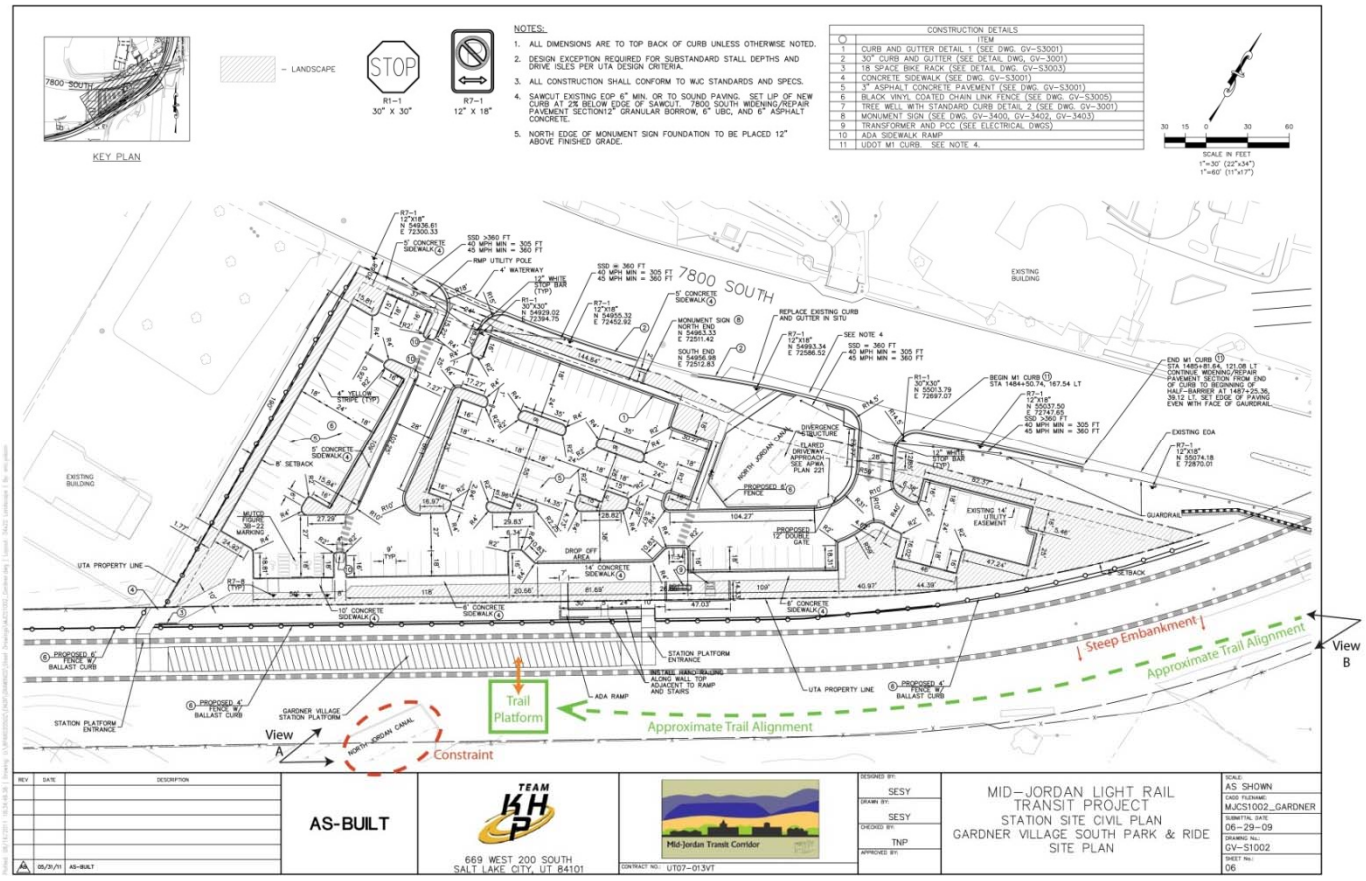
Bridge	$35,650
Construction Total	**$35,650**
Design/Testing/Permitting	$9,479
Total Canal Bridge	$45,129

UTA for JRPT connection to station	$32,192
Easement from trail to 8600 South	$80,000
Total Acquisition	$112,192

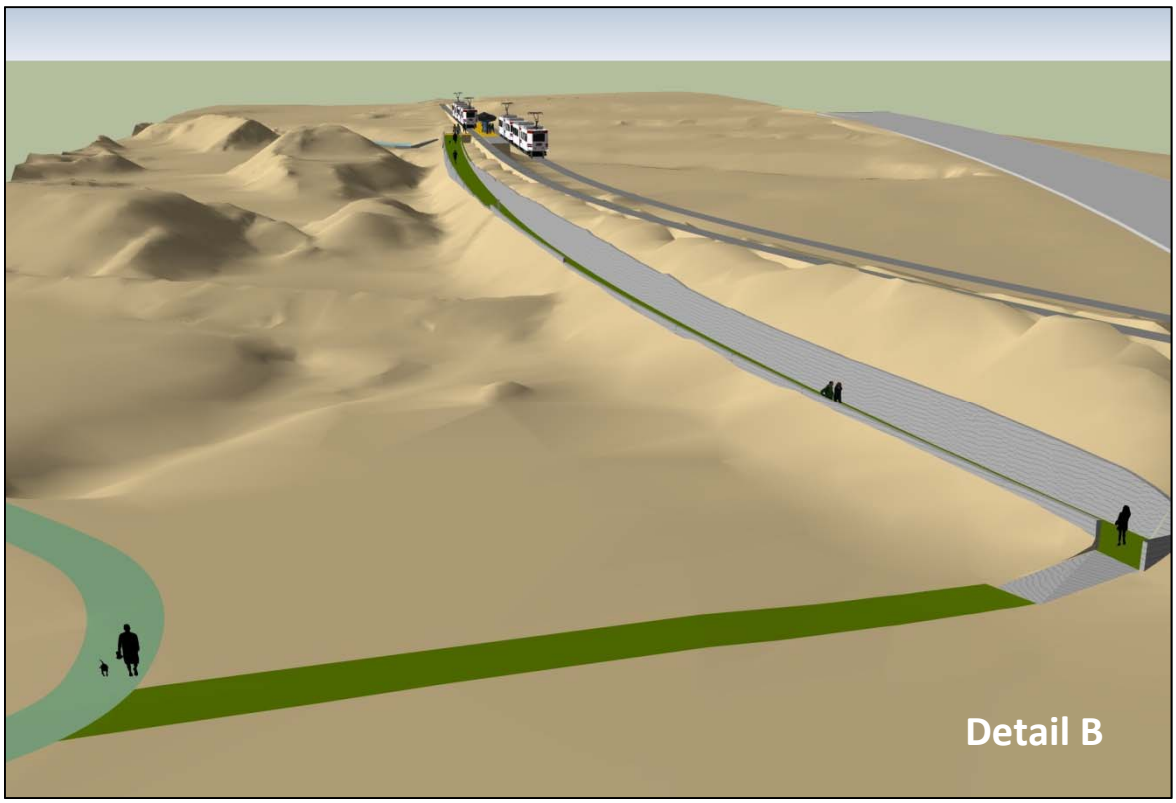
Appendix III – TRAX Connection 3-D Concept Images

This concept explores a connection alternative between the UTA Historic Gardner TRAX Station and the Jordan River Parkway Trail. A trail connection is proposed that would utilize retaining walls to create a trail up the steep embankment on the south and east side of the TRAX rail corridor. The trail connection would terminate on the trail platform. The location of this platform is constrained by the North Jordan Canal crossing beneath the rail corridor, noted in red on the plan below. A trail platform is the point from which people can access the UTA station platform.

Detail A shows a view of the trail connection into the trail platform as well as the station platform. Note the use of the railing on the trail platform to ensure trail users are prevented from immediately crossing onto the tracks. Detail B shows the bottom portion of the trail connection where a tie-in point to the existing Jordan River Parkway Trail occurs.



Detail A


Detail B

Appendix IV - Blueprint Goals and Objectives

Following are the Goals and Objectives from the *Blueprint Jordan River* that have direct application to this project area:

A. Flood Control and Hydrology Goals
   3. Restore the river channel and buffers along the river to improve and protect water quality, enhance hydrologic function, and support goals for vegetation, wildlife, and habitat.
      A. Restore natural river channel profile by increasing connectivity between the Jordan River and its historic floodplain
      B. Restore oxbows and meanders where possible to improve immediate river environment, provide increased habitat for fish and other wildlife, provide storage for seasonal flood flows and provide increased wetland habitat
      C. Improve and protect wetlands, channel bed and riverbank stability to prevent degradation from erosion and sediment transport due to urban development and channelization
      D. Restore eroded banks to significantly reduce sediment loads, thereby promoting stability and equilibrium of in-stream species
      E. Restore native riparian-wetland vegetation corridor wide to restore natural hydrology

C. Vegetation and Habitat Goals
   3. Restore native plant communities and ecosystems to the fullest possible richness, diversity, and health
      C. Identify restoration potential of specific parcels within corridor

   4. Restore wildlife habitat
      A. Diversify plant and shrub age class with a multi-story vegetation cover
      B. Plant species appropriate for desirable wildlife
      C. Promote biological diversity through use of many native plant species

   6. Stabilize river banks to improve water quality
      A. Plant appropriate vegetation “on bank” to establish roots to hold bank from erosion
      B. Establish and enhance existing ponds and wetlands for filtration and incorporate them into Stormwater management

   7. Develop community partnerships and involvement

A. Acquire or place conservation easements on and protect small, high-value wetlands
B. Work with federal, state, and local agencies to obtain grant monies to deal with noxious and invasive plants
C. Encourage botanical education opportunities at select sites
D. Demonstrate vegetation management successes
E. Encourage urban forestry programming and municipal tree management adjacent to Jordan River corridor

D. Circulation and Connection Goals

1. Integrate the Jordan River Trail system into the regional trail system
    A. Work with each city to build east/west trail connections to the Jordan River Parkway
    B. Increase regional trail access to the river
    C. Incorporate the Jordan river into the regional trail system

3. Increase safety for users of the Jordan River corridor
    C. Provide above or below grade roadway crossings

4. Increase the use of transit trips to the river
    A. Enhance transit facilities within the river corridor
    D. Promote non-auto commutes by using the trail system and UTA to increase bike and transit mode split

5. Improve river crossings to be more river friendly
    A. Allow for adequate bicycle and pedestrian crossings
    B. Require that bridges are wildlife compatible
    C. Identify river crossings with improved signage

F. Recreation and Tourism Goals

1. Promote the river as a regional quality-of-life amenity and recreational destination
    B. Complete surface trails lake to lake for walking, jogging, skating, and bicycling

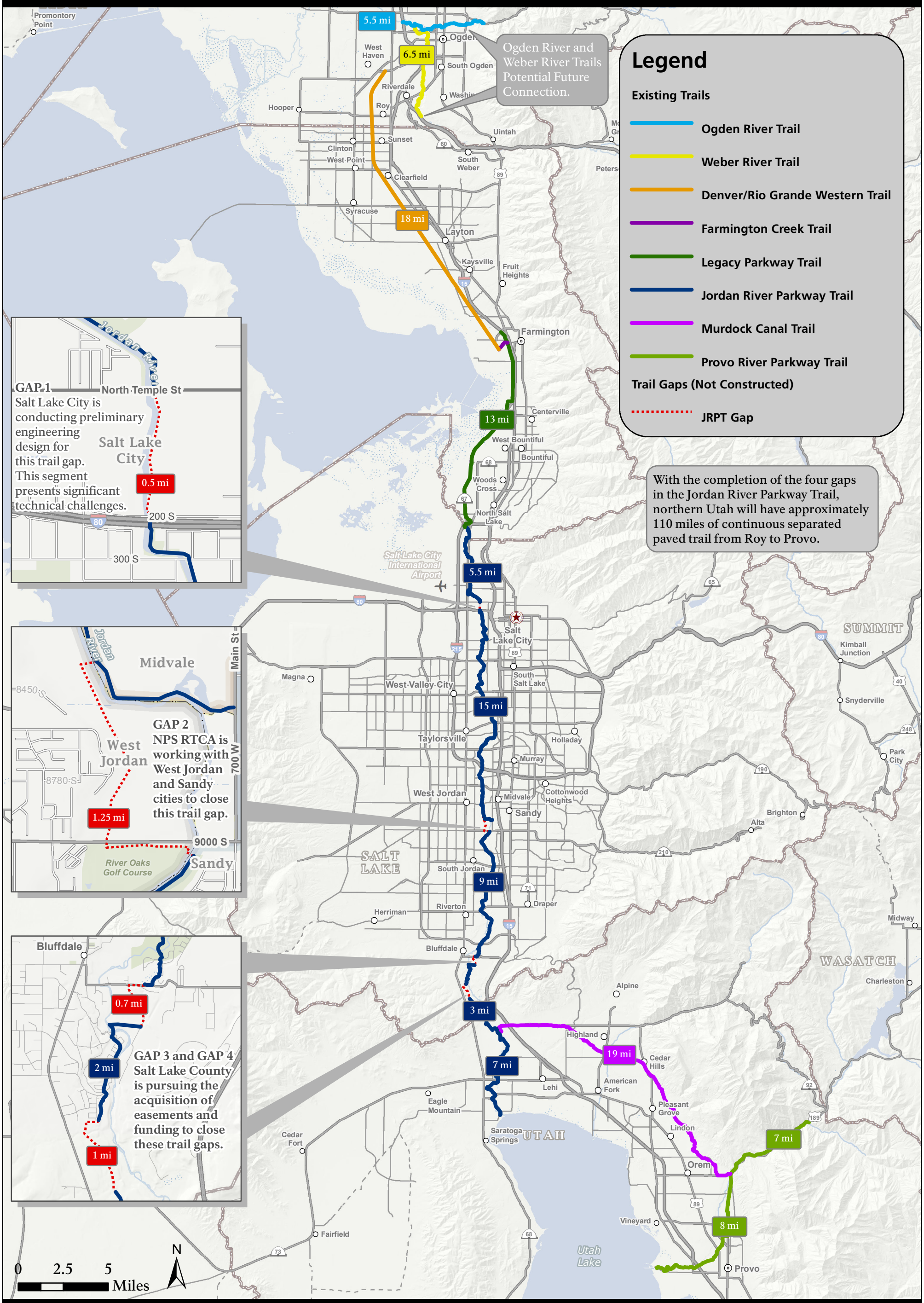
Appendix V – Supporting Maps

1. A Case for Completing the Jordan River Parkway Trail
2. West Jordan & Sandy Connections to Jordan River Parkway
3. Jordan River Trail – Potential Easement & Parcel Acquisition

Closing the Gaps:

A Case for Completing the Jordan River Parkway Trail

National Park Service
U.S. Department of the Interior



Produced by Rivers, Trails, and Conservation Assistance Program
Intermountain Region
Utah Field Office

July 2013

Data Source: Utah AGRC Basemap

West Jordan & Sandy Connections to the Jordan River Parkway Trail

National Park Service
U.S. Department of the Interior

Legend

Existing

- JRP Trail
- North Jordan Irrigation Canal
- Gardner Village Transit Station

Proposed

- West Jordan City Gap
- Transit Connection
- Neighborhood Connection
- Sandy City Gap
- Habitat Restoration Area
- Pedestrian Bridge
- Pedestrian Underpass

Connection to Public Transit:
This important connection will provide a safe link from the Parkway to the Gardner Village Light Rail Station.
Required Action: Acquisition of ROW from Utah Transit Authority. A $300,000 CMAQ grant will be awarded.

Pedestrian Bridge:
A bridge is required to provide access across the Jordan River to the proposed trail.
Salt Lake County was awarded $100,000 from a Utah State Parks grant for bridge construction.

Critical Trail Gap Connection:
This trail would provide a connection for one of the four remaining Jordan River Parkway Trail gaps.
Required Action: West Jordan is pursuing acquisition of ROW from Rocky Mountain Power (0.7 mi), and license agreement from URMCC (0.3 mi).

This is one of four remaining trail gaps in the regional 45-mile Jordan River Parkway Trail. This project will complete one mile of a total 3.5 miles of remaining trail gaps. Completion of this project will connect 25 miles of currently completed Jordan River Parkway Trail.

Neighborhood Connection:
This provides a critical connection for residents to safely access the Parkway. West Jordan City obtained a $110,000 grant from Utah State Parks for bridge construction

Big Bend Habitat Restoration:
Partners include U.S. Fish & Wildlife Service, Utah Reclamation Mitigation & Conservation Commission, National Park Service and West Jordan City

Pedestrian Underpass:
This is the critical link in safely connecting the gap. In 2012, the Utah Senate approved S.B. 164 providing $1.1 M in Dept. of Transportation funding for the underpass.

0.2 mi
0.45 mi
0.1 mi
0.55 mi

Study Area

N

0 0.1 0.2 Miles

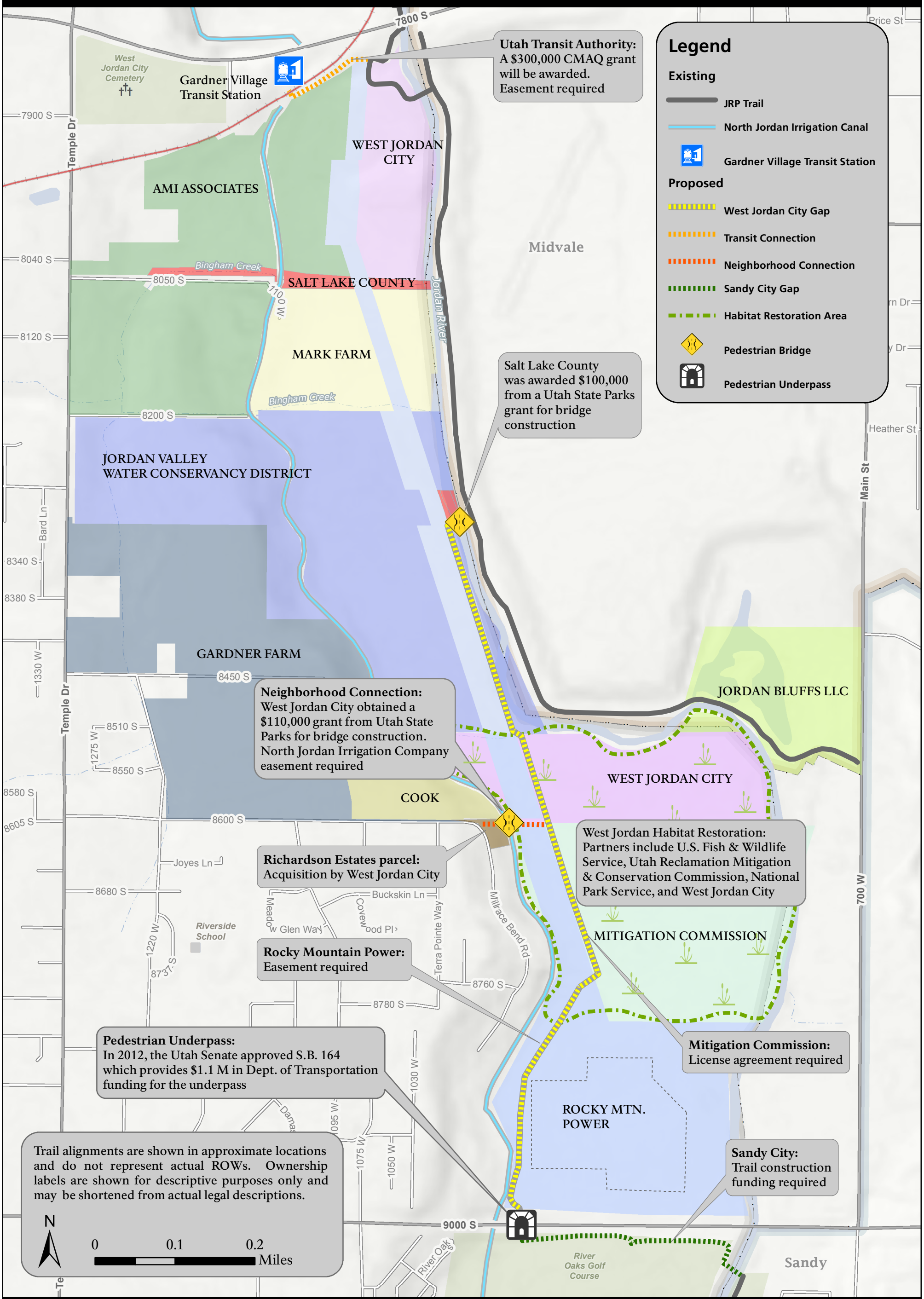
Produced by Rivers, Trails, and Conservation Assistance Program
Intermountain Region
Utah Field Office

December 2012

Data Source: Utah AGRC Basemap

Potential Easement & Parcel Acquisition
Jordan River Parkway Trail

National Park Service
U.S. Department of the Interior



Produced by Rivers, Trails, and Conservation Assistance Program
Intermountain Region
Utah Field Office

December 2012

Data Sources: Utah AGRC Basemap, Salt Lake County Parcel Viewer

Appendix VI – Prior Planning Timeline

Prior Planning Timeline for Project area: 1991-2012

National Park Service
U.S. Department of the Interior

January 2013

Sharon Steel Natural Resource Damage Assessment Fund (NRDA)

In 1991, a $2.3M damage settlement was awarded to the U.S. Department of the Interior (DOI) in compensation for injuries to Federally-protected trust resources caused by contamination of the Jordan River Corridor. Federal law, which safeguards these trust resources on behalf of the public, protects migratory birds, threatened and endangered species, and their supporting ecosystems. Sharon Steel NRDA funds will be used to restore, replace, or acquire the equivalent of these natural resources (trust resources) injured by contaminants from the site.

USFWS Restoration Concept Plan

The U. S. Fish and Wildlife Service (USFWS) plan outlines restoration potential for the Jordan River Corridor and requests proposals from cities to sponsor restoration projects that meet the criteria of the Sharon Steel NRDA Fund.

USACE funds Jordan River Meander Project

The U.S. Army Corps of Engineers proposes West Jordan , UT - Section 206 - Aquatic Ecosystem Restoration. This is a $5M project to restore and remeander the Jordan River in the Big Bend area.

This project fits with the USFWS restoration plan by restoring river and floodplain hydrology.

USACE works on draft environmental assessment from 2000 - 2011.

USACE Completes Draft Environmental Assessment and FONSI

A draft Detailed Project Report and Environmental Assessment completed. A Finding of No Significant Impact reported.

Blueprint Jordan River

Envision Utah completes visioning plan for the Jordan River corridor, with extensive public input and community involvement. The trail was listed as first "Big Idea" in the plan, with trails seen as the most important recreational activity by survey respondents.

West Jordan awarded NPS - RTCA assistance

The National Park Service's - Rivers, Trails, and Conservation Assistance program awards the City of West Jordan technical assistance for two years to complete an action plan for the area between 7800 S - 9000 S. This assistance includes developing a stakeholder group and facilitating meetings with individual entities and a trail committee to increase communication with a goal of completing the trail gap.

UTA Completes Gardner Village TRAX station

UTA completes critical public transit connection at the north end of the project area.

JRPT in "America's Great Outdoors" Report

The U.S. Department of the Interior includes completing four gaps in the Jordan River Parkway Trail totaling 3.5 miles (including the West Jordan trail gap) in the "America's Great Outdoors" 50-State Report. The NPS RTCA program begins coordinating the initiative.

1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012

West Jordan Submits Restoration Proposal

West Jordan submits restoration plan for the area between 7800 S - 9000 S. This proposal is accepted by the USFWS and the URMCC in 1997. This proposal estimates a project cost of $2.2M and emphasizes habitat restoration and federally protected trust resources. This project will provide public access via a soft surface trail and anticipates the Jordan River Parkway Trail located on the east side of the river.

U.S. FWS accepts West Jordan's Restoration Plan

West Jordan's proposal is accepted by the USFWS and some of the settlement monies are awarded. The following are some of the partners selected:

USFWS, Trust for Public Lands (TPL),
UT Reclamation, Mitigation and Conservation Commission (URMCC), and UT State Parks

Using a portion of USFWS Sharon Steel NRDA Funds, TPL buys a portion of the Fur Breeders property and conveys it to West Jordan with a Conservation Easement.

URMCC buys remaining property for conservation purposes and signs MOU with West Jordan.

Jordan River Master Plan

Comprehensive master plan for the Jordan River corridor completed by Salt Lake County. Highlights of the plan for the area between 7800 S - 9000 S include:

- Underpass under 9000 S
- Trail along North Jordan irrigation canal
- Bridge across Jordan River

USACE funds updated draft EA for meander project

Following a seven year funding gap, USACE funding reinstated in 2010 and 2011 by Congress for the West Jordan, UT - Section 206 - Aquatic Ecosystem Restoration. Field Studies including a bird survey and cultural survey were completed. The Utah State Historical Preservation Office issued a cultural concurrence letter. Following the draft EA updates, the USACE project remained unfunded by congress for federal fiscal year 2012.

West Jordan updates planning documents

West Jordan begins updating their Comprehensive General Plan and completes their Parks, Recreation, Trails, & Open Space Handbook. The plans follow the Jordan River Master Plan and the Blueprint Jordan River trail guidelines.

Prior Planning for Project Area

The timeline illustrates prior planning efforts. These plans illustrate the complex nature of the project area. Currently less than $750k of the Sharon Steel Natural Resource Damage Assessment Fund (NRDA) monies are left and available for restoration. The USACE project remains unfunded and no further involvement is anticipated. The City of West Jordan, USFWS, and URMCC, with NPS planning assistance will develop a project partnership to address restoration for the area between 7800 S and 9000 S.

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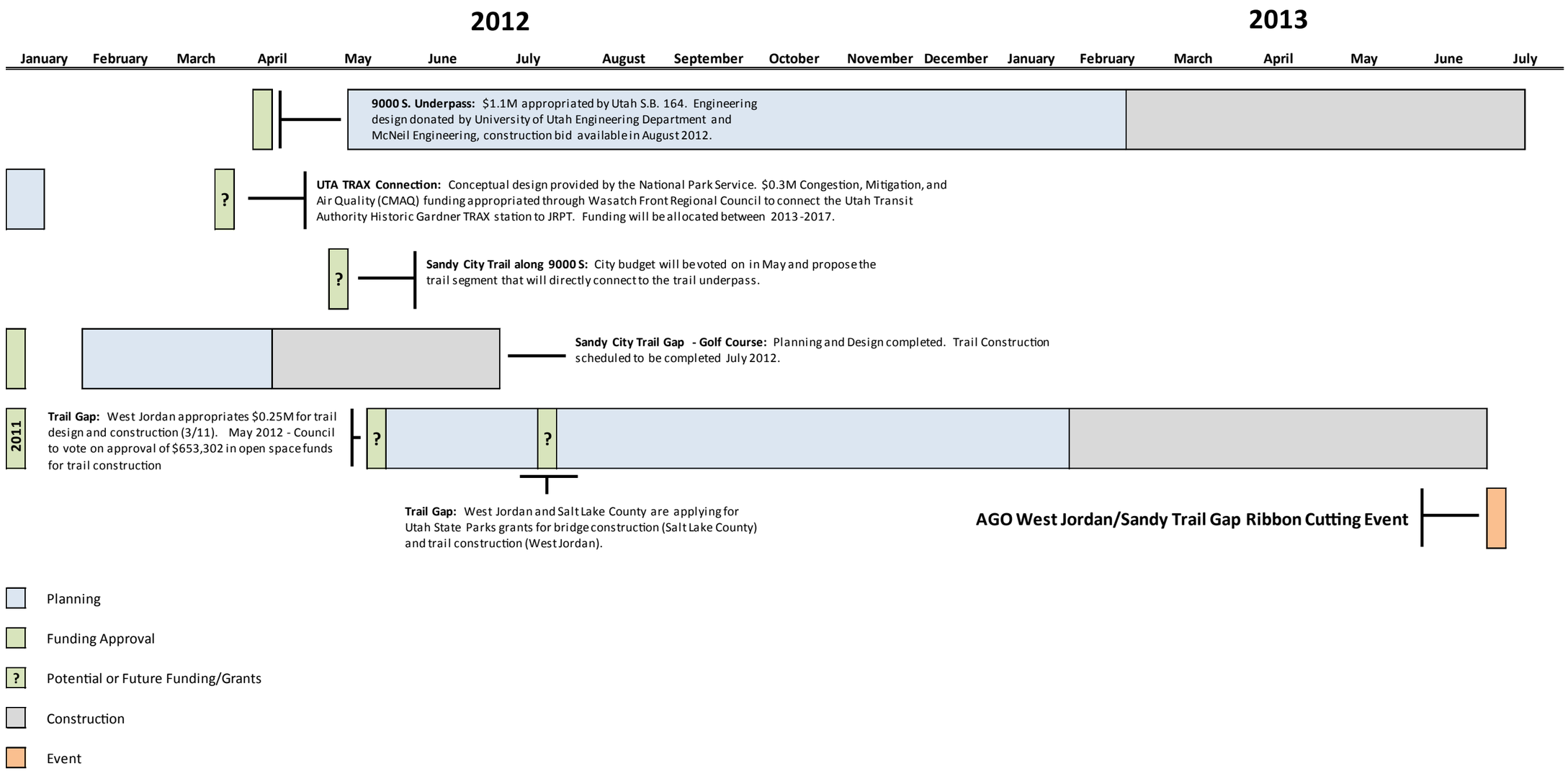
Intermountain Region
Utah Field Office

Appendix VII – Implementation Timeline

National Park Service
U.S. Department of the Interior

Implementation Schedule - West Jordan-Sandy City JRPT gap

This table illustrates the implementation schedule for projects that have already been committed to or have funding identified.
For detailed project timelines contact the appropriate municipality.



- Planning
- Funding Approval
- ? Potential or Future Funding/Grants
- Construction
- Event

Implementation Timeline
West jordan-Sandy JRPT Gap

April 2012

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Utah Field Office