

Bingham Creek Trail

RECOMMENDATIONS FOR ACTIVE TRANSPORTATION
IMPROVEMENTS ALONG THE BINGHAM CREEK CORRIDOR



CREATED FOR SALT LAKE COUNTY
DECEMBER 2023



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BINGHAM CREEK REGIONAL PARK

SALT LAKE COMMUNITY COLLEGE

JORDAN VALLEY

WEST JORDAN CITY CENTER

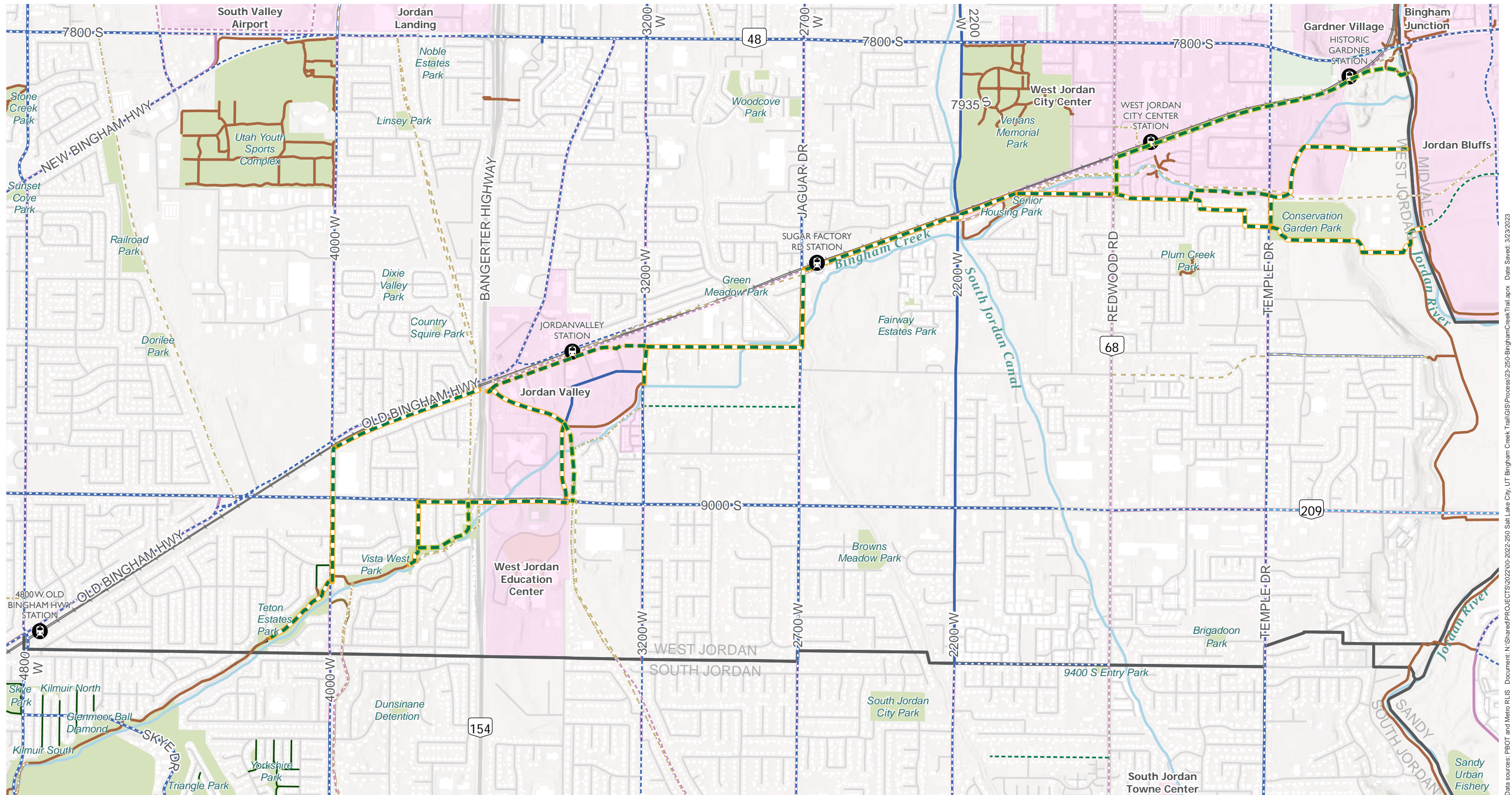
JORDAN RIVER

GARDNER VILLAGE

Overview

The Bingham Creek Corridor is an important Riparian corridor on the Salt Lake Valley's west side. Stretching from the mouth of Bingham Canyon, the drainage flows downhill in an eastward direction. The creek passes north of Daybreak and enters the new Bingham Creek Regional Park. As it continues to move downhill, it passes through developed lands of South and West Jordan. Some areas have a preserved open space adjacent to the stream, while in others it flows underground or through private property. Ultimately, the stream empties into the Jordan River near the Gardner Village TRAX station.

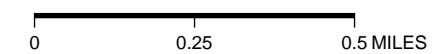
The significance of this corridor both as a riparian and open space opportunity and as an east-west connector make it an important piece in the active transportation system for Salt Lake County. This document examines the potential and recommended alignment(s) of a shared use path along and near this corridor. In addition, recommendations are given for intersection treatment, street redesign, and private property coordination required to implement the pathway.



BINGHAM CREEK TRAIL

ALIGNMENT OVERVIEW

- | | | | | | |
|--|------------------------|--|---|--|--|
| | UTA TRAX Stations | | Existing Active Transportation Facilities | | Planned Active Transportation Projects |
| | Bingham Trail Segments | | Shared Roadway | | Shared Roadway |
| | WFRC Regional Centers | | Bike Lane | | Painted Bike Lane |
| | Natural Features | | Sidepath | | Parallel Pathway |
| | Water Body | | Shared Use Paths | | Unknown Facility Type |
| | Parks and Open Space | | | | |

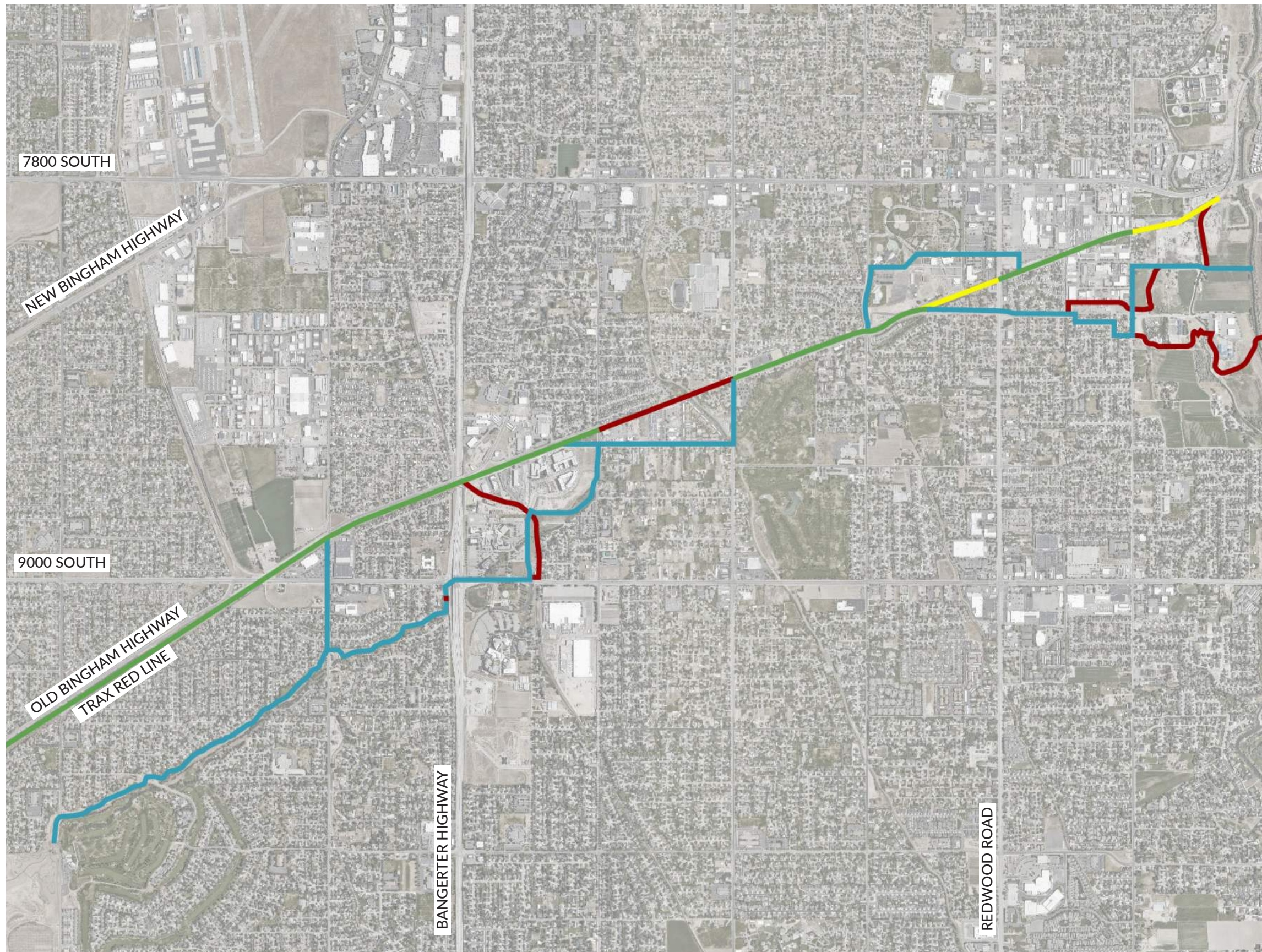


Data sources: PBOT and Metro RLIS Document: N:\Share\PROJECTS\2022\00-2022-250 Salt Lake City, UT Bingham Creek Trail\GIS\Process\23-250-BinghamCreekTrail.aprx Date Saved: 3/23/2023

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Existing Conditions

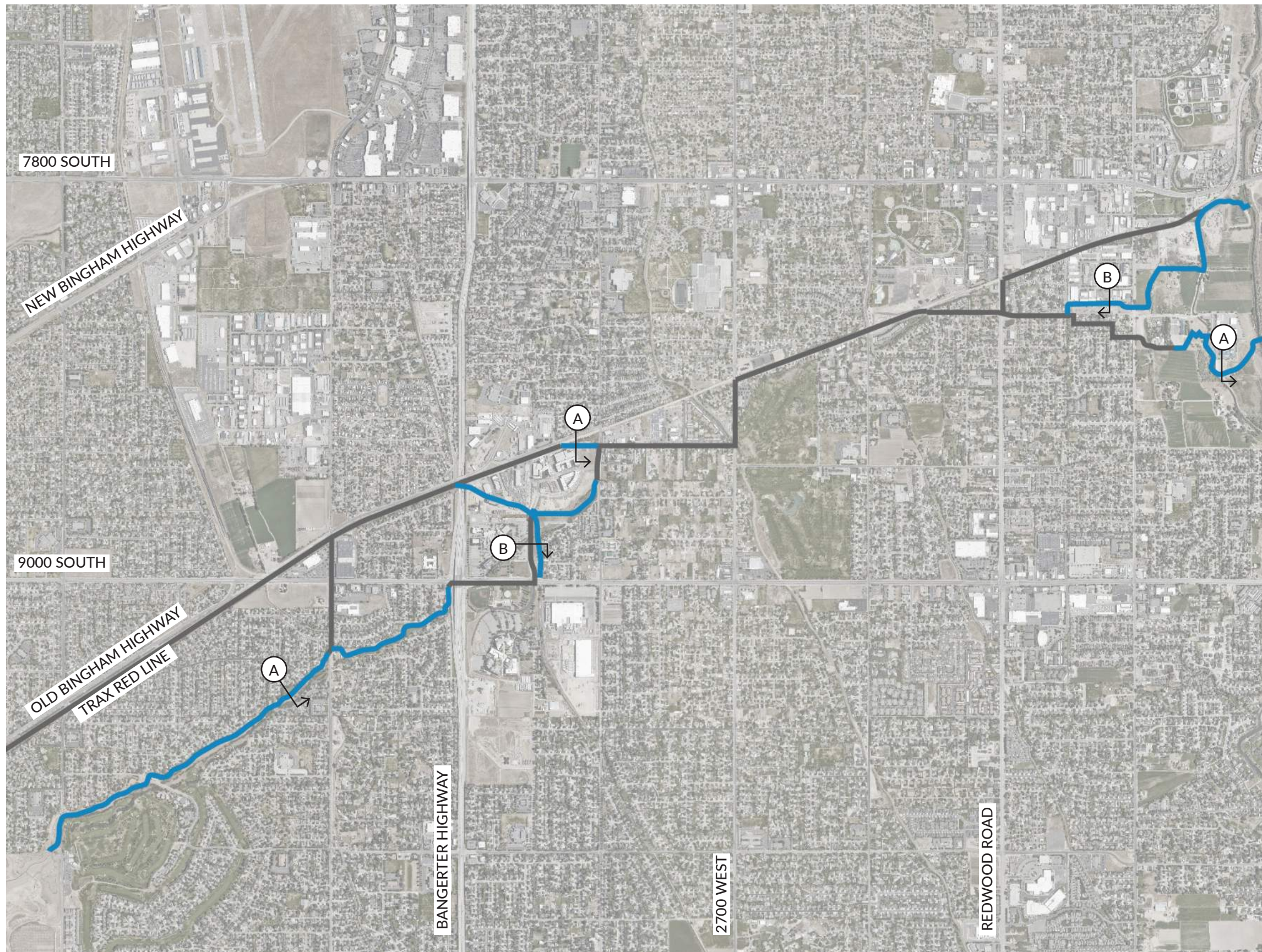




CORRIDOR OWNERSHIP

Much of the corridor lies on publicly owned land - either city, county, or state (UDOT) owned. A few alternative study segments run on privately owned land (notably the Water Conservation District, Gough homes, and the Utah Lake Canal Company).

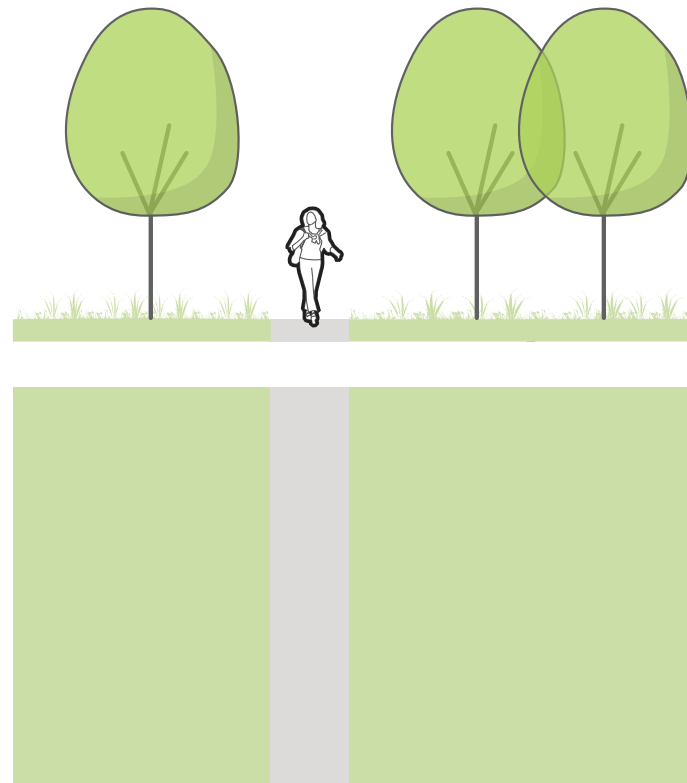
For segments running along TRAX, the primary concern is setback distance from track centerlines. According to UTA, the preferred distance of the edge of path from the track centerline is 25 feet. There are instances as narrow as 11' that would require further coordination and approval. Most of the segments fall within the 25 foot setback requirement. Segments near the Gardner and West Jordan Stations are more restricted and will require further coordination and planning with UTA.



OPEN SPACE SECTIONS

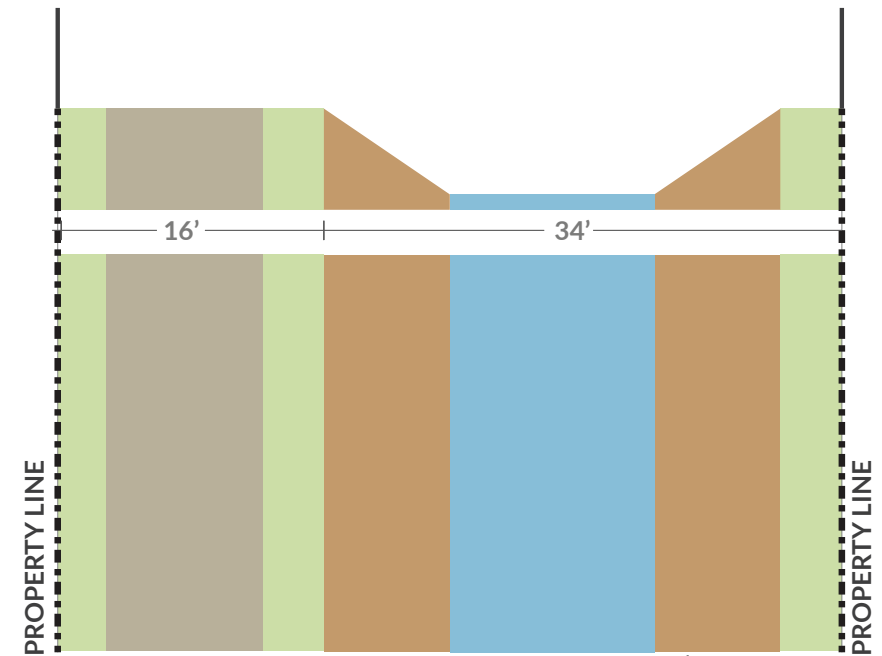
Open space segments include those running through formal open space, undeveloped land, and those running adjacent to waterways. The map at left shows where these conditions occur in relation to the rest of the corridor. Open space segments of the trail run through vacant land, canals, or parks and are not impacted by adjacent roads or railroads.

See the following page for typical sections for these segments.



Ⓐ OPEN SPACE: **ROW VARIES**

OPEN SPACE SECTIONS



Ⓑ CANAL: **50' ROW**

OPEN SPACE SECTIONS



CANAL CORRIDOR



CREEK CORRIDOR NEAR BANGERTER



VISTA WEST PARK AT WINTHROPE AND JUDD



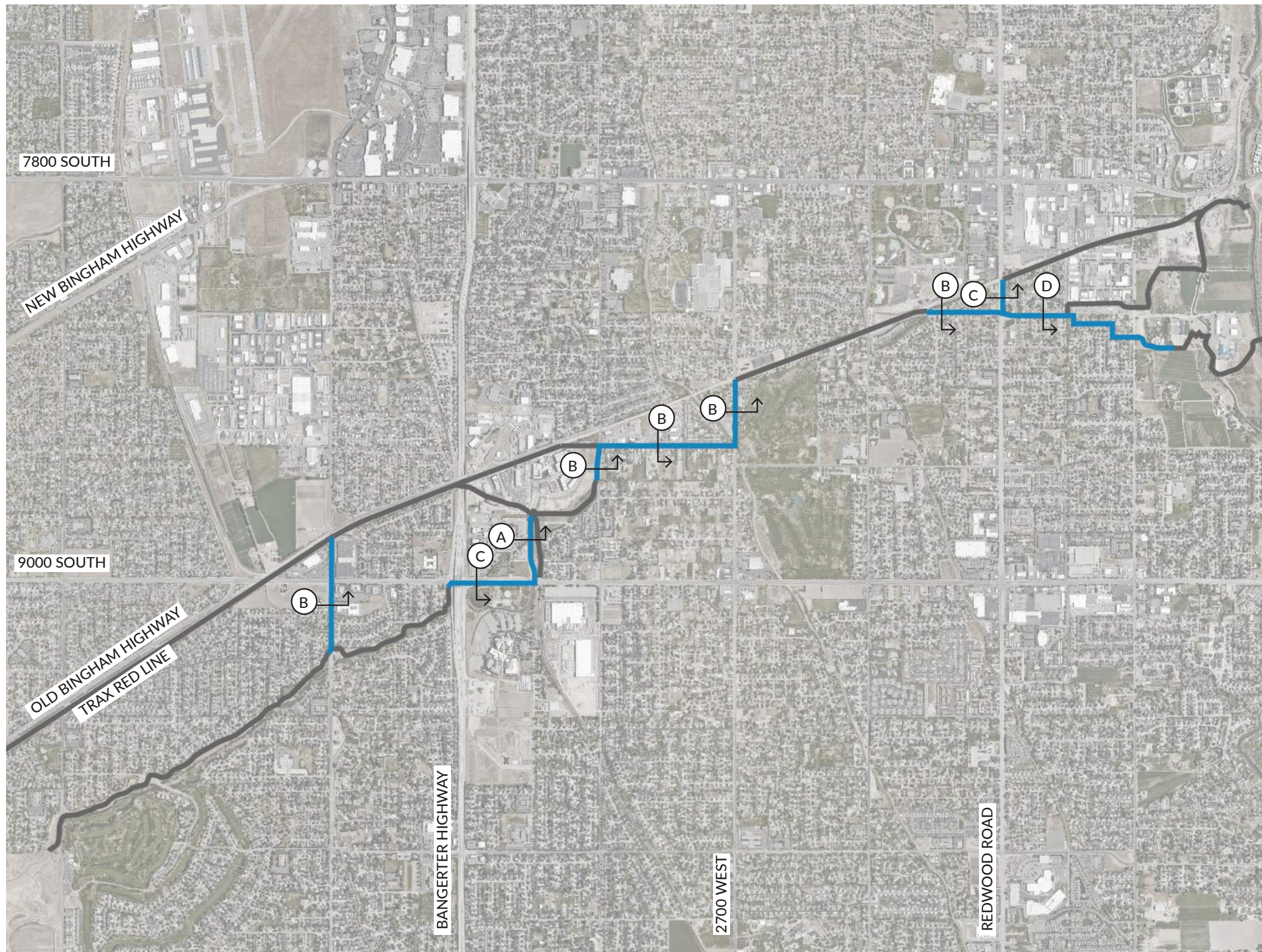
VISTA WEST PARK



EXISTING CREEK CORRIDOR NEAR SKYE DRIVE



BINGHAM CREEK REGIONAL PARK

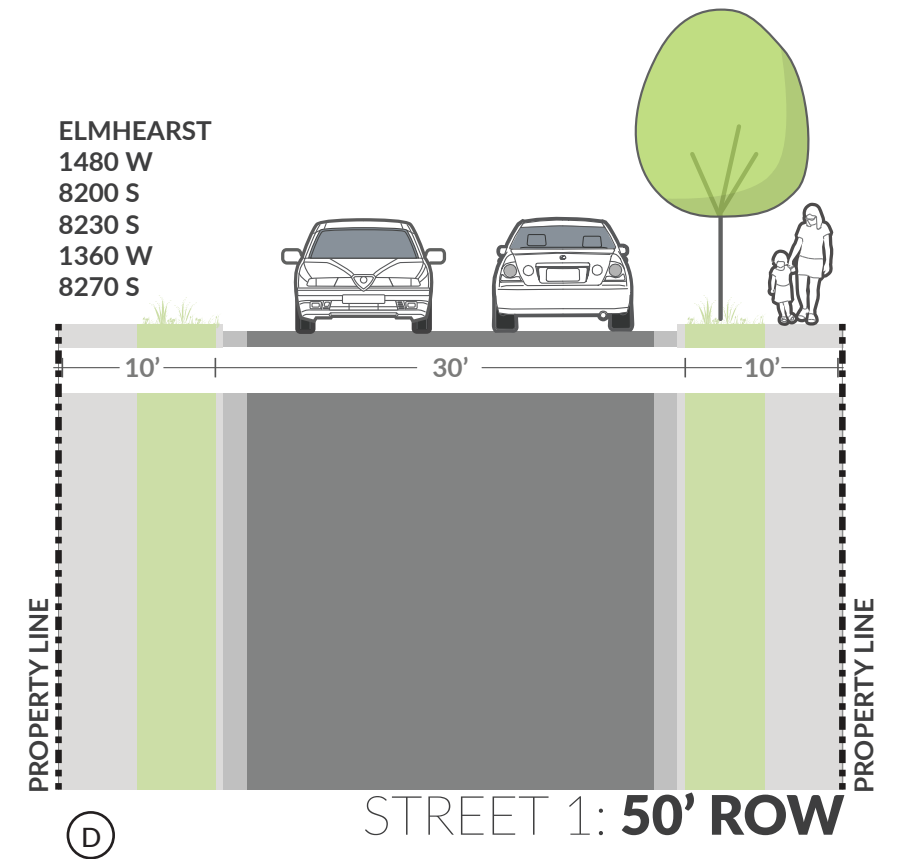
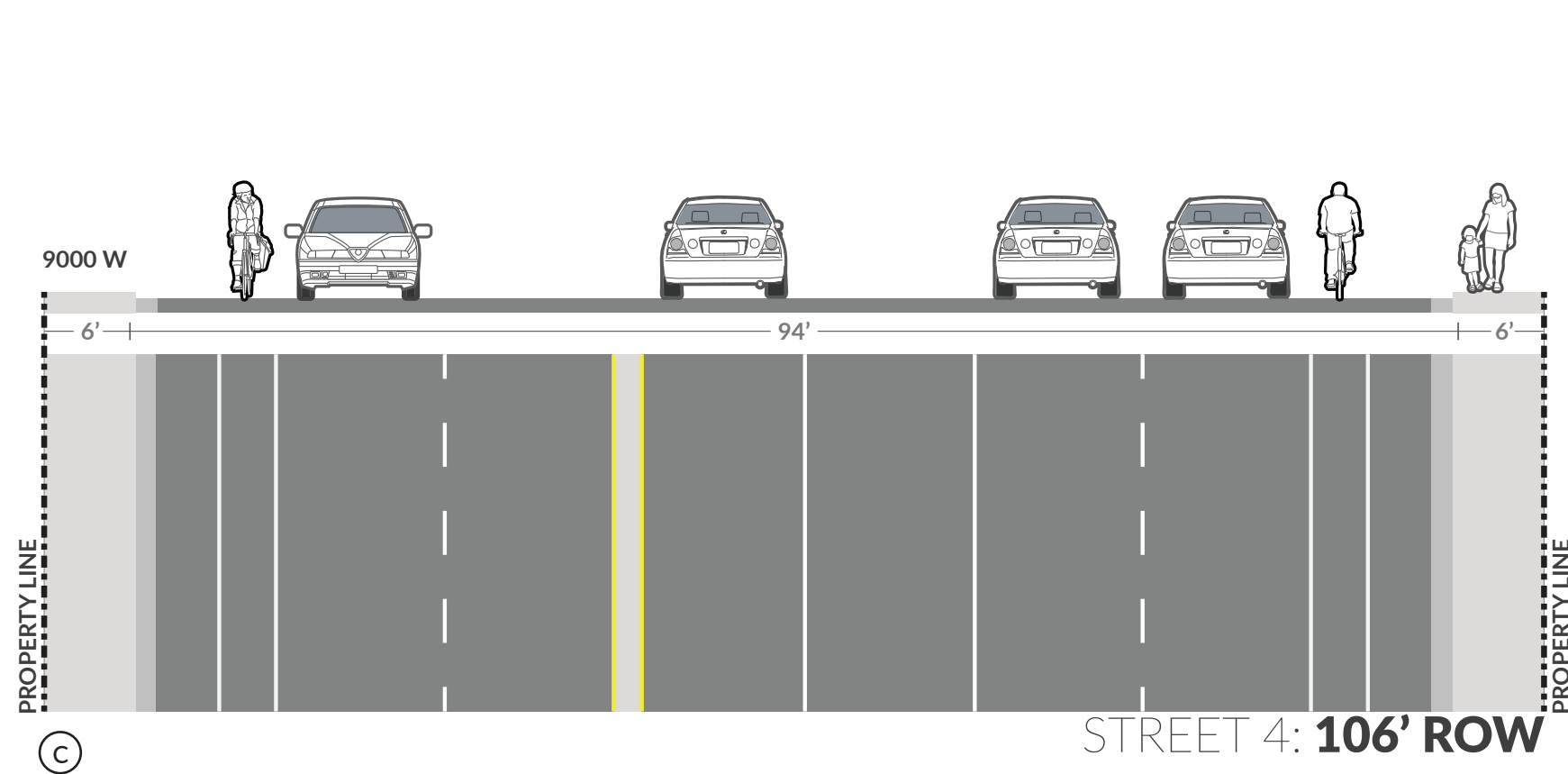
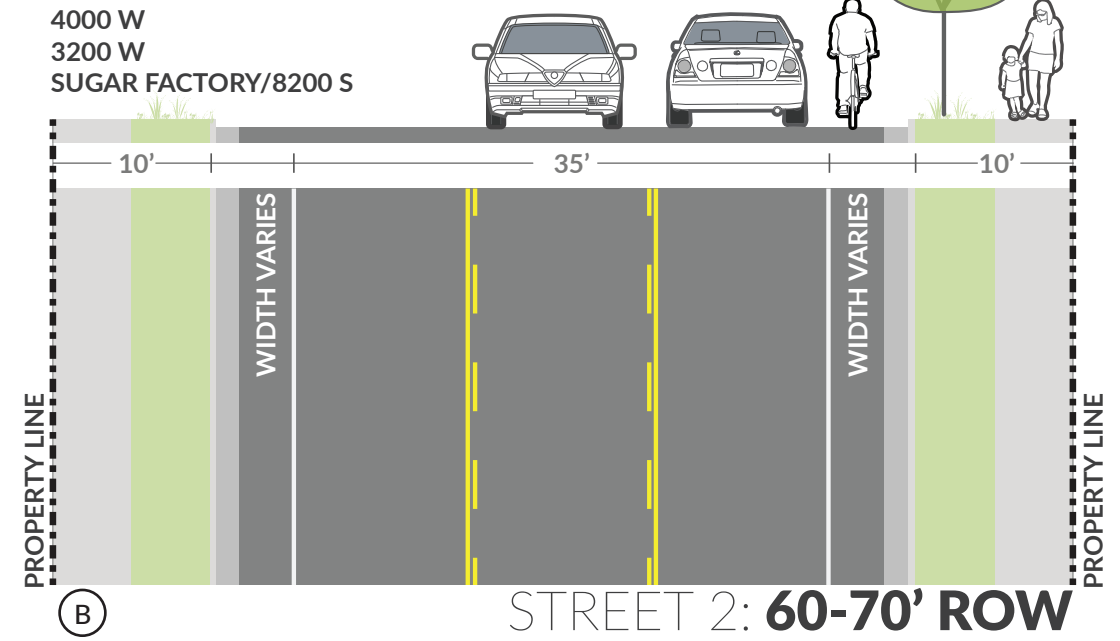
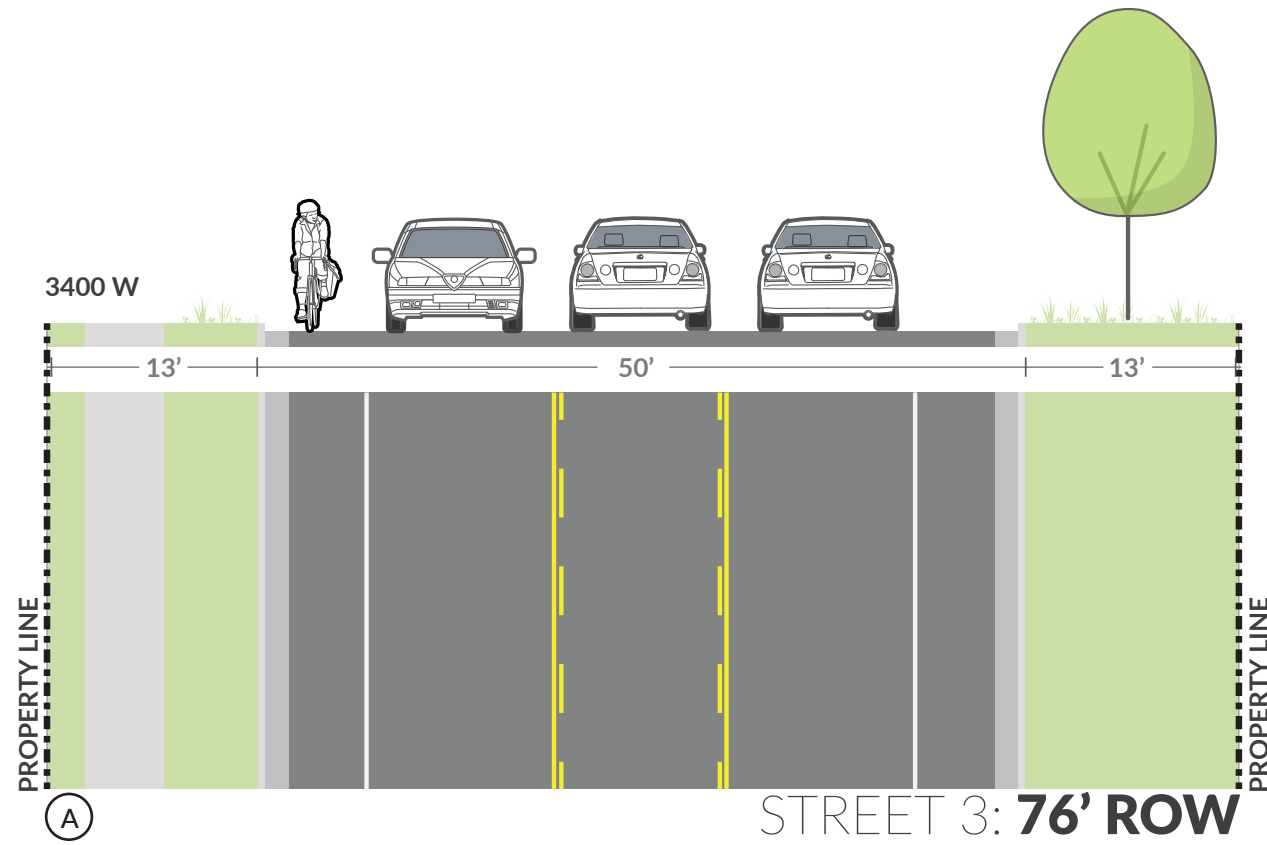


STREET ROW SEGMENTS

Street ROW segments of route alternatives follow existing city streets or UDOT roadways. Street widths, number of travel lanes, and traffic volumes varies throughout the corridor. The map at left shows where the Bingham Creek Trail may be routed within street ROW's.

See the following page for typical sections for these segments.

STREET ROW SEGMENTS



STREET ROW SEGMENTS



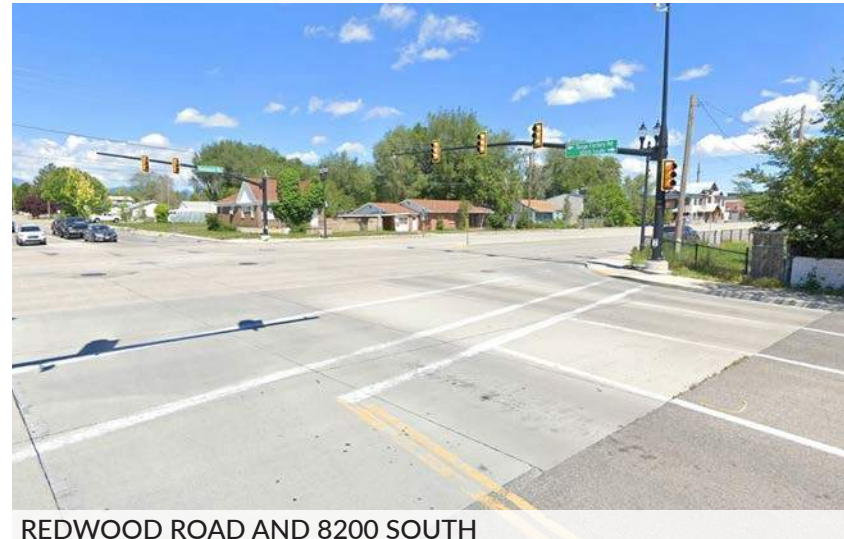
SHOULDER ON 1300 WEST



LOCAL STREET AT 8230 SOUTH



BROOKSIDE COMMUNITY ON 8200 SOUTH



REDWOOD ROAD AND 8200 SOUTH



SUGAR FACTORY ROAD



2700 WEST AND MERGE LANE



2700 WEST AND 8600 SOUTH



8600 SOUTH AND 3200 WEST



3200 WEST AND EXISTING PATHWAY

STREET ROW SEGMENTS



3400 WEST EXISTING CROSSING



3400 WEST AND 9000 SOUTH



9000 SOUTH AT SALT LAKE COMMUNITY COLLEGE



ON RAMP TO BANGERTEER HIGHWAY AT 9000 SOUTH



RIGHT TURN LANE TO BANGERTEER ON RAMP



WINTHROPE CIRCLE CUL DE SAC



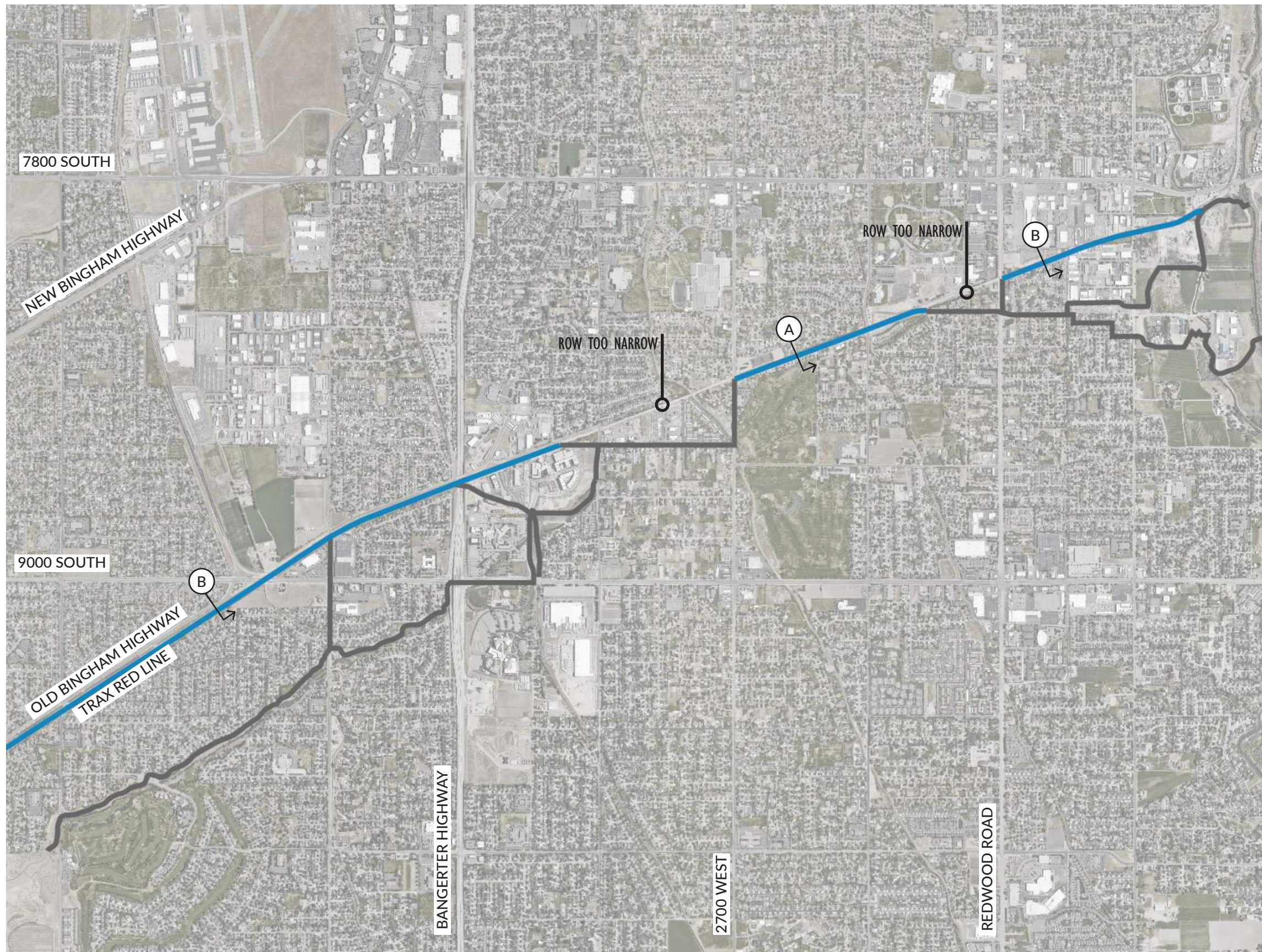
4000 WEST MIDBLOCK CROSSING



NARROW ROW AT 4000 WEST NORTHERN SEGMENT



CROSSING AT CORNER OF TARGHEE DRIVE

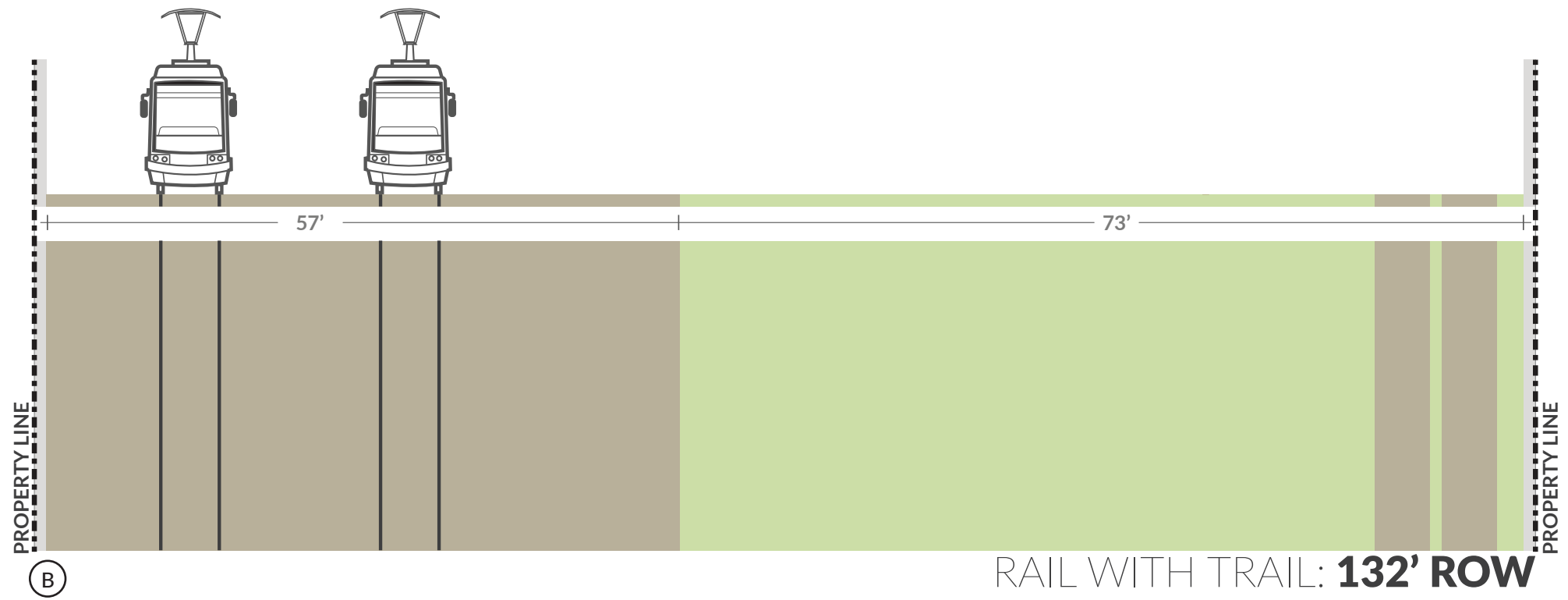
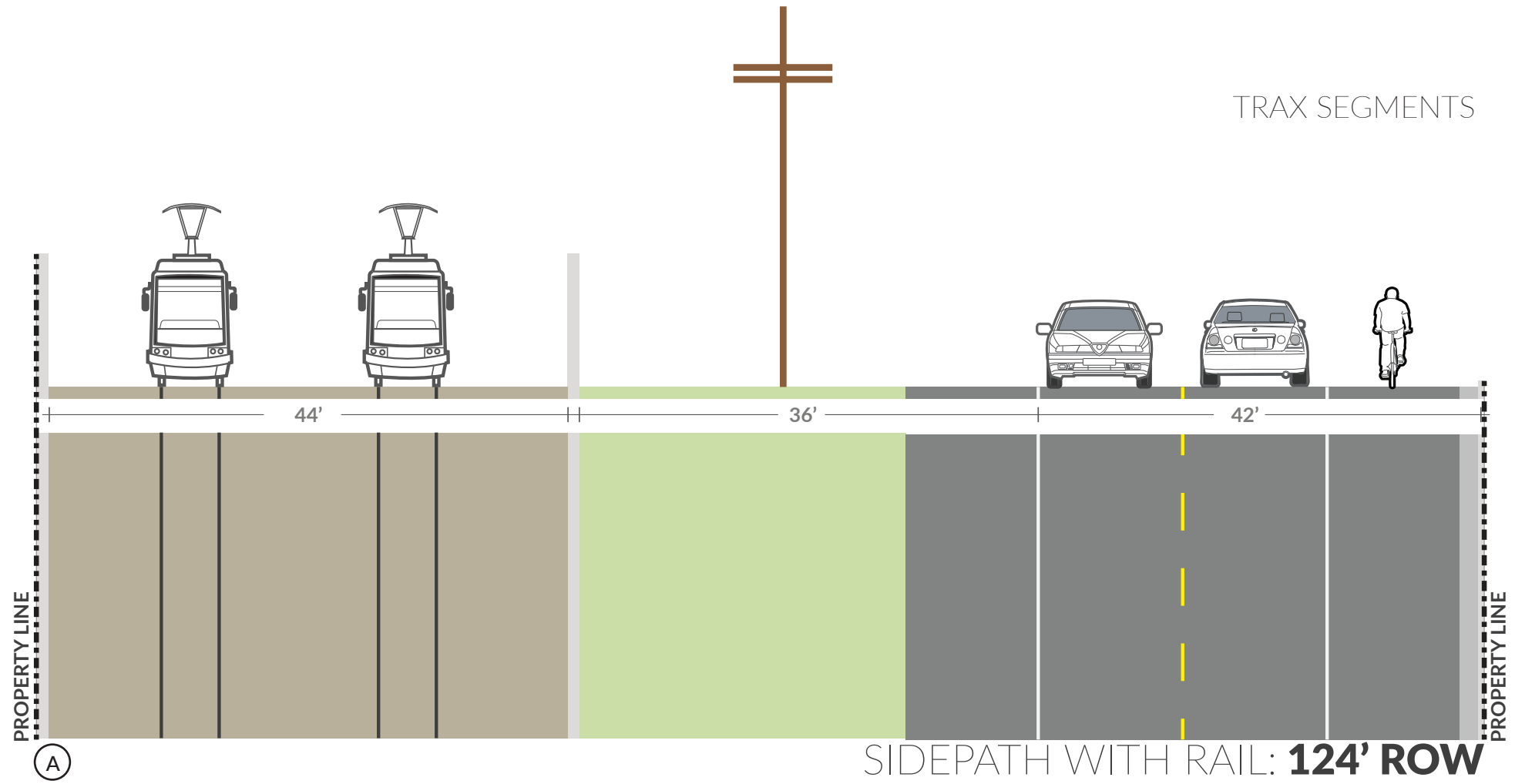


TRAX SEGMENTS

TRAX segments are those that run adjacent to the TRAX light rail line.

Per UTA, trails adjacent to TRAX need to be at least 25' off of the centerline. While some locations have come as close as 11' off center, that is not their preference. Trails next to TRAX need to be separated by a 6-foot black vinyl fence that's grounded. Drainage needs to be kept on site and any trails should not impact that. Anywhere on the trail service vehicles would be present, the trail should be built to support vehicle weight. Additionally, emergency vehicle access should be considered to not impact rail service should an emergency occur on the trail.

Given these constraints, the map at left shows where trails could be implemented along the TRAX corridor. Gaps occur where the ROW is too narrow to meet UTA requirements. See the following page for typical sections for these segments.



TRAX SEGMENTS



TOPOGRAPHY CHALLENGES AT GARDNER VILLAGE



TRAX AT 1300 WEST



NARROW ROW NEAR REDWOOD ROAD



TRAX AT SUGAR FACTORY ROAD



2200 WEST AND SUGAR FACTORY ROAD



SUGAR FACTORY ROAD NEAR 2700 WEST



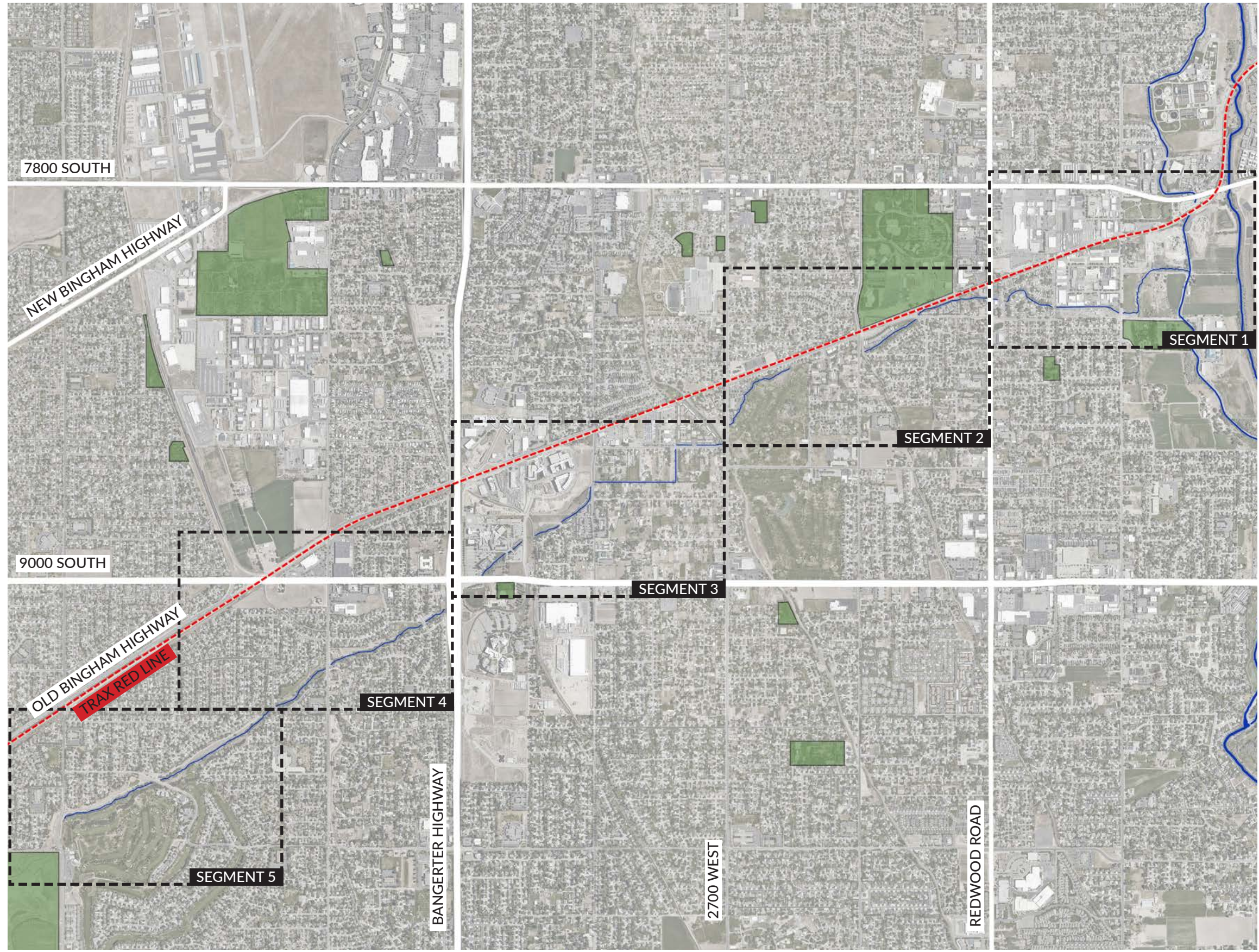
TRAX AT 2700 WEST



TRAX AT BANGERTER HIGHWAY



TRAX AT BANGERTER HIGHWAY

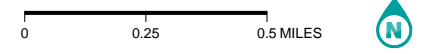


CORRIDOR BREAKDOWN

To further understand the opportunities and constraints along the corridor, it has been subdivided into 5 segments of roughly equal lengths.

Segment 1, at the far east side, runs from Redwood Road to the Jordan River. Segment 2 runs from 2700 West to Redwood Road. Segment 3 runs from Bangerter Highway to 2700 West. Segment 4 runs from roughly 4000 West to Bangerter Highway. Lastly, Segment 5 runs from the Bingham Creek Regional Park to 4000 West.

The remaining pages in this chapter offer a more detailed analysis and examination of each of these 5 segments.



OVERVIEW



SEGMENT 1:
 JORDAN RIVER TO REDWOOD ROAD

Segment 1 runs from the Jordan River west to Redwood Road. Various alignment options are available, with most passing through or near adjacent private properties.

ALIGNMENT 1A

This alignment parallels TRAX and would for the most part be within or near the 25' required setback. Near the Gardner station, the ROW narrows and coordination with the private land owner would be required.

ALIGNMENT 1B

This alignment follows 8200 South before passing through the Gough Homes property and then across 1300 W following the creek. This option would require significant coordination with multiple land owners, but most closely follows the Bingham Creek alignment.

ALIGNMENT 1C

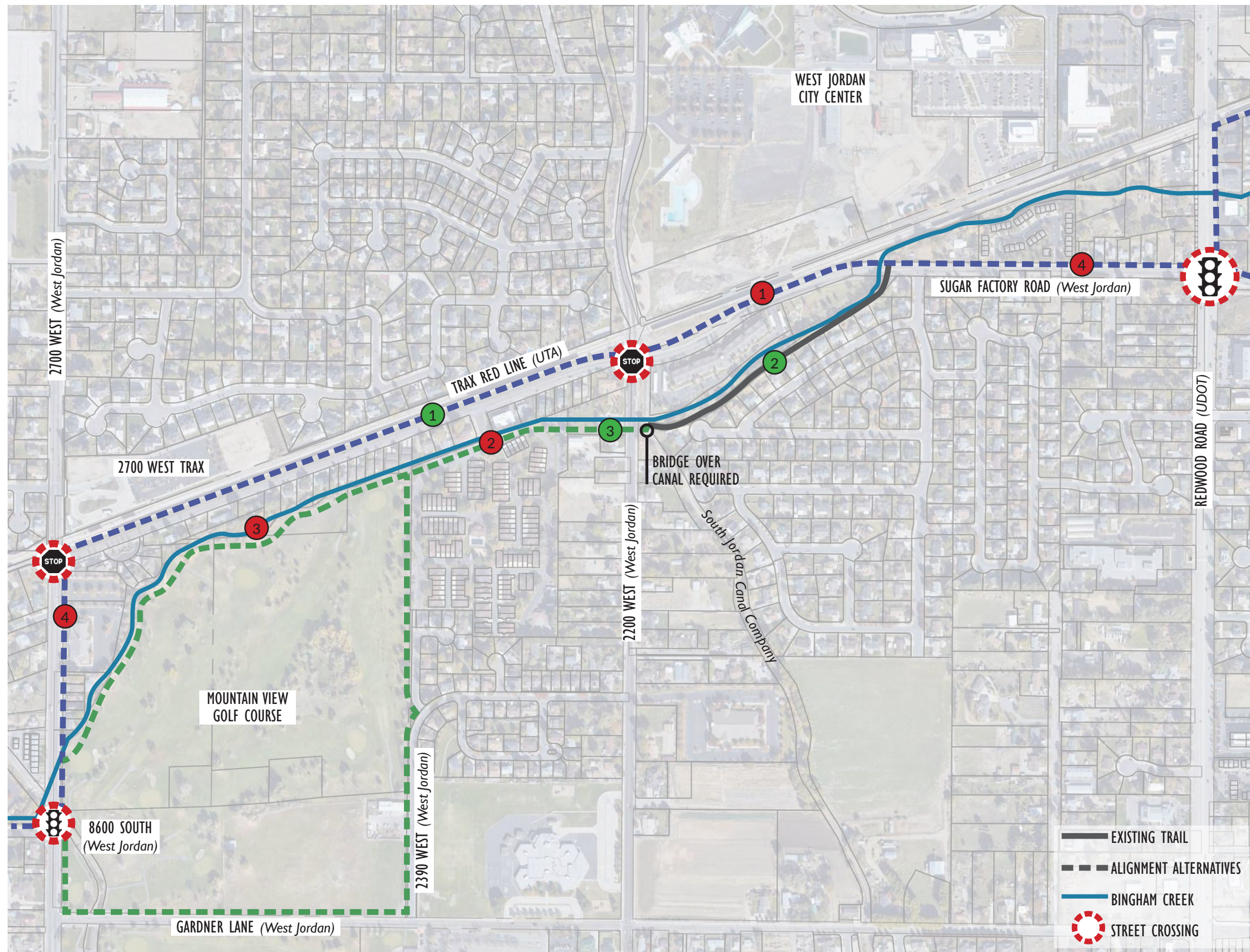
This alignment also follows 8200 South before diverting south along local streets and then passing through the Water Conservation District property. This has fewer stakeholders, but presents a more complicated route for path users.

OPPORTUNITIES

- 1 Wide shoulder could accommodate trail easily.
- 2 Publicly owned easement to Jordan River
- 3 Possible connection to WJ City Center at light.
- 4 Existing county flood control easement along Bingham Creek through parcel.
- 5 Low volume local streets offer a viable connection between 1300 W and Redwood Road.

CONSTRAINTS

- 1 No traffic signal at train crossing.
- 2 Narrow right of way along TRAX.
- 3 Steep grades at TRAX station.
- 4 Large area of private land ownership.
- 5 Narrow ROW along high-speed arterial.
- 6 Roadway modifications required.
- 7 Central Utah Water Conservation District opposes trail access due to operational and safety concerns.



SEGMENT 2:
REDWOOD ROAD TO 2700 W

ALIGNMENT 2A

This alignment runs from Redwood road in the East to 2700 West. This alignment mostly follows Sugar Factory road near TRAX. A sidepath on this corridor is identified in the West Jordan Active Transportation Plan. At 2700 west, the alignment heads south to 8600 South.

ALIGNMENT 2B

This alignment would follow the existing pathway behind the Senior Housing complex and then cross 2200 West and travel along either the northern or southern edge of the golf course to 2700 West. This would require some coordination across private property at Vista Montana Condos.

OPPORTUNITIES

- 1 Ample room for pathway between TRAX and street
- 2 Existing trail in place.
- 3 Salt Lake County owned parcel

CONSTRAINTS

- 1 Trail would need to navigate existing overhead power lines
- 2 Private property through Vista Montana.
- 3 Protective netting would be required to protect trails users from golf balls in some areas.
- 4 Roadway modifications required.

— EXISTING TRAIL
 - - - ALIGNMENT ALTERNATIVES
 — BINGHAM CREEK
 (Red dashed circle) STREET CROSSING



SEGMENT 3:
2700 W TO BANGERTER HWY

Segment 3 runs from 2700 West past the Jordan Valley TRAX Station to the Bangerter Highway. This segment has multiple alignment options.

ALIGNMENT 3A

The main alignment follows 8600 South from 2700 West. At 3200 West, it runs south onto the existing shared use path near the Creek. At 3400 West, the path runs south along the road to 9000 S. It follows 9000 S under Bangerter.

ALIGNMENT 3B

This alignment continues straight West from 3200 West to the Jordan Valley Trax station. Following the TRAX line, a new pedestrian bridge would be required over Bangerter.

ALIGNMENT 3C

Connections along the Utah Lake Distribution Canal Trail, despite requiring coordination with another stakeholder, should be looked at for pathway user experience and an off-street option. This segment could run from TRAX all the way to 9000 South.

OPPORTUNITIES

- 1 Existing trail
- 2 Opportunity for new trail bridge over Bangerter Highway.
- 3 Offstreet trail along canal ROW

CONSTRAINTS

- 1 Constrained ROW and encroachments limit existing space for a sidepath.
- 2 Canal company does not appear inclined to allow trail access.
- 3 Roadway modifications required.
- 4 High traffic speed and volume at Bangerter interchange and along 9000 S with limited ROW.

— EXISTING TRAIL
 - - ALIGNMENT ALTERNATIVES
 — BINGHAM CREEK
 (Red dashed circle) STREET CROSSING



SEGMENT 4:
BANGERTER HWY TO 4000 W

Segment 4 runs from Bangerter Highway to just past 4000 West at the South Jordan city limit line. The two previous alignment options continue through this sections.

ALIGNMENT 4A

This alignment follows TRAX with plenty of ROW width. South of 9000 S sound berm presents some barriers to trail development.

ALIGNMENT 4B

This alignment more closely follows the creek near the Bangerter Highway, and remains off street through the existing open space.

ALIGNMENT 4C

This serves as a north-south connection. One option follows 4000 W between TRAX and Vista West Park and another option follows the Welby Jacob Canal ROW.

OPPORTUNITIES

- 1 Ample room for pathway between TRAX and wall.
- 2 Opportunity for trailhead or other public space.
- 3 Connection to existing Welby Jacob Canal Trail

CONSTRAINTS

- 1 Difficult crossing at TRAX at 9000 South.
- 2 Limited ROW on 4000 West.
- 3 High traffic speed, volume, and number of lanes on 9000 South.
- 4 Bangerter Interchange / Challenging crossings at 9000 S, particularly eastbound free-right turn.
- 5 Current crossing is skewed and needs to be redesigned.



SEGMENT 5:
4000 W TO BINGHAM CREEK PARK

Segment 5 is the only segment in South Jordan, running from the northern city limits near 4000 West to Bingham Creek Regional Park. This stretch is already built, but may require improved crossings and other trail improvements.

ALIGNMENT 5A

This alignment continues to follow TRAX to 4800 West at which point it follows the on-street bike lanes to Bingham Creek Regional Park. Future projects could extend the line along TRAX all the way to Daybreak.

ALIGNMENT 5B

This alignment is already mostly built west of Targhee Drive. East of Targhee will need to be widened to shared pathway width. The crossing at Targhee is at a blind corner and should be reconfigured.

OPPORTUNITIES

- ① Opportunity for connection to TRAX station.

CONSTRAINTS

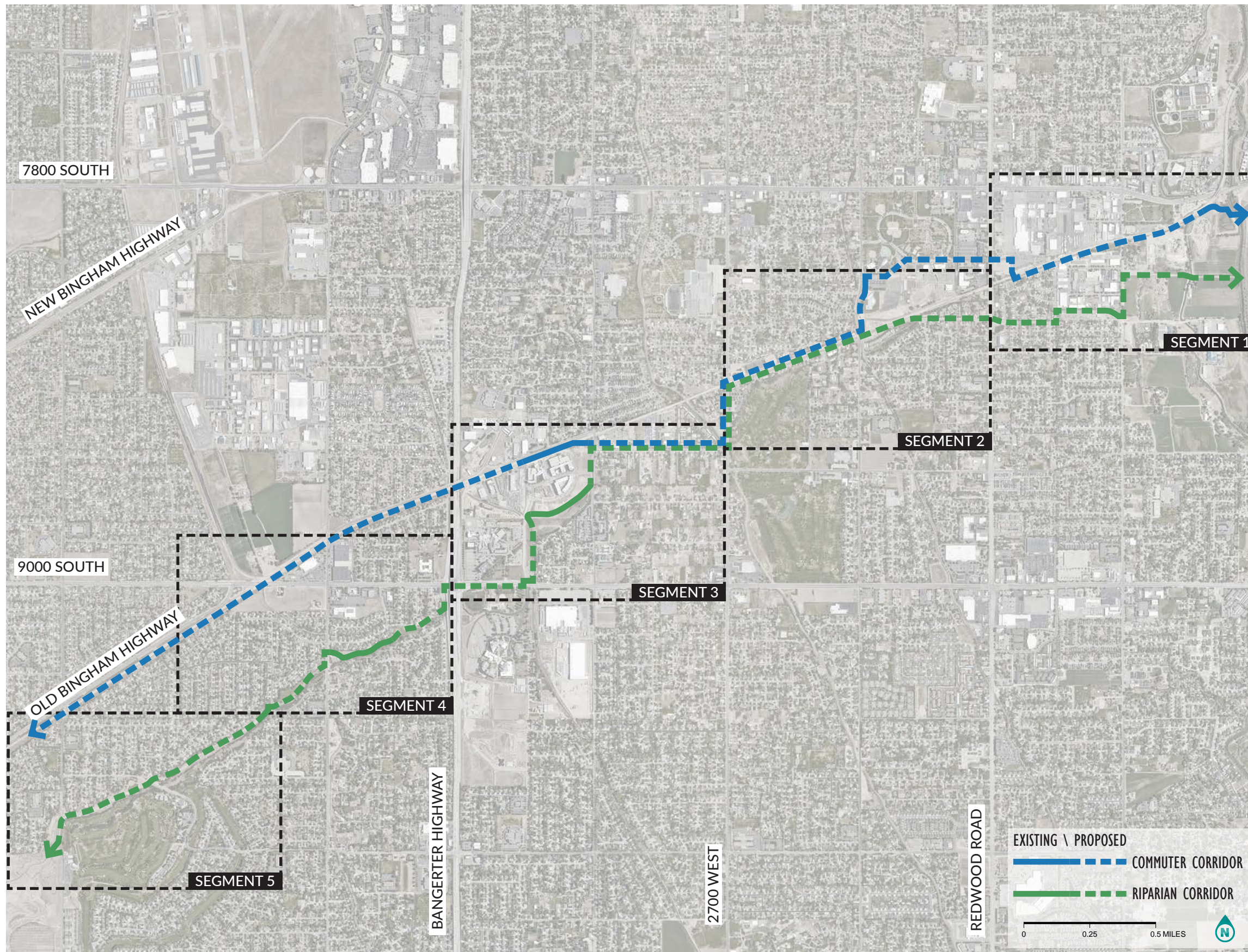
- Ⓛ Crossing location is adjacent to a 90-degree turn



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Preferred Alignment





PREFERRED ALIGNMENT OVERVIEW

Resulting from stakeholder involvement and on-site reconnaissance, two different alignment recommendations are proposed. This first alignment, termed the "commuter alignment" will primarily follow the TRAX Red Line and will serve as an active transportation corridor between TRAX stations moving between east and west.

The second alignment, termed the "riparian corridor", attempts to more closely follow the true Bingham Creek and will be a more passive recreation focused corridor, meandering between daylighted portions of the creek.

Some segments will be shared by both alignments, but together they will help provide local and regional connections along the Bingham Creek Corridor.

COMPARABLE PROJECTS:

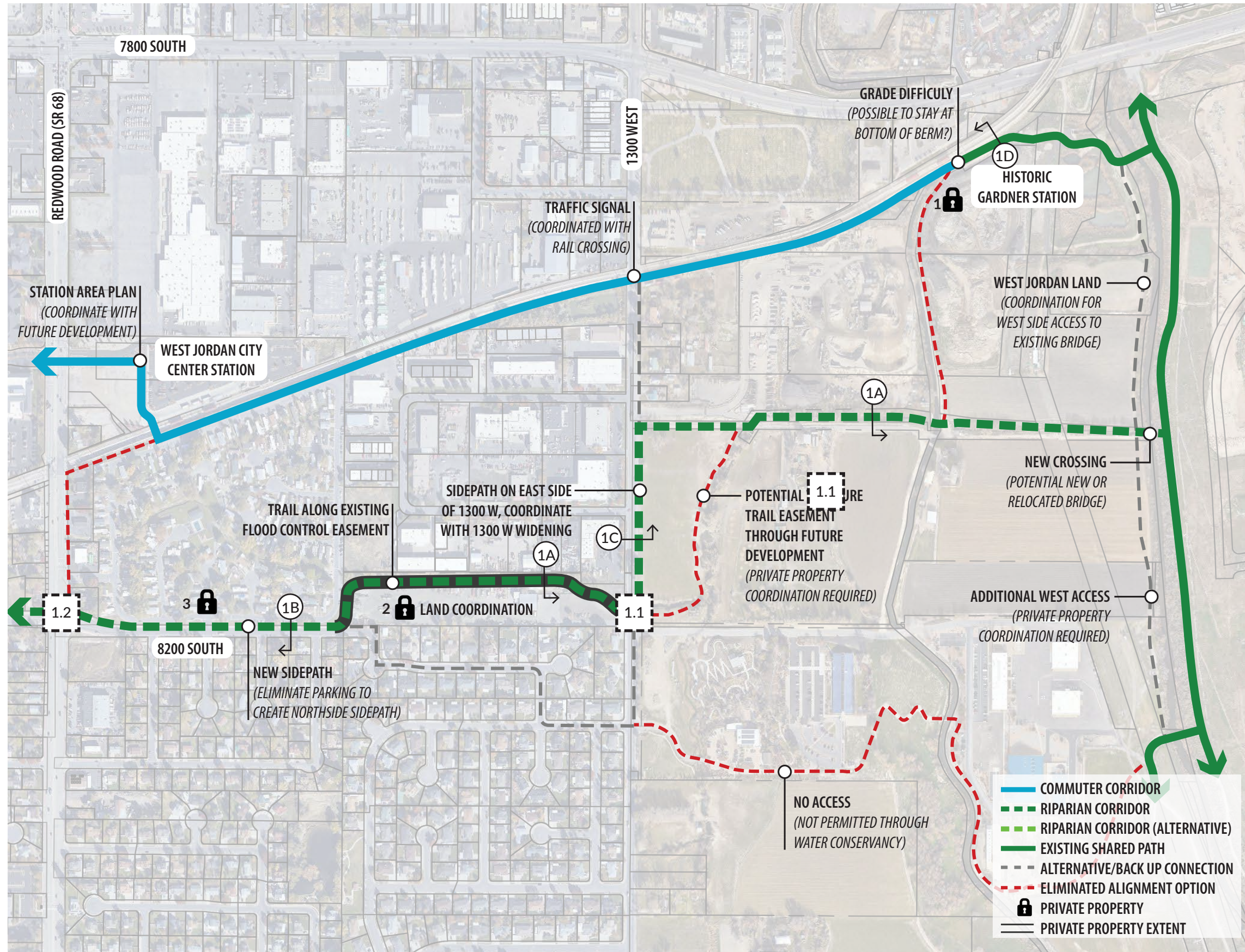


UTAH AND SALT LAKE CANAL TRAIL (Riparian Corridor)



PORTER ROCKWELL TRAIL NEXT TO TRAX (Commuter Corridor)

SEGMENT 1:
 JORDAN RIVER TO REDWOOD ROAD



🔒 PRIVATE OWNERSHIP COORDINATION		
1	PARCEL #	21-35-128-013-0000
	OWNER NAME	AMI ASSOCIATES
	COORDINATION NEEDED	POSSIBLE COORDINATION NEEDED TO CIRCUMNAVIGATE SLOPES NEAR TRAX
2	PARCEL #	21-34-277-025-0000
	OWNER NAME	GOUGH HOMES LLC
	COORDINATION NEEDED	EASEMENT FOR PATHWAY THROUGH NORTH SIDE OF PROPERTY
3	PARCEL #	21-34-253-006-0000
	OWNER NAME	BROOKSIDE MH COMMUNITY, LLC
	COORDINATION NEEDED	POSSIBLE COORDINATION ON SOUTH OF PROPERTY FOR LARGER BUFFER BETWEEN PATH AND 8200 SOUTH

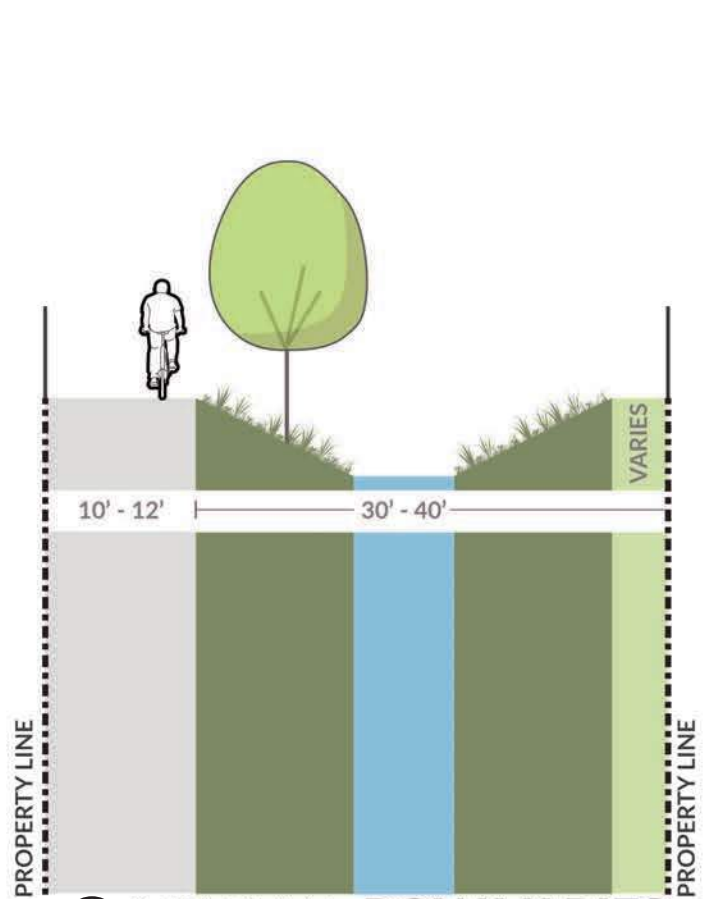
- COMMUTER CORRIDOR
- RIPARIAN CORRIDOR
- RIPARIAN CORRIDOR (ALTERNATIVE)
- EXISTING SHARED PATH
- - - ALTERNATIVE/BACK UP CONNECTION
- - - ELIMINATED ALIGNMENT OPTION
- 🔒 PRIVATE PROPERTY
- PRIVATE PROPERTY EXTENT

①X ↗ SECTION - SEE FOLLOWING PAGES

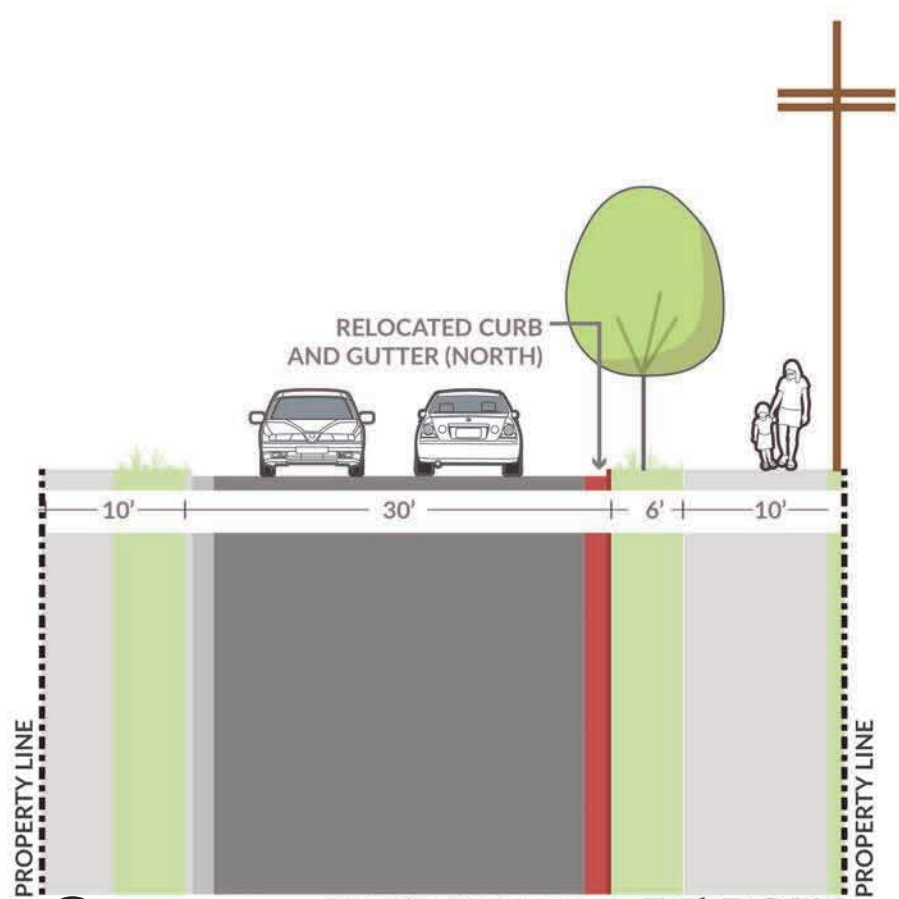
1.X [] ENLARGEMENT - SEE FOLLOWING PAGES



SEGMENT 1:
JORDAN RIVER TO REDWOOD ROAD

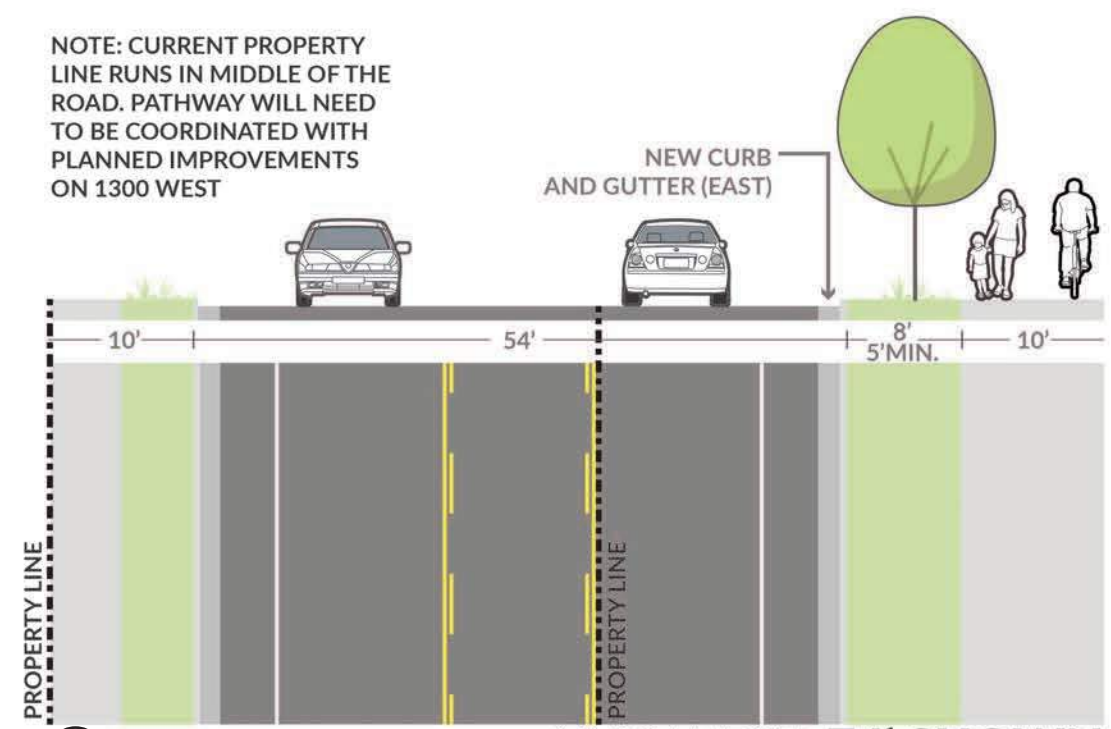


1A RIPARIAN: **ROW VARIES**

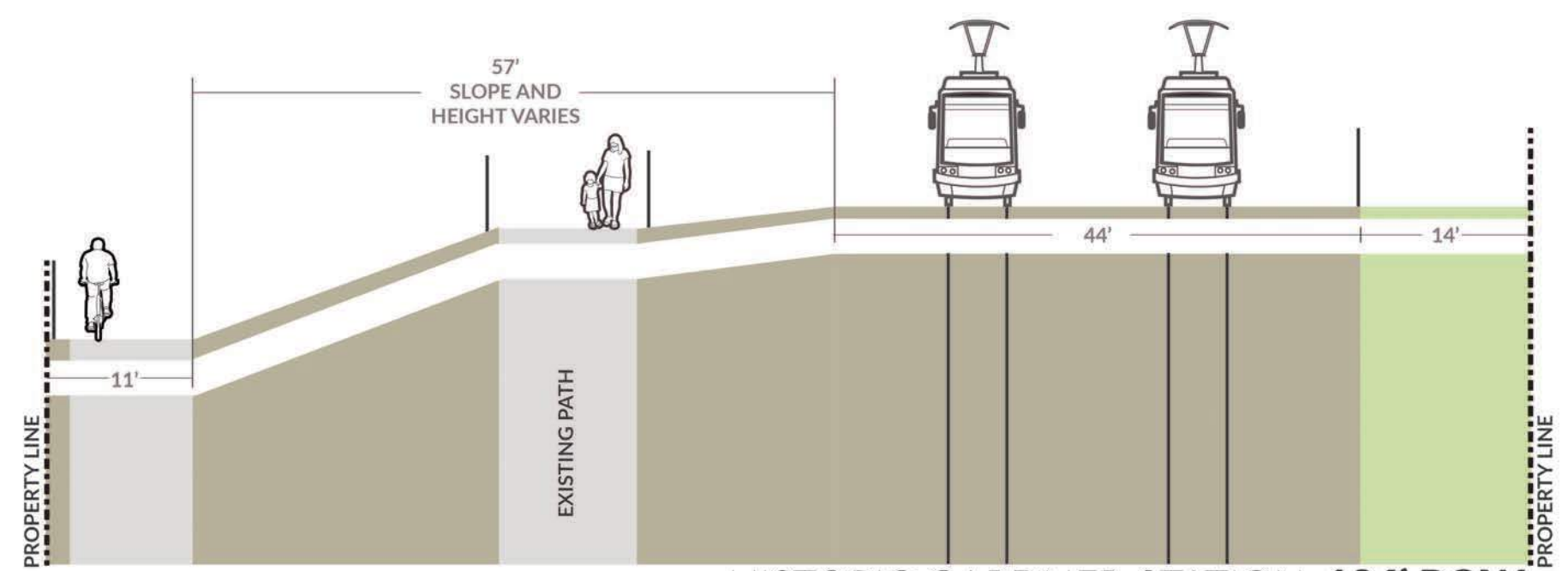


1B 8200 SOUTH: **56' ROW**

NOTE: CURRENT PROPERTY LINE RUNS IN MIDDLE OF THE ROAD. PATHWAY WILL NEED TO BE COORDINATED WITH PLANNED IMPROVEMENTS ON 1300 WEST



1C 1300 WEST: **74' SHOWN**

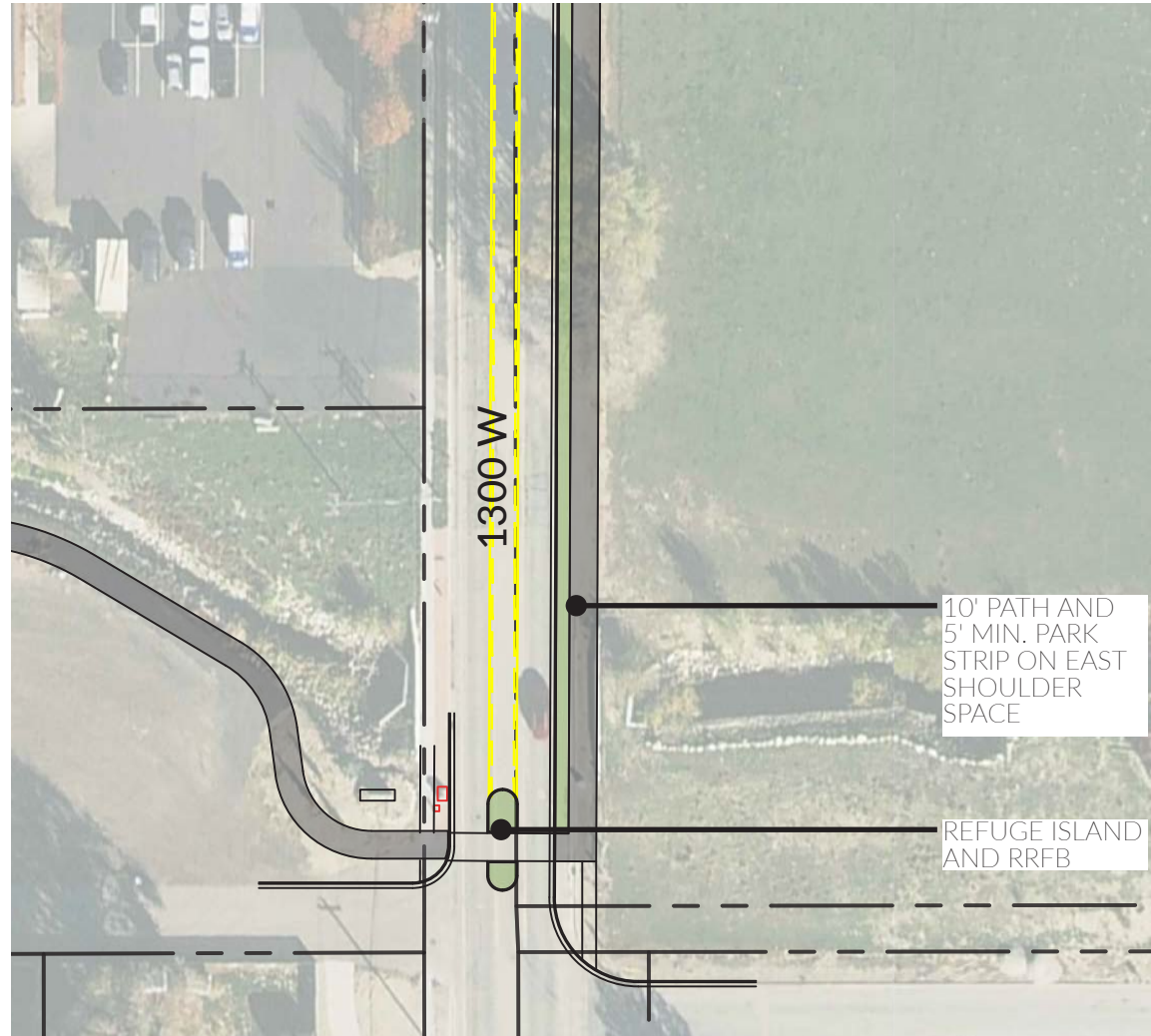


1D HISTORIC GARDNER STATION: **126' ROW**

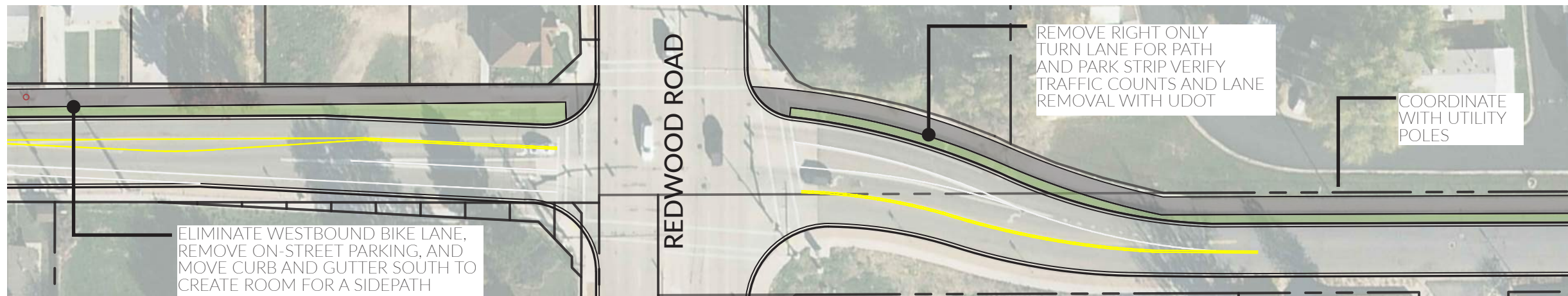


SEGMENT 1:
JORDAN RIVER TO REDWOOD ROAD

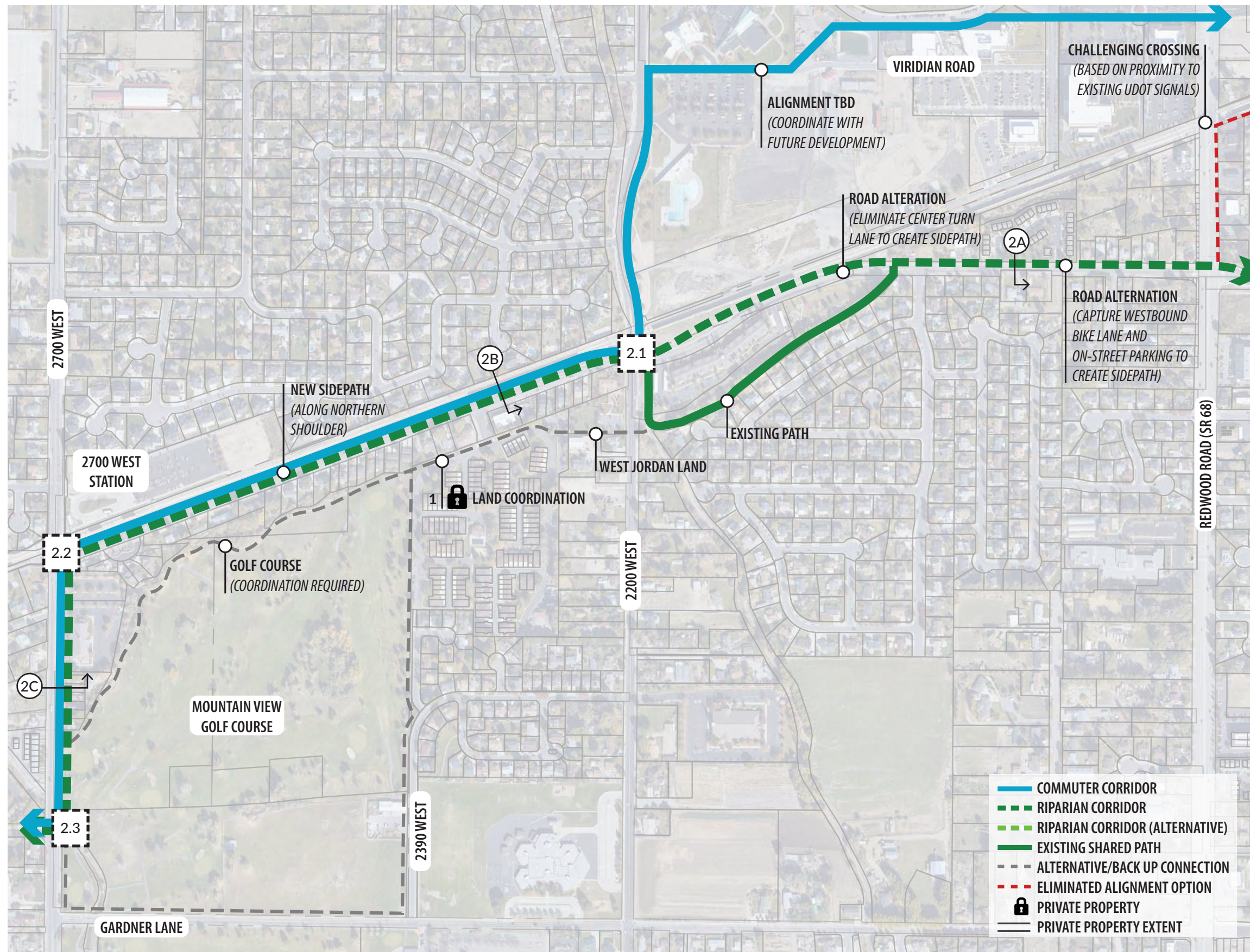
1.1 1300 W / 8200 S TRAIL CROSSING



1.2 REDWOOD ROAD / SUGAR FACTORY ROAD TRAIL CROSSING



SEGMENT 2:
REDWOOD ROAD TO 2700 W



PRIVATE OWNERSHIP COORDINATION		
1	PARCEL #	21-33-430-023-0000
	OWNER NAME	VISTA MONTANA INC
	COORDINATION NEEDED	ACCESS THROUGH NORTH SIDE OF LOT FOR CONNECTION TO GOLF COURSE

- COMMUTER CORRIDOR
- - - RIPARIAN CORRIDOR
- - - RIPARIAN CORRIDOR (ALTERNATIVE)
- EXISTING SHARED PATH
- - - ALTERNATIVE/BACK UP CONNECTION
- - - ELIMINATED ALIGNMENT OPTION
- PRIVATE PROPERTY
- PRIVATE PROPERTY EXTENT

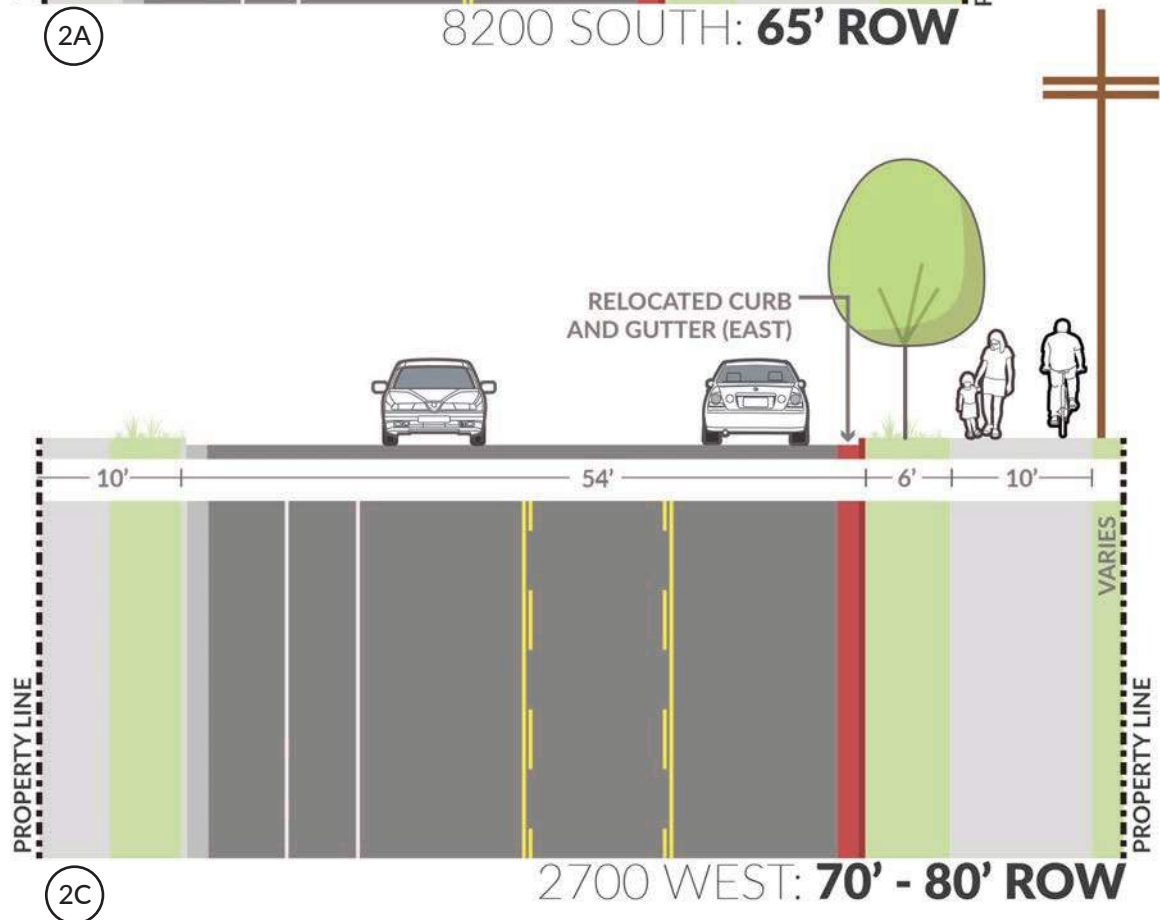
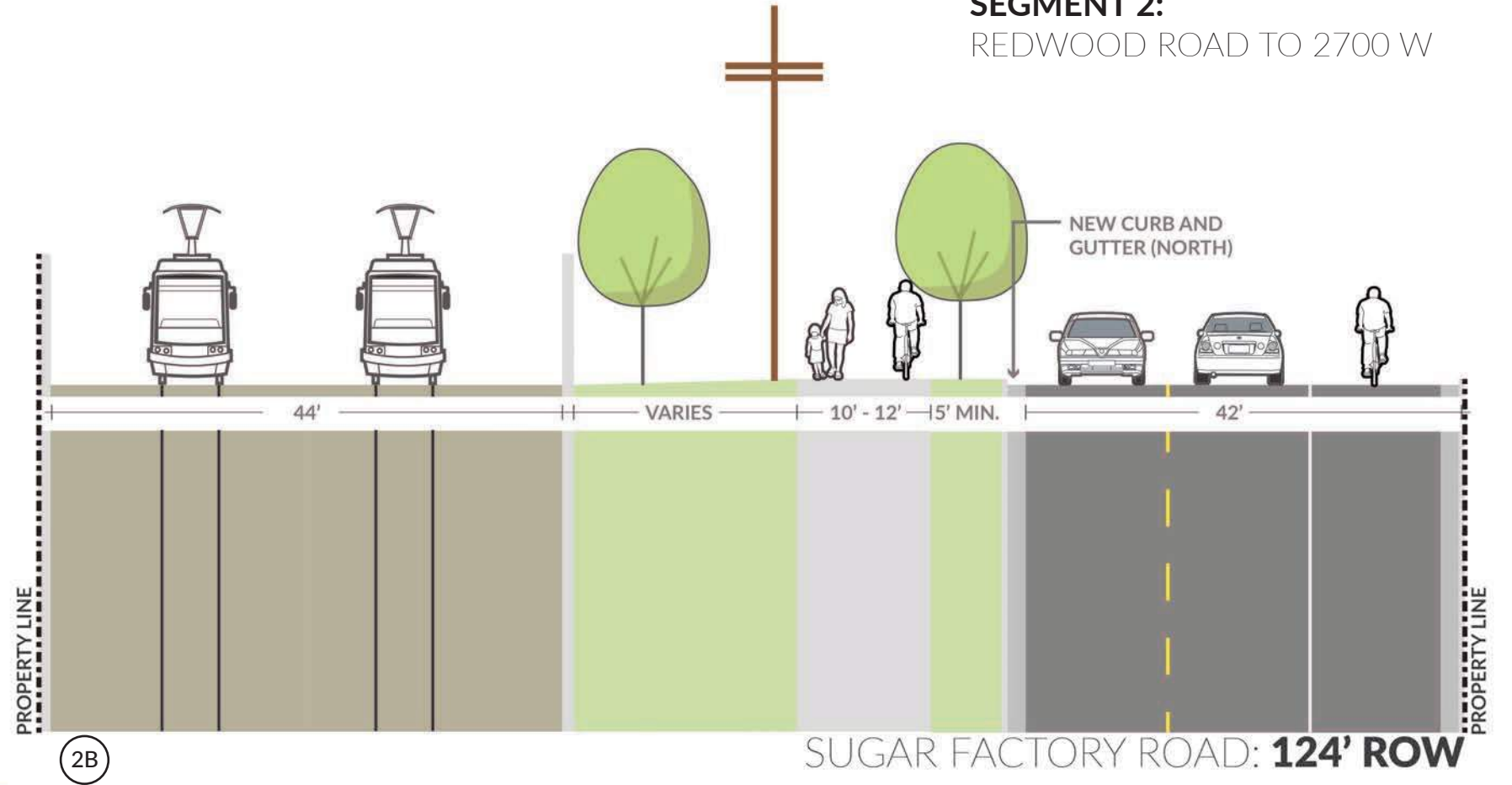
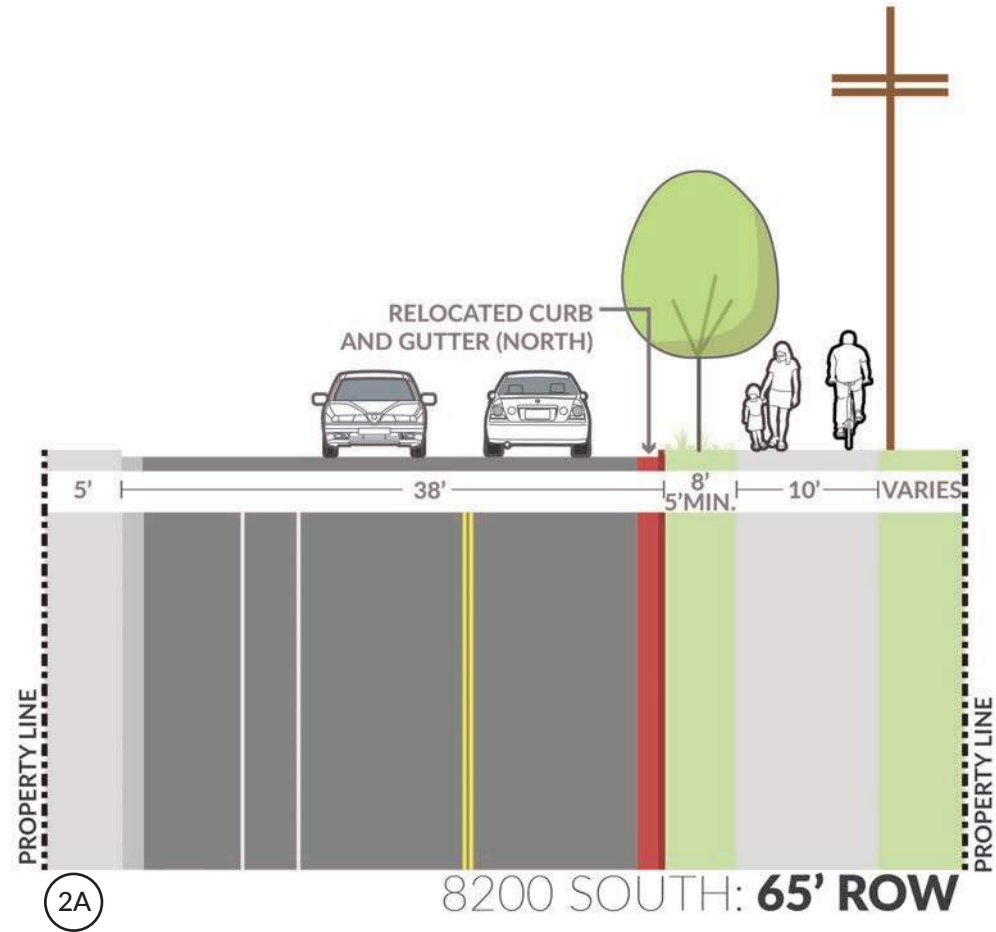
(2X) ↗ SECTION - SEE FOLLOWING PAGES

2.X ENLARGEMENT - SEE FOLLOWING PAGES

BINGHAM PARK 4000 W BANGERTER 2700 W REDWOOD ROAD JORDAN RIVER

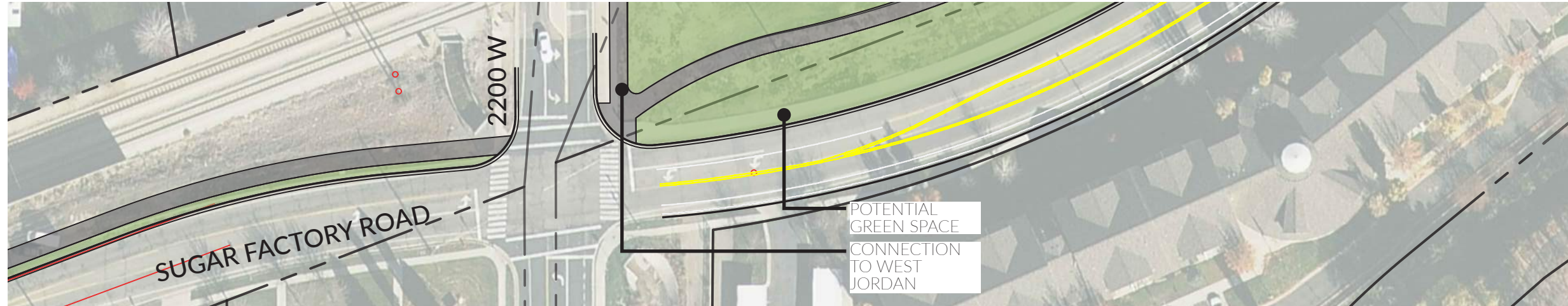
SEGMENT 2

SEGMENT 2:
REDWOOD ROAD TO 2700 W

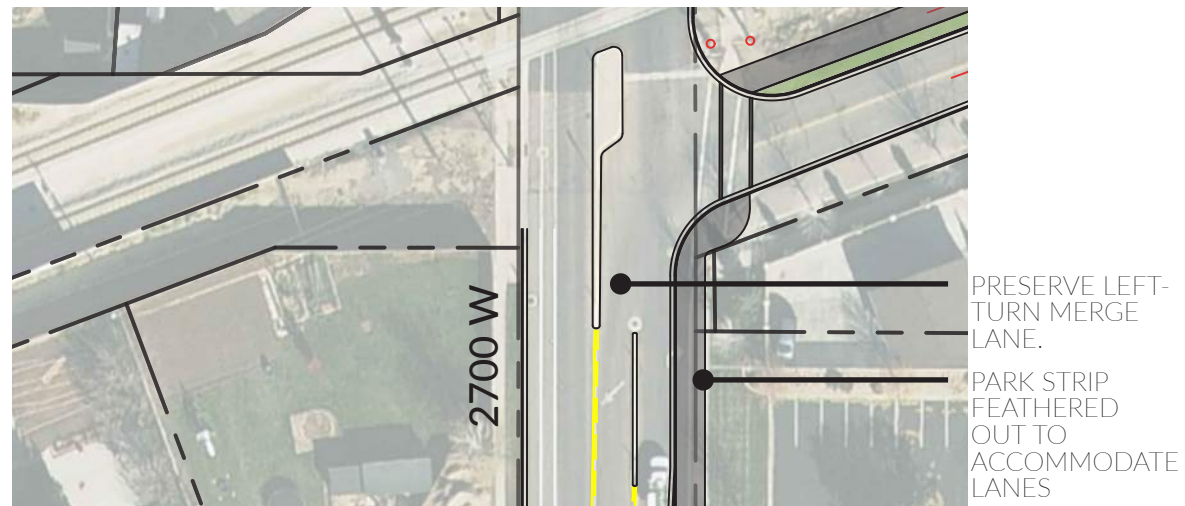


SEGMENT 2:
REDWOOD ROAD TO 2700 W

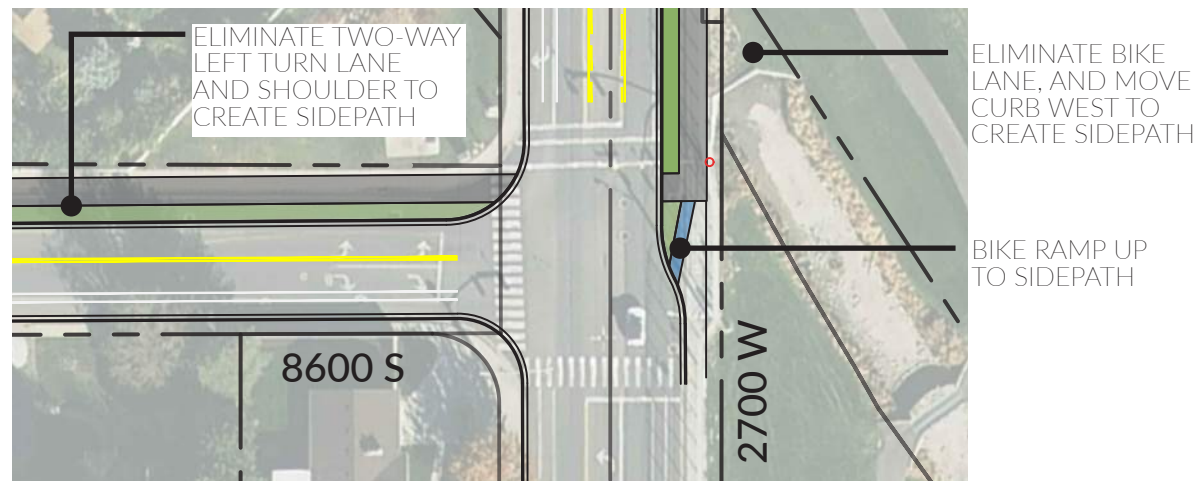
2.1 2200 W / SUGAR FACTORY ROAD TRAIL CROSSING



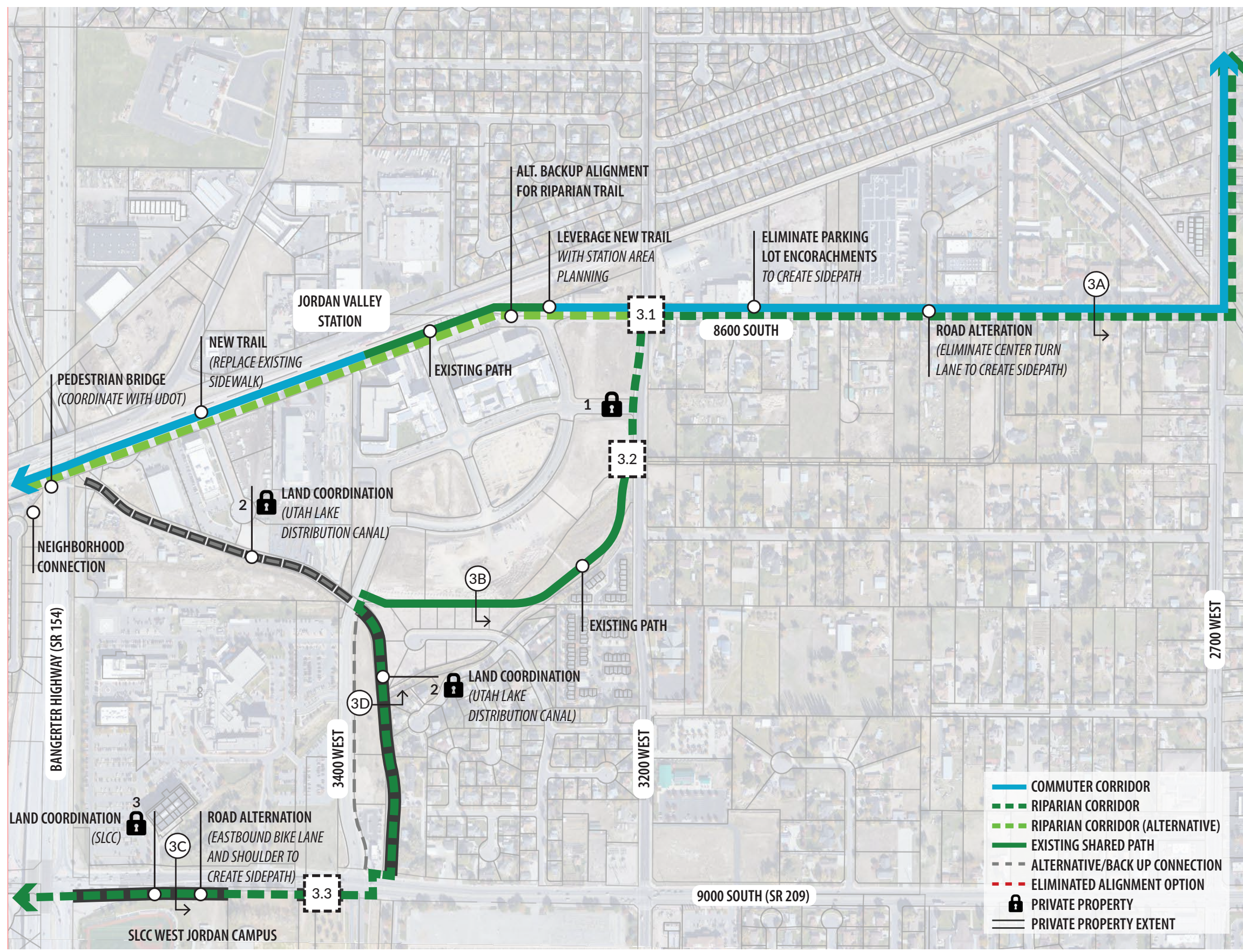
2.2 2700 W / SUGAR FACTORY ROAD TRAIL CROSSING



2.3 8600 S / 2700 W TRAIL CROSSING



SEGMENT 3:
2700 W TO BANGERTER HWY



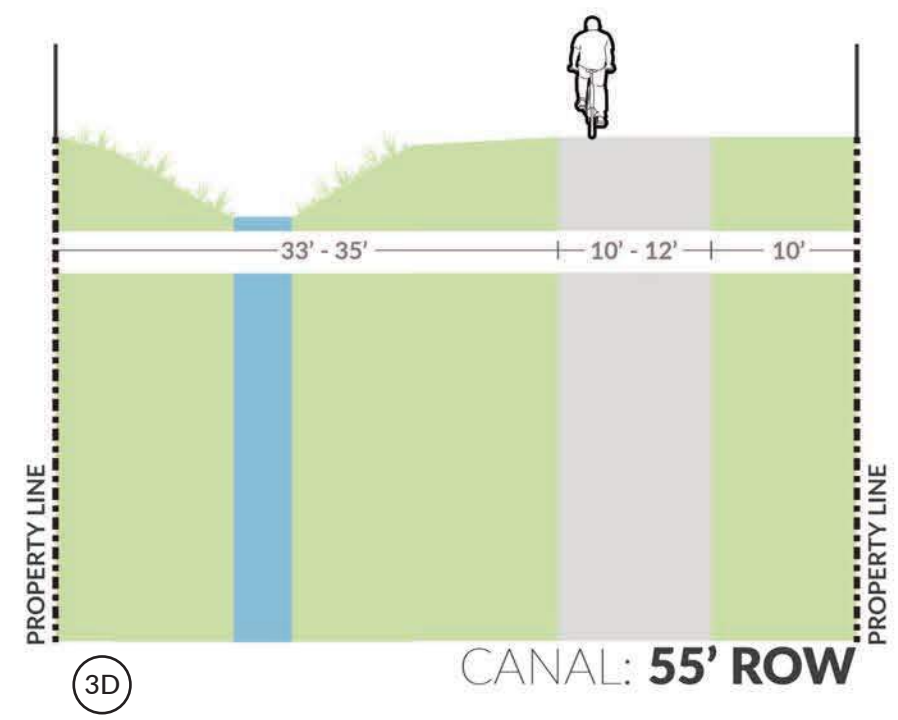
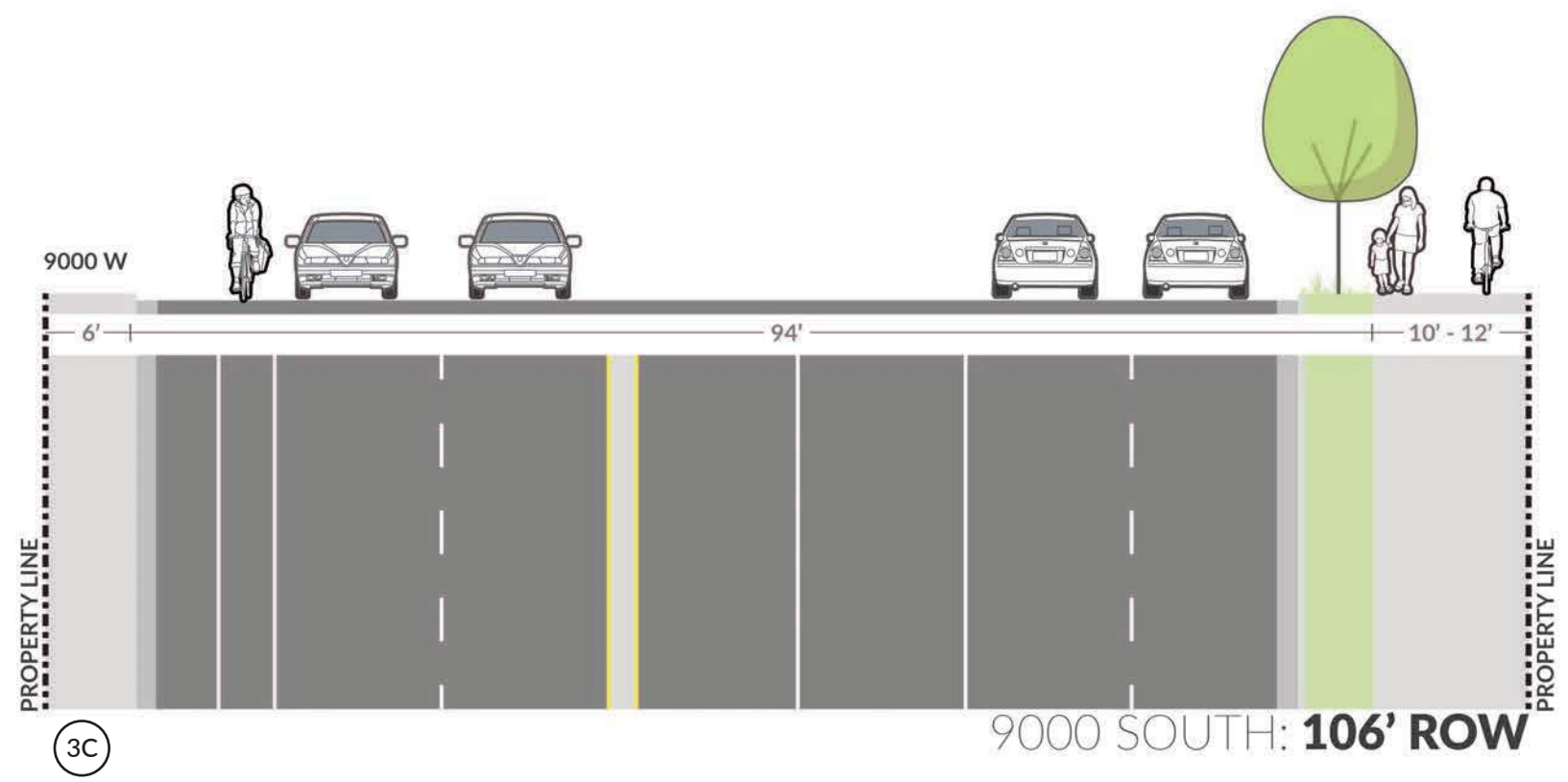
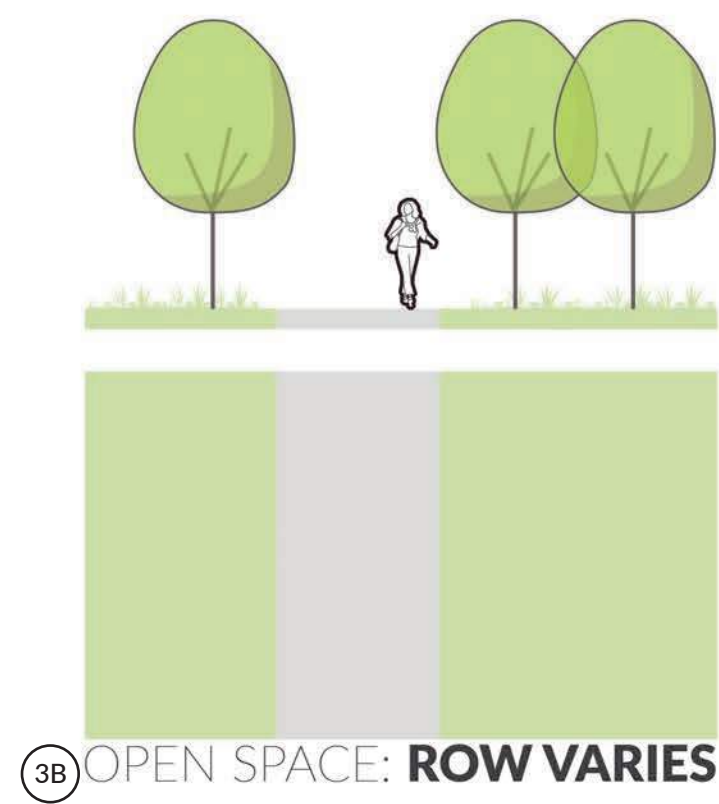
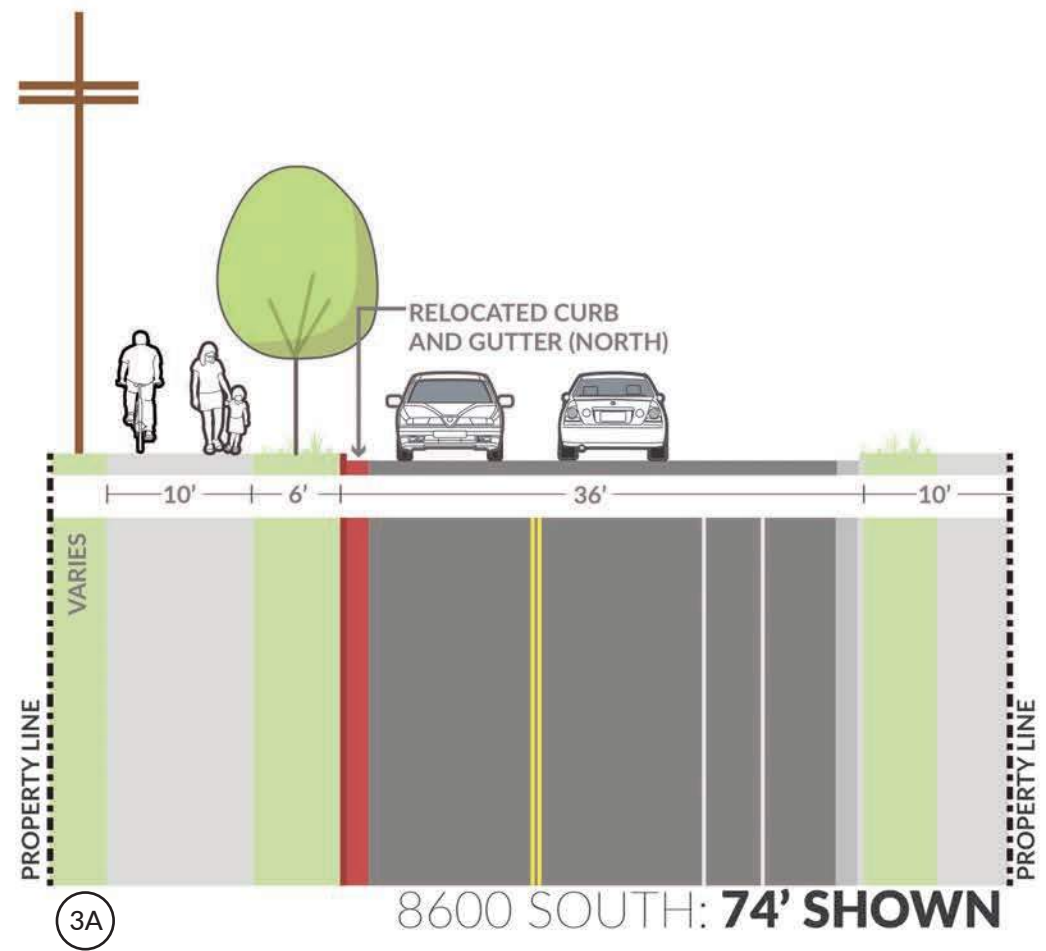
PRIVATE OWNERSHIP COORDINATION		
1	PARCEL #	27-05-228-022-0000 27-05-230-002-0000
	OWNER NAME	JORDAN VALLEY STATION
	COORDINATION NEEDED	POSSIBLE COORDINATION WITH FUTURE DEVELOPMENT
2	PARCEL #	NULL
	OWNER NAME	UTAH LAKE DISTRIBUTION CANAL
3	PARCEL #	27-05-401-001-0000
	OWNER NAME	SALT LAKE COMMUNITY COLLEGE
	COORDINATION NEEDED	ENCROACHMENT COORDINATION FOR WIDER BUFFER FROM 9000 SOUTH

3X SECTION - SEE FOLLOWING PAGES

3.X ENLARGEMENT - SEE FOLLOWING PAGES

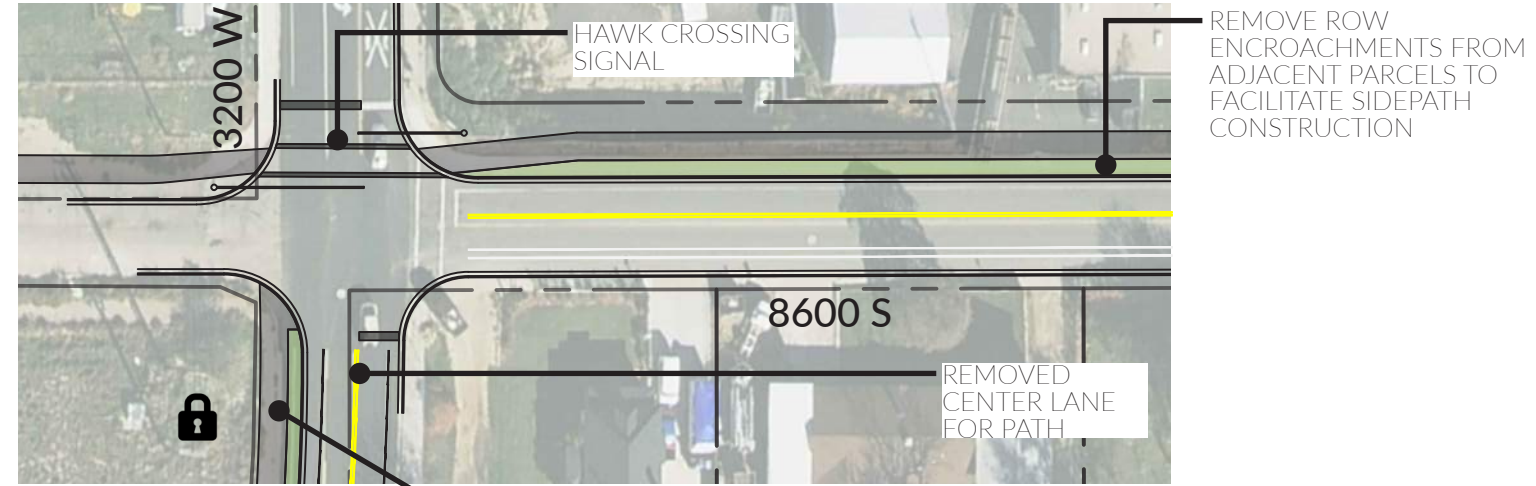


SEGMENT 3:
2700 W TO BANGERTER HWY

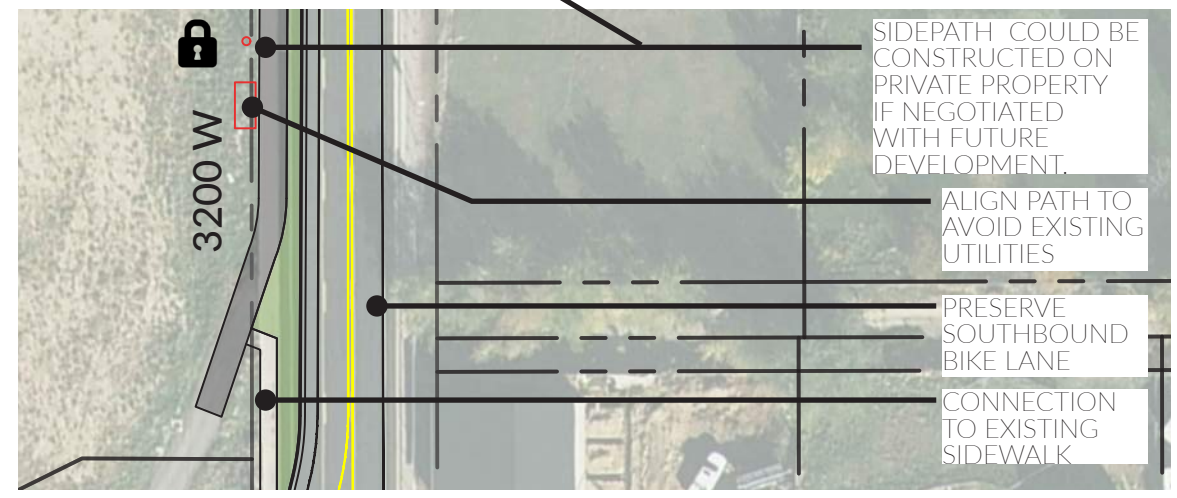


SEGMENT 3:
2700 W TO BANGERTER HWY

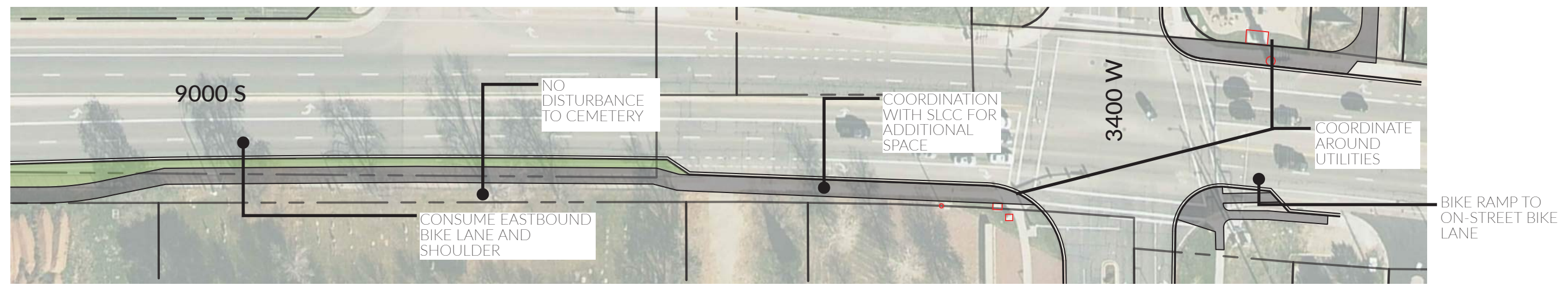
3.1 3200 W / 8600 S TRAIL CROSSING



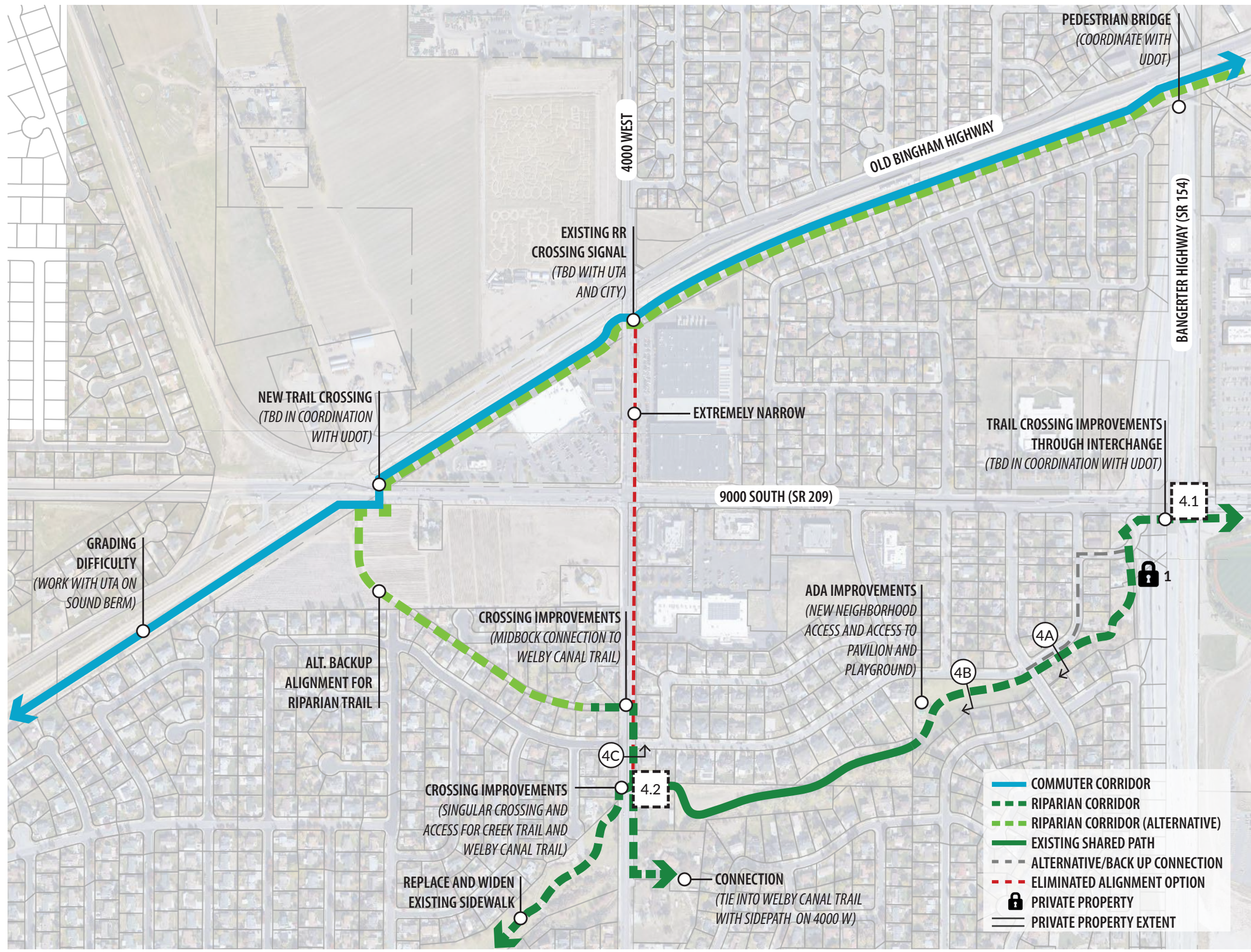
3.2 3200 W OFF-STREET CONNECTION



3.3 3400 W / 9000 S TRAIL CROSSING



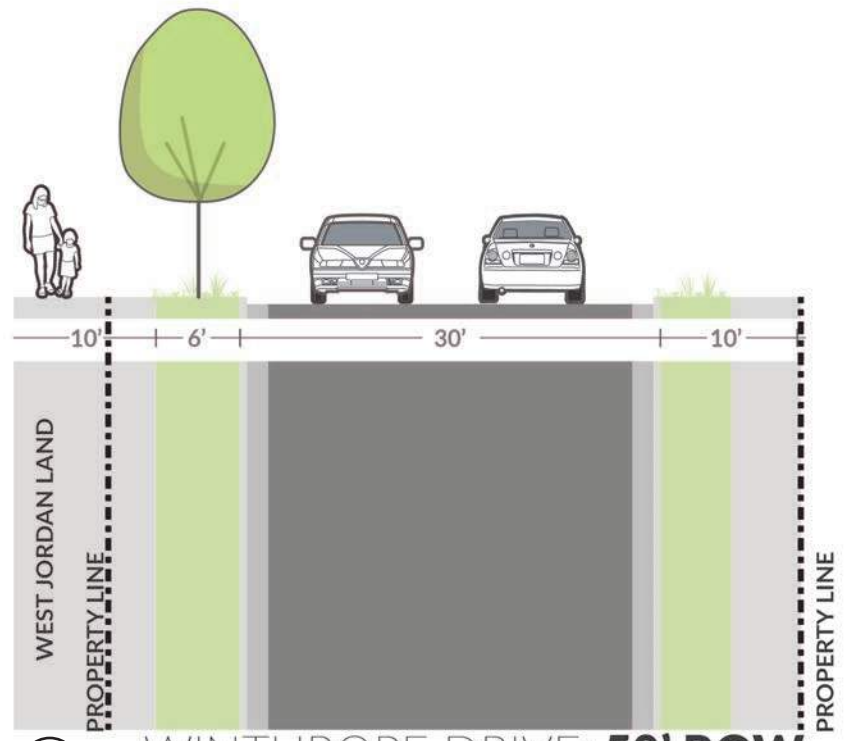
SEGMENT 4:
BANGERTER HWY TO 4000 W



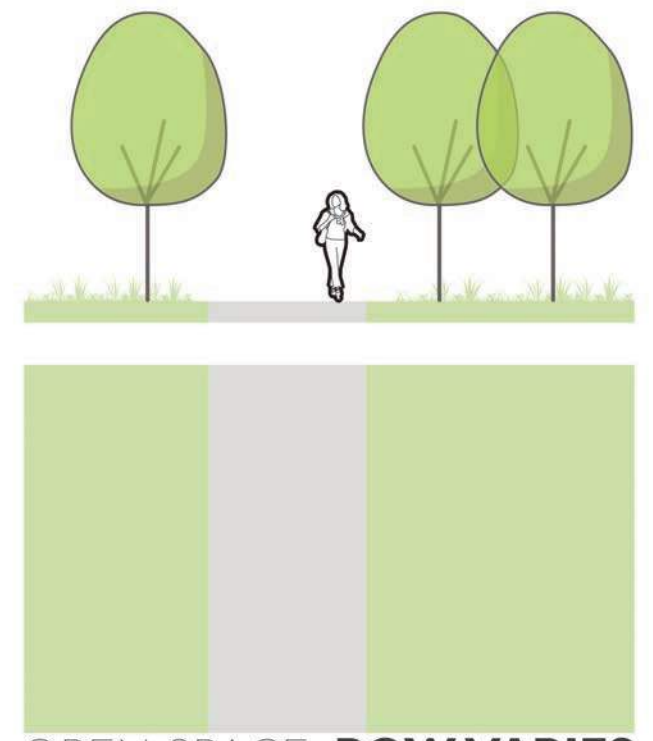
🔒 PRIVATE OWNERSHIP COORDINATION							
1	<table border="1"> <tr> <td>PARCEL #</td> <td>27-05-330-025-0000</td> </tr> <tr> <td>OWNER NAME</td> <td>JEREMY WALTERS</td> </tr> <tr> <td>COORDINATION NEEDED</td> <td>POSSIBLE COORDINATION FOR SCREENING/BUFFER BETWEEN BANGERTER AND PRIVATE RESIDENCE</td> </tr> </table>	PARCEL #	27-05-330-025-0000	OWNER NAME	JEREMY WALTERS	COORDINATION NEEDED	POSSIBLE COORDINATION FOR SCREENING/BUFFER BETWEEN BANGERTER AND PRIVATE RESIDENCE
PARCEL #	27-05-330-025-0000						
OWNER NAME	JEREMY WALTERS						
COORDINATION NEEDED	POSSIBLE COORDINATION FOR SCREENING/BUFFER BETWEEN BANGERTER AND PRIVATE RESIDENCE						



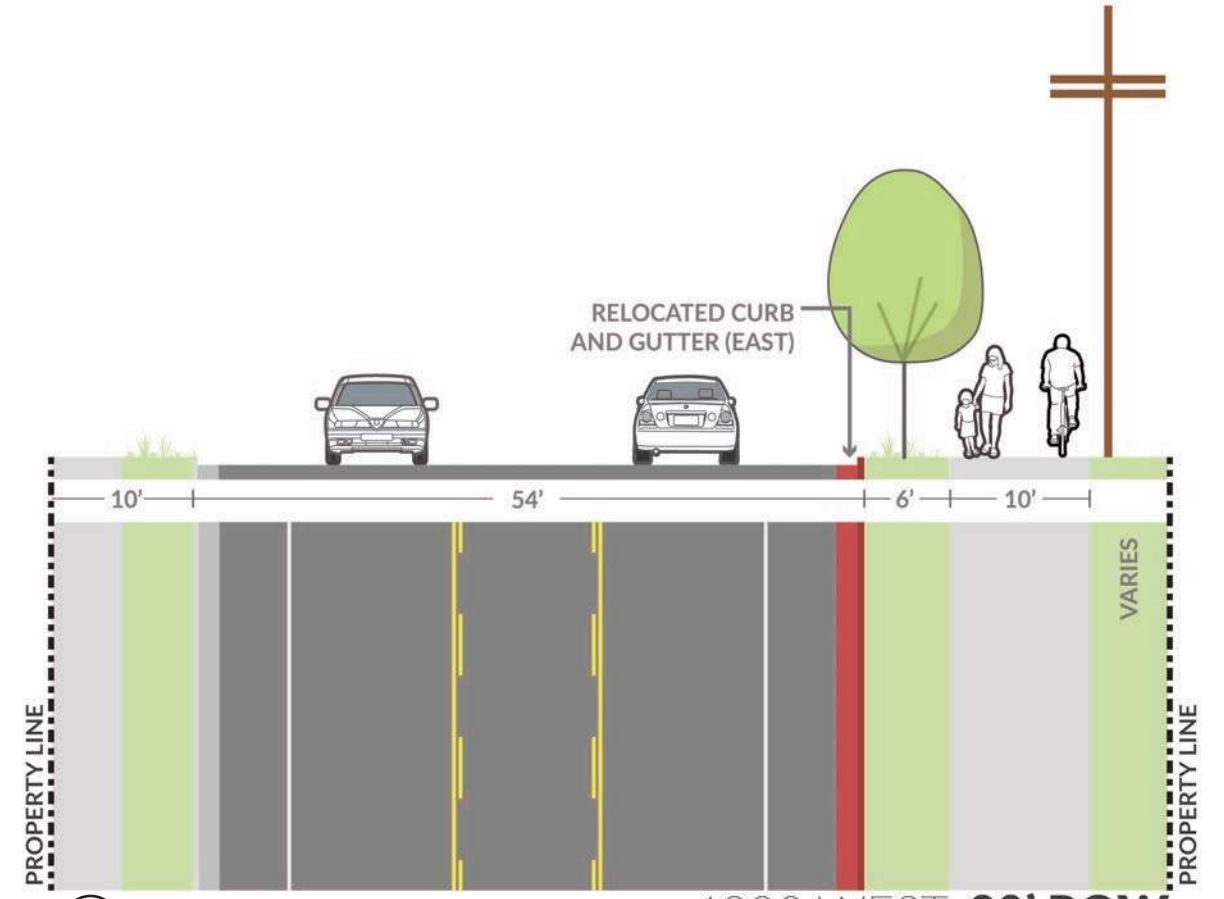
SEGMENT 4:
BANGERTER HWY TO 4000 W



4A WINTHROPE DRIVE: **50' ROW**



4B OPEN SPACE: **ROW VARIES**

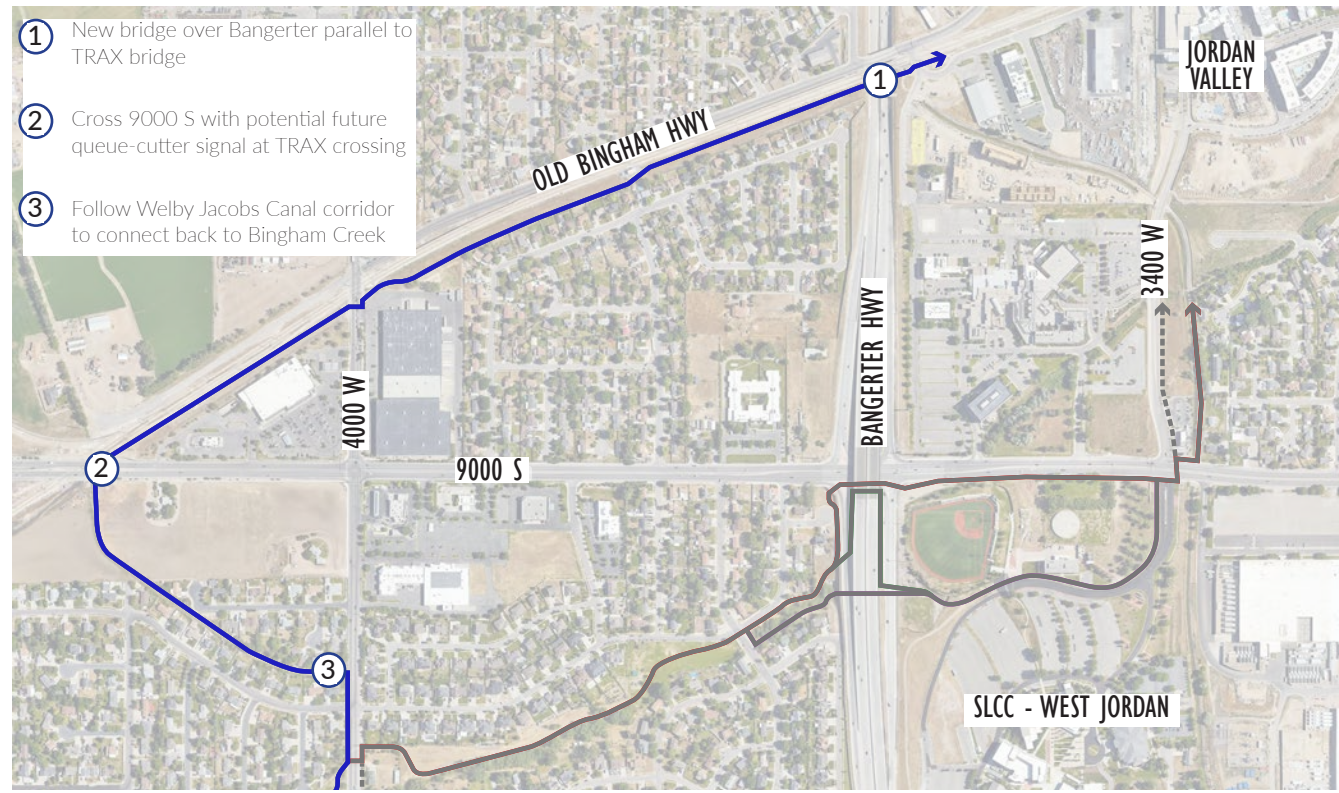


4C 4000 WEST: **80' ROW**

4.1 BANGERTER / 9000 S TRAIL CROSSING

SEGMENT 4: BANGERTER HWY TO 4000 W

Option 1: TRAX to Welby Canal Trail



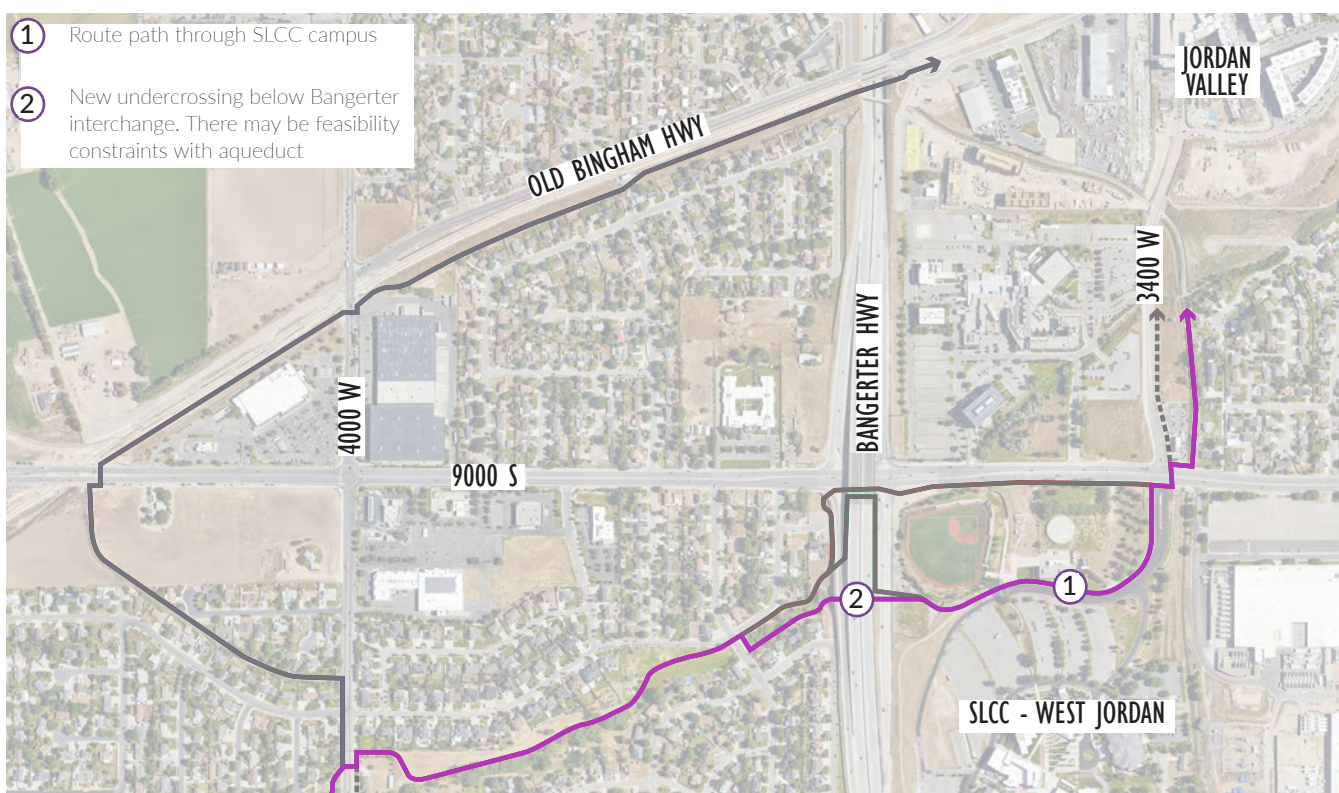
Option 3: Bangerter Overcrossing



Option 2: At Grade through Interchange



Option 4: Bangerter Undercrossing



BINGHAM
PARK

4000 W

SEGMENT 4

BANGERTER

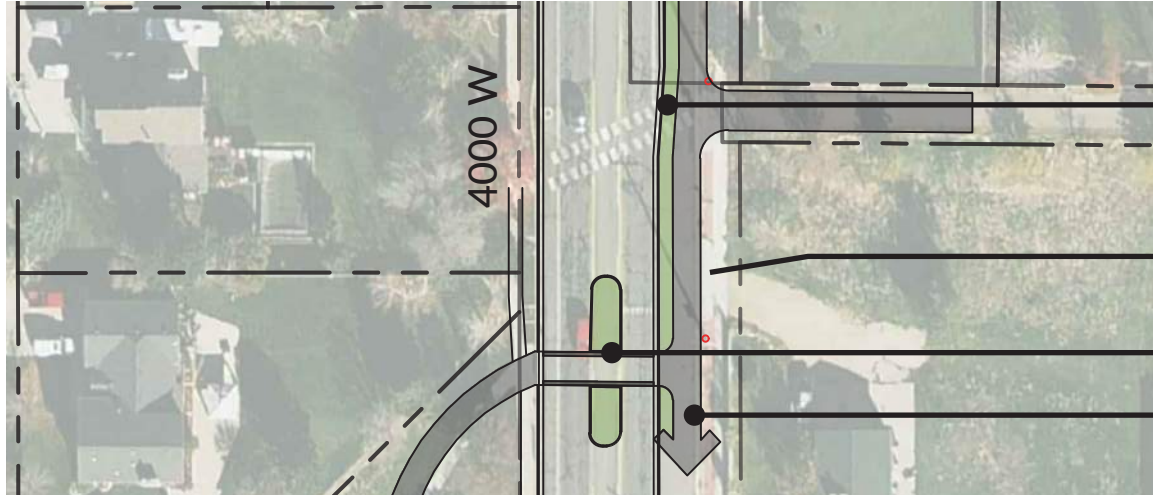
2700 W

REDWOOD
ROAD

JORDAN
RIVER

SEGMENT 4:
BANGERTER HWY TO 4000 W

4.2 4000 W TRAIL CROSSING



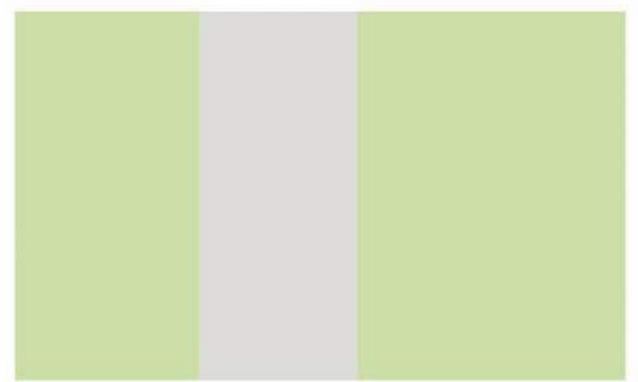
- REMOVE SHOULDER,
MOVE CURB WEST
TO FACILITATE
SIDEPATH
CONSTRUCTION
- PATH MAY NEED TO
NARROW AROUND
UTILITY POLES
- PEDESTRIAN
REFUGE AND RRFB
- CONNECTION TO
FUTURE WELBY
JACOB TRAIL

SEGMENT 5:
4000 W TO BINGHAM CREEK PARK





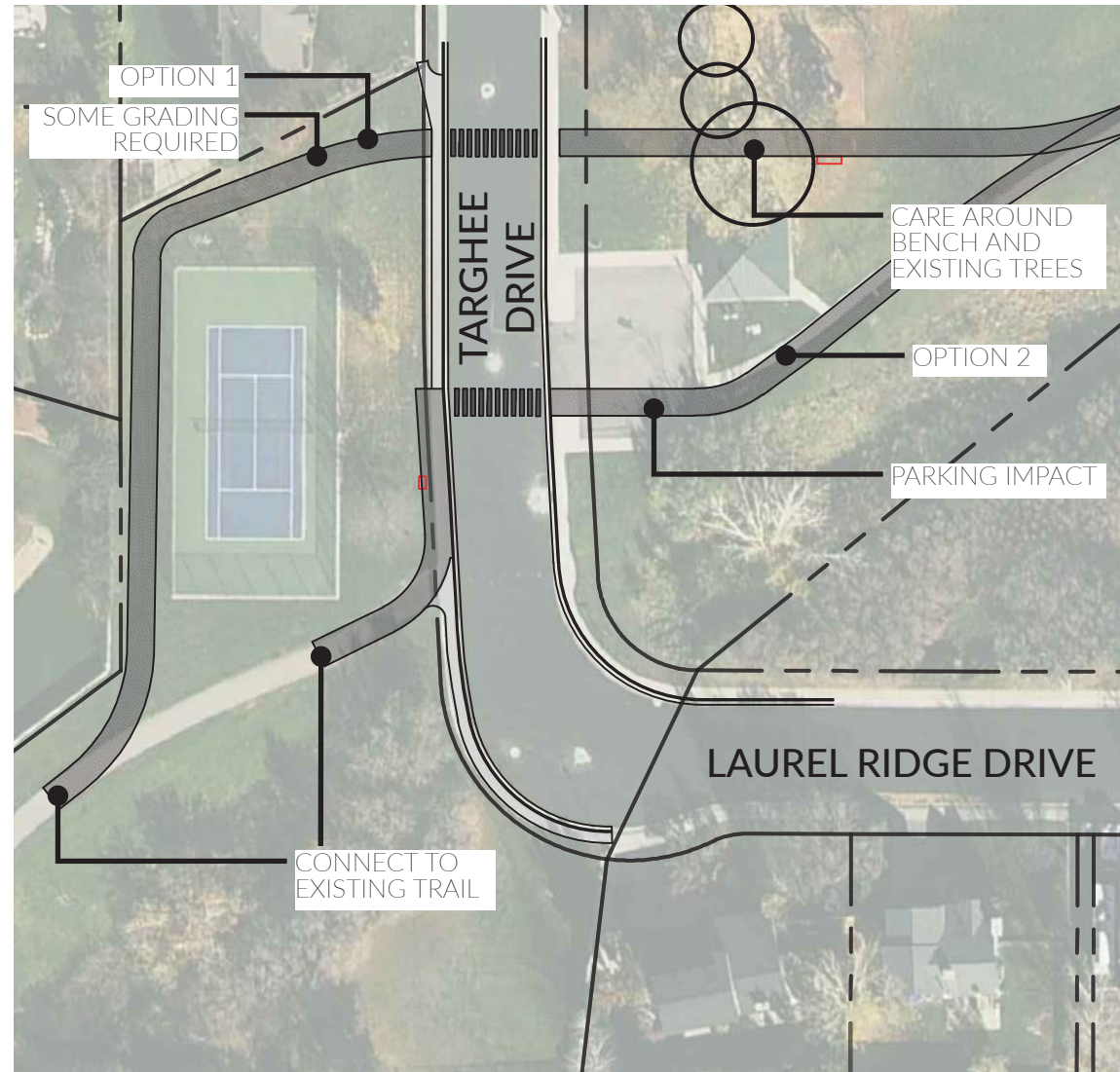
SEGMENT 5:
4000 W TO BINGHAM CREEK PARK



5A OPEN SPACE: **ROW VARIES**

SEGMENT 5:
4000 W TO BINGHAM CREEK PARK

5.1 TARGHEE DRIVE AND LAUREL RIDGE TRAIL CROSSING





Standards and Recommendations



**TRAIL CROSSING
CONTEXTUAL GUIDANCE**
At unsignalized locations

FACILITY TYPE

	Local Streets 15-25 mph		Collector Streets 25-30 mph			Arterial Streets 30-45 mph							
	2 lane	3 lane	2 lane	2 lane with median refuge	3 lane	2 lane	2 lane with median refuge	3 lane	4 lane	4 lane with median refuge	5 lane	6 lane	6 lane with median refuge
Crosswalk Only (high visibility)	✓	✓	EJ	EJ	X	EJ	EJ	X	X	X	X	X	X
Crosswalk with warning signage and yield lines	EJ	✓	✓	✓	✓	EJ	EJ	EJ	X	X	X	X	X
Active Warning Beacon (ARFB)	X	EJ	✓	✓	✓	✓	✓	✓	X	✓	X	X	X
Hybrid Beacon	X	X	EJ	EJ	EJ	EJ	✓	✓	✓	✓	✓	✓	✓
Full Traffic Signal	X	X	EJ	EJ	EJ	EJ	EJ	EJ	✓	✓	✓	✓	✓
Grade separation	X	X	EJ	EJ	EJ	X	EJ	EJ	EJ	EJ	EJ	✓	✓

LEGEND

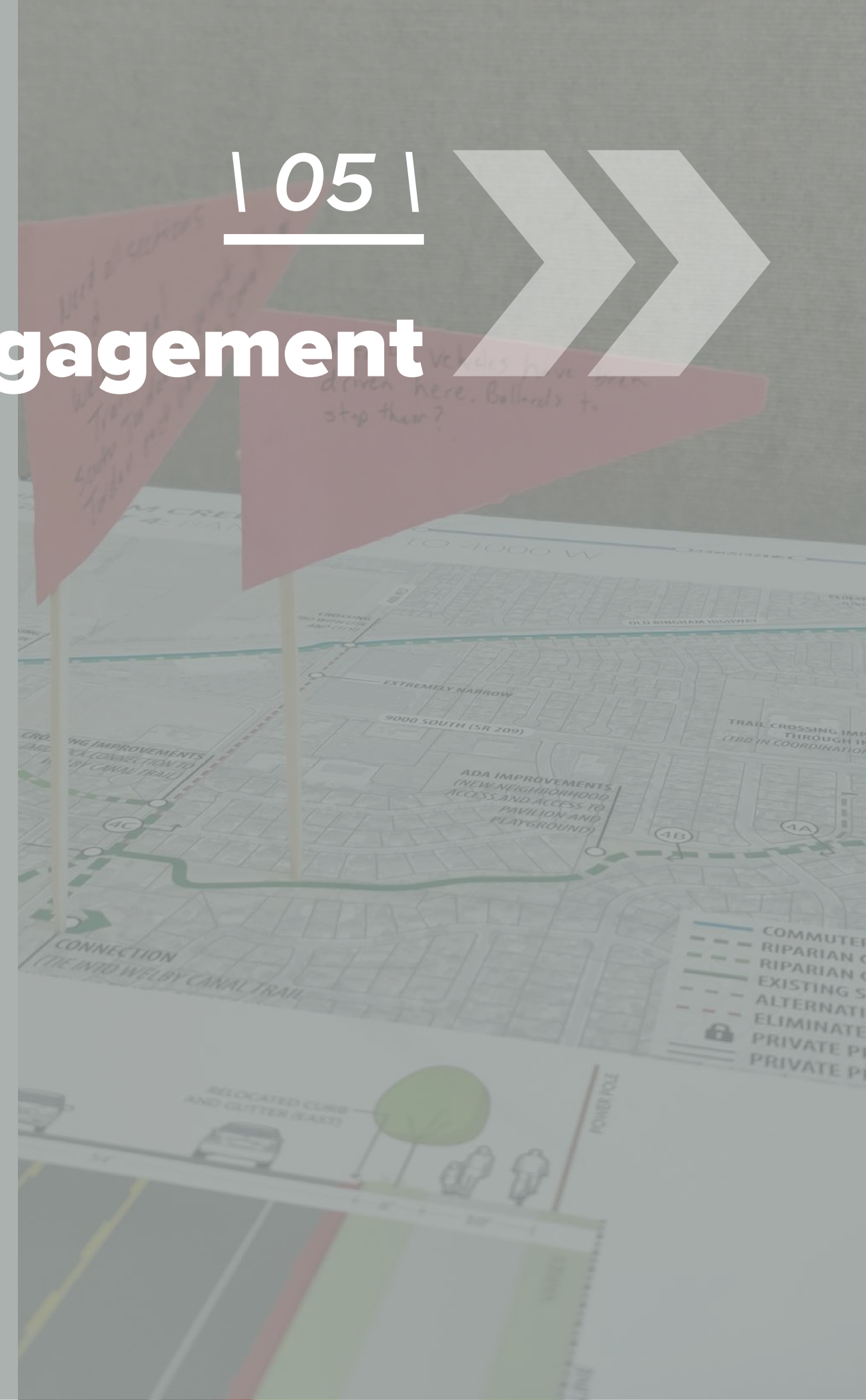
Most Desirable	✓
Engineering Judgement	EJ
Not Recommended	X



| 05 |



Public Engagement



OVERVIEW

To understand how the public viewed the proposed alignments and associated improvements recommended for the Bingham Creek Corridor, an in-person and Online engagement process was developed.

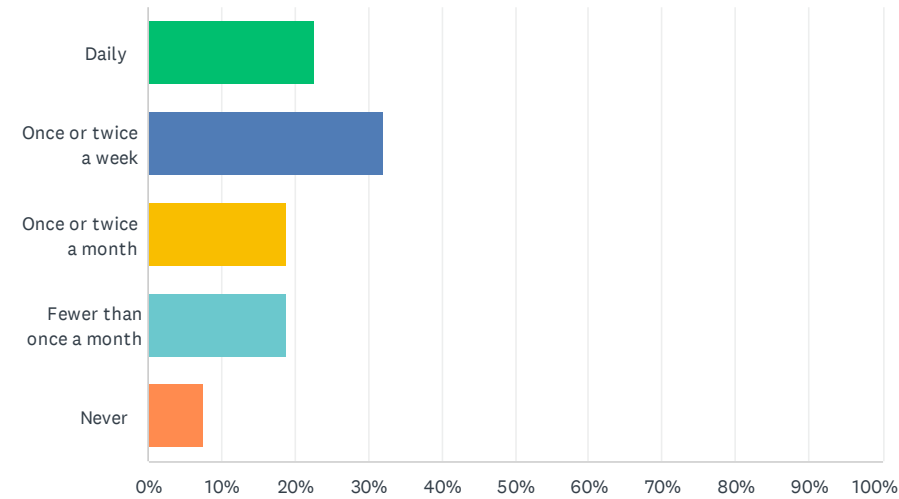
For the in-person event, posters were printed of each segment and attendees were encouraged to participate by writing and drawing on the maps. The public was invited to share the most desirable destinations, the barriers to biking and walking, and ideas for improvements along each segment of the corridor. Additionally, comment cards were passed out for additional information. These cards also had a QR code to a similar Online survey.

The Online outreach tool asked participants general demographic and trail usage questions such as where they live in proximity to the trail, how often they walk or bike, and how they might use such facilities. Following these questions, they were invited to comment segment by segment similar to the in-person opportunity.

In total, 73 comments were collected over the course of the engagement period. Common themes, ideas, and concerns were compiled and are presented on the following pages.

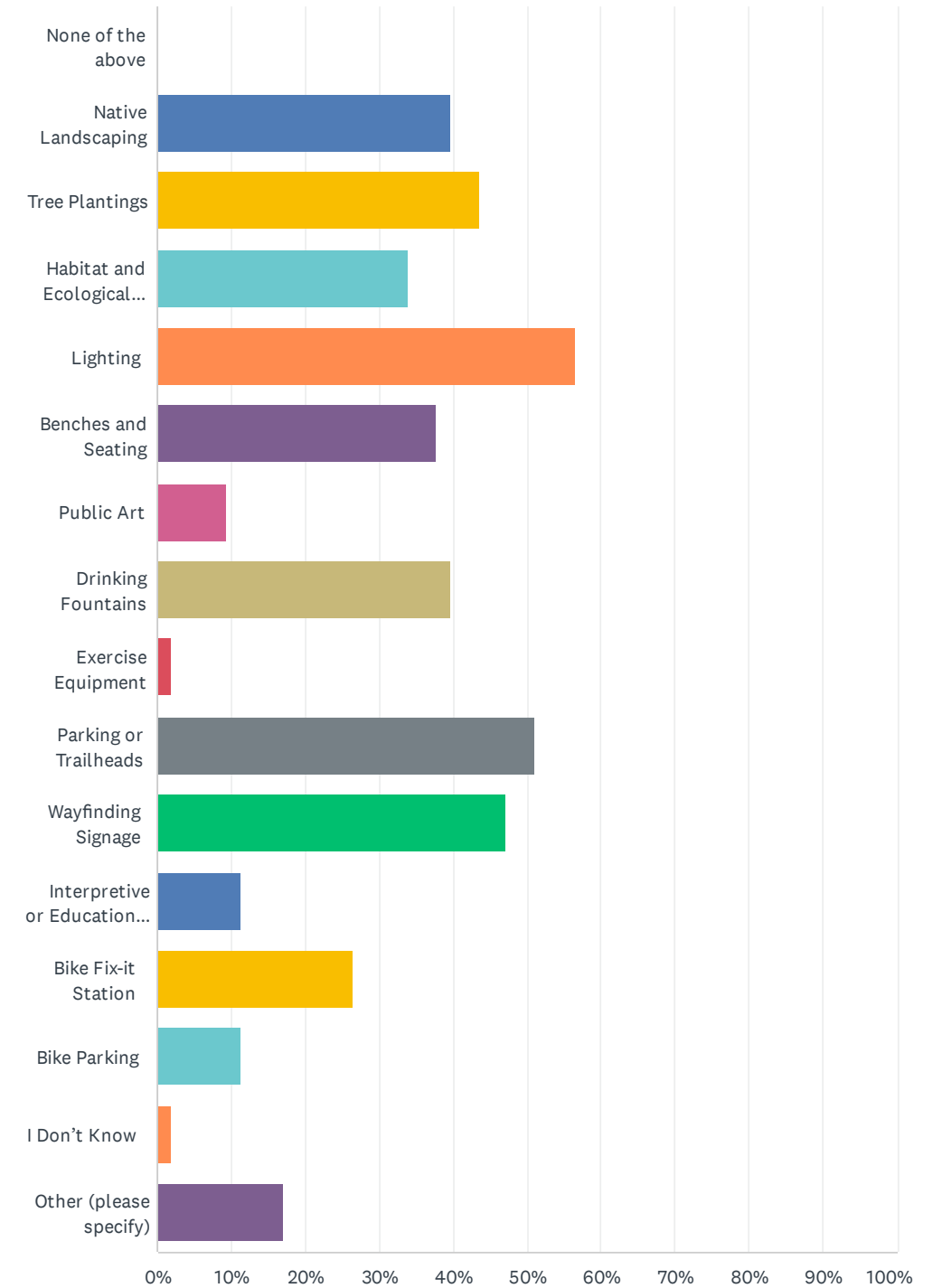
HOW OFTEN DO YOU WALK OR BIKE TO GET PLACES?

Answered: 53 Skipped: 0



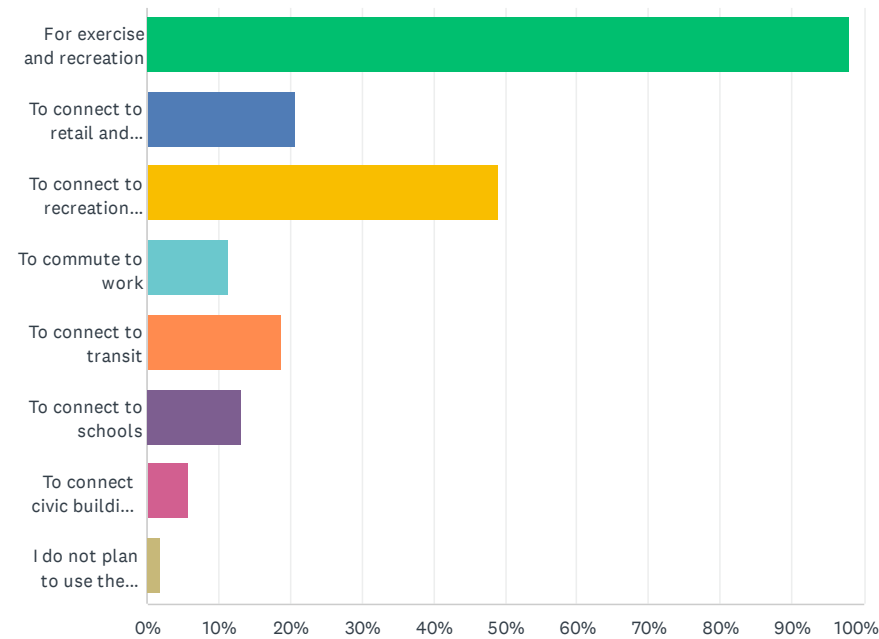
WHAT FEATURES WOULD YOU MOST LIKE TO SEE AS PART OF THE MULTI-USE TRAIL?

Answered: 53 Skipped: 0



HOW WOULD YOU USE THE PROPOSED TRAIL?

Answered: 53 Skipped: 0

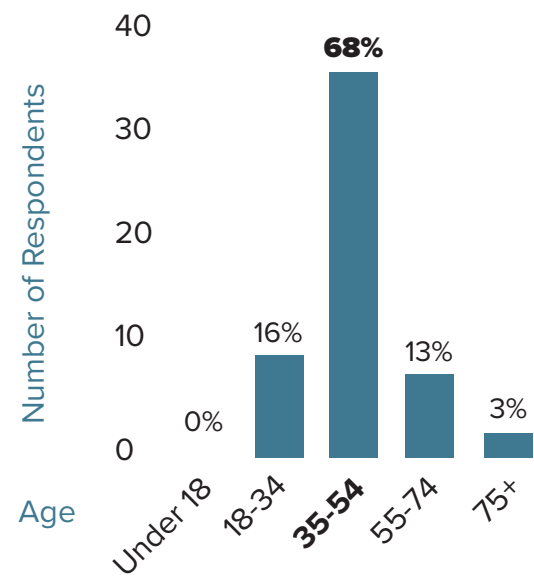


ONLINE SURVEY DEMOGRAPHICS

Several demographic questions were asked of Online survey participants to understand who was participating in the input process and their relationship with the corridor. The survey was open from November 8 to November 22, 2023 and had a total of 53 respondents.

TOTAL DEMOGRAPHIC SURVEY PARTICIPANTS **53**

AGE OF RESPONDENTS (51 RESPONSES)



GENDER (51 RESPONSES)

- 39%** Man
- 57%** Woman
- 0%** Non-Binary/Third Gender
- 4%** Prefer not to say

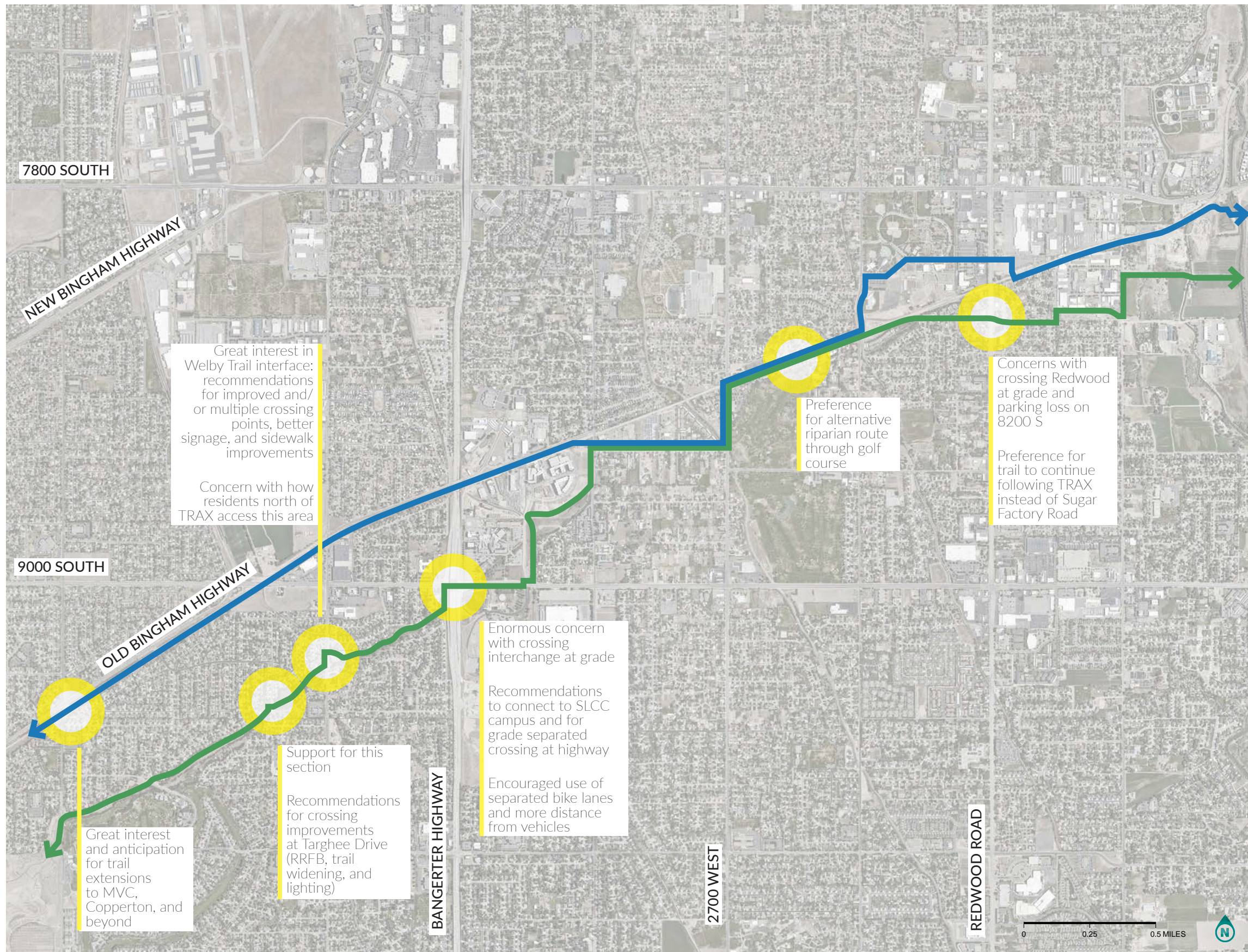


PLACE OF RESIDENCE

- 12 RESPONDENTS** Along/adjacent to trail
- 12 RESPONDENTS** West Jordan
- 36 RESPONDENTS** South Jordan

ETHNICITY (50 RESPONSES)

- 0%** Black or African American
- 0%** American Indian or Alaskan Native
- 2%** Asian
- 2%** Hispanic or Latino (of any race)
- 2%** Native Hawaiian or Pacific Islander
- 82%** White
- 0%** Other
- 12%** Prefer not to say



COMMENT SUMMARY

Overall, public input was positive and highly supportive of the proposed trail alignment and improvements in general. There is a lot of excitement for the additional mobility and recreation opportunity that it will provide including the future legs into Daybreak and beyond to Copperton.

Concern over crossings, particularly at Bangerter and Redwood Road were recurring comments among participants. Continued, close coordination with UDOT is highly encouraged to make these crossings as safe and comfortable as possible.

There was also great interest in connecting to neighborhoods north of TRAX. As plans are moved forward for implementation, opportunities for access across TRAX and for working with UTA should be looked into.

Finally, with large preference for off-street facilities, the county should work closely with private land holders such as Vista Montana to secure easements away from roadways.



COMMENT HIGHLIGHTS

"Unfortunately I have no desire to ride my bike here because there is too much traffic. I know people who have gotten hit by cars and some have gotten killed and I don't want that to be me."

"Alternative route thru SLCC Jordan campus would be great!"

"How the trail crosses Bangerter will impact how likely I am to use the trail."

"The more scenic this feels (like Jordan River Parkway) vs just a paved path with grass or a sidewalk by a road, the more likely we are to use it."

"I personally think we need to work to legitimize active transportation as a mode of travel and would suggest the more direct route. Don't try to solve too much with this project. It can serve as a great backbone trail with secondary routes that can be created to tie into it for more localized accessibility."

Consider how people will access the trail. Putting trails next to high traffic/higher speed roadways doesn't ensure everyone's safety. Also, those who want to access the trail from the other side of streets need to be able to safely cross the street. Slowing down vehicle speeds through proper design is a must."

"Would be nice to have Pedestrian Flashing Crosswalks at busier cross roads."

"This will be amazing when this connection to the Jordan River Parkway happens."

"I love adding more trails to safely run and cycle on. I can't wait for it to connect to Mountain View and Copperton!"

"Plant more trees along the path. I hate using Mountain View corridor trail because it's ugly. The cars have exhaust and it's just gross. For me, how the trail looks will determine if I actually use it. I'm actually really excited to hear about this. This is one reason I love living in Utah. All of these trails make it so safe to enjoy outdoor activities."

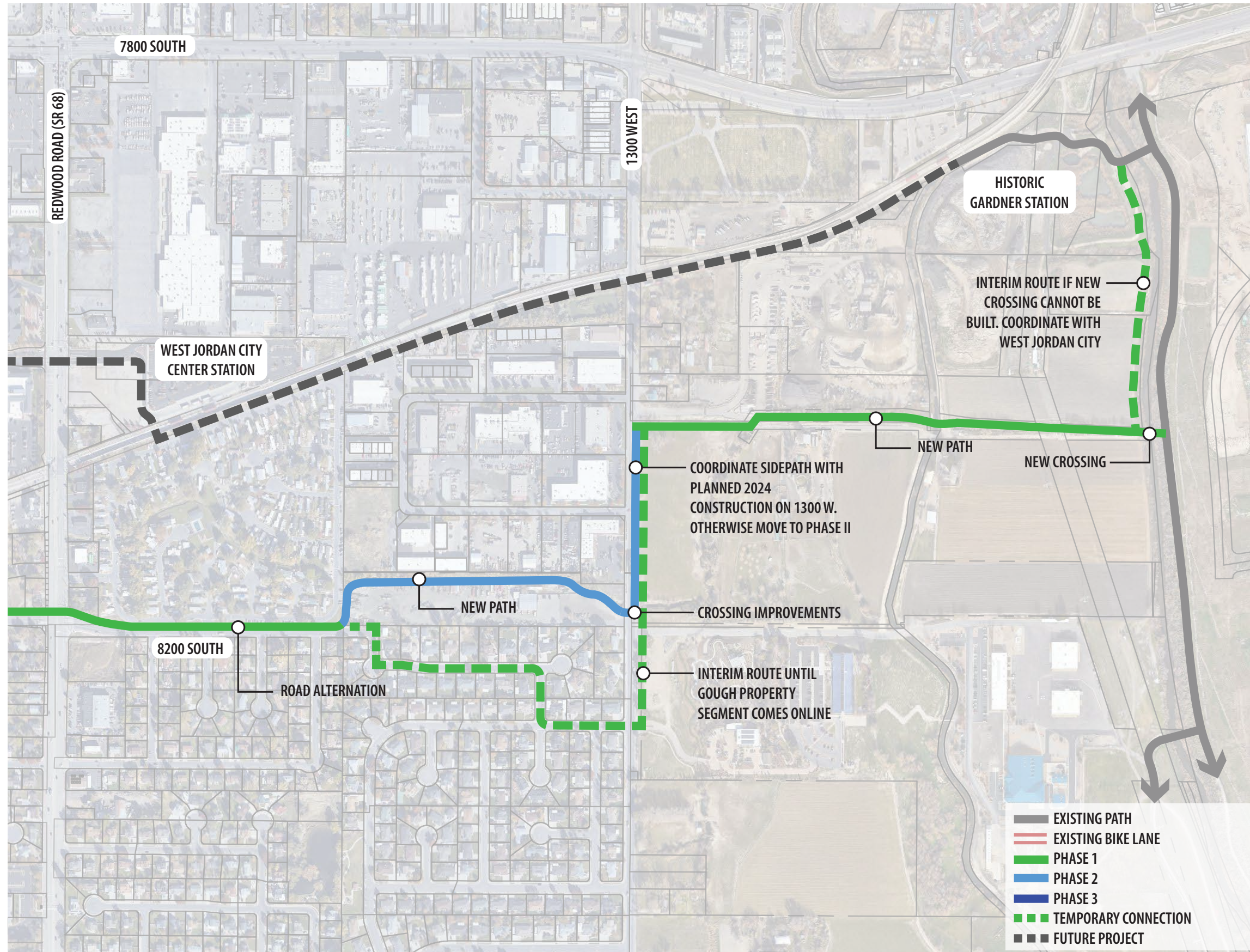




Phasing and Implementation



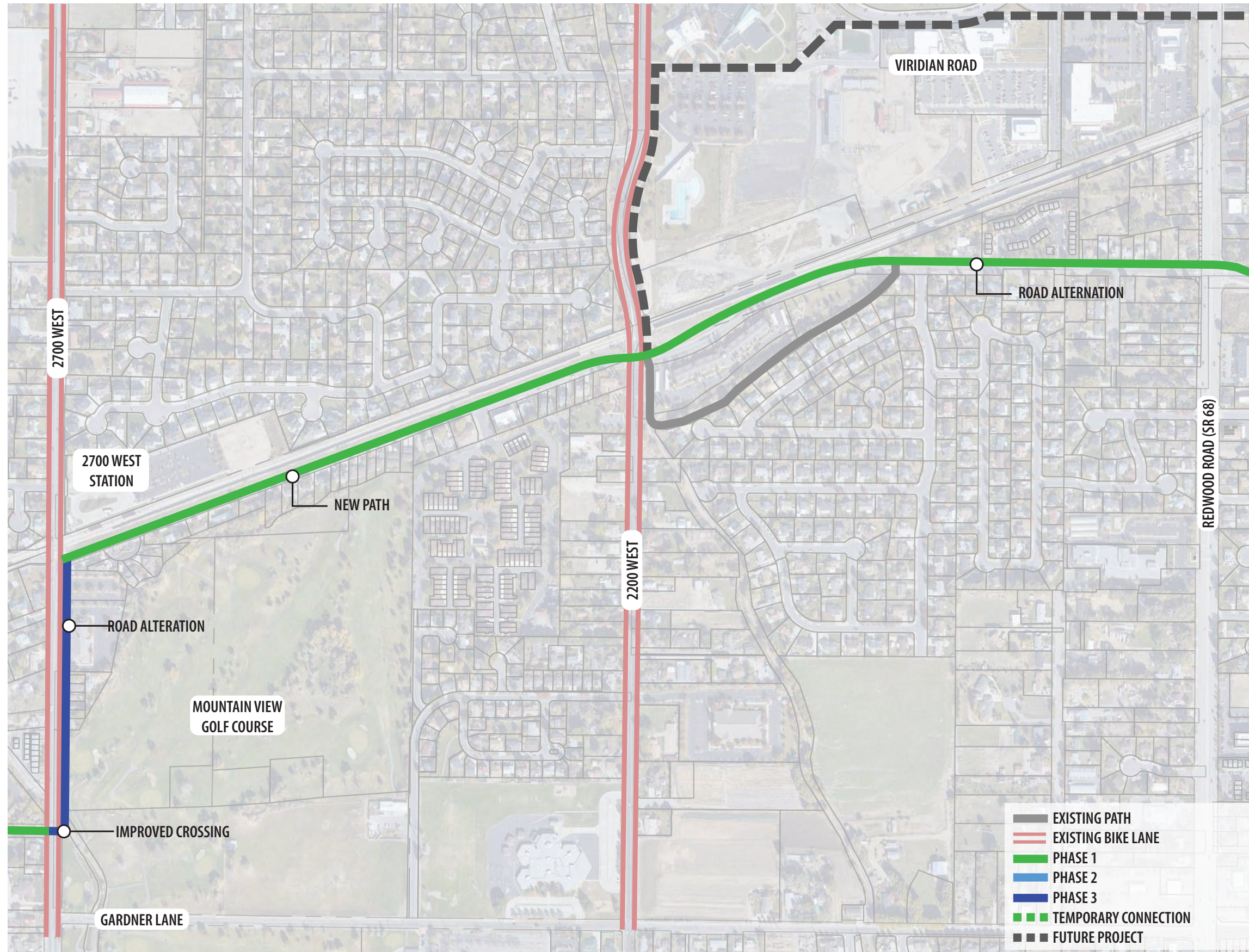
SEGMENT 1:
JORDAN RIVER TO REDWOOD ROAD



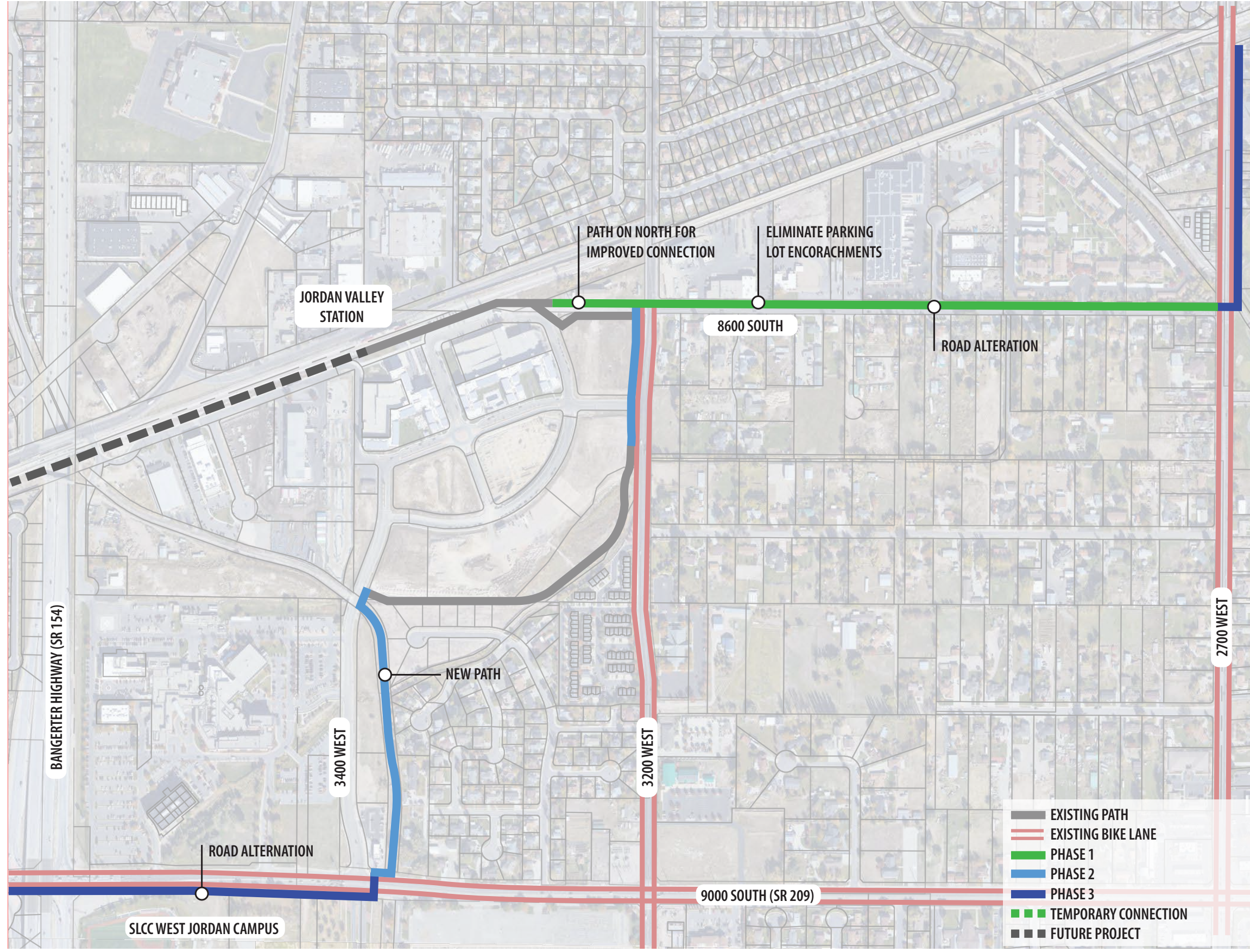
- EXISTING PATH
- EXISTING BIKE LANE
- PHASE 1
- PHASE 2
- PHASE 3
- - - TEMPORARY CONNECTION
- - - FUTURE PROJECT



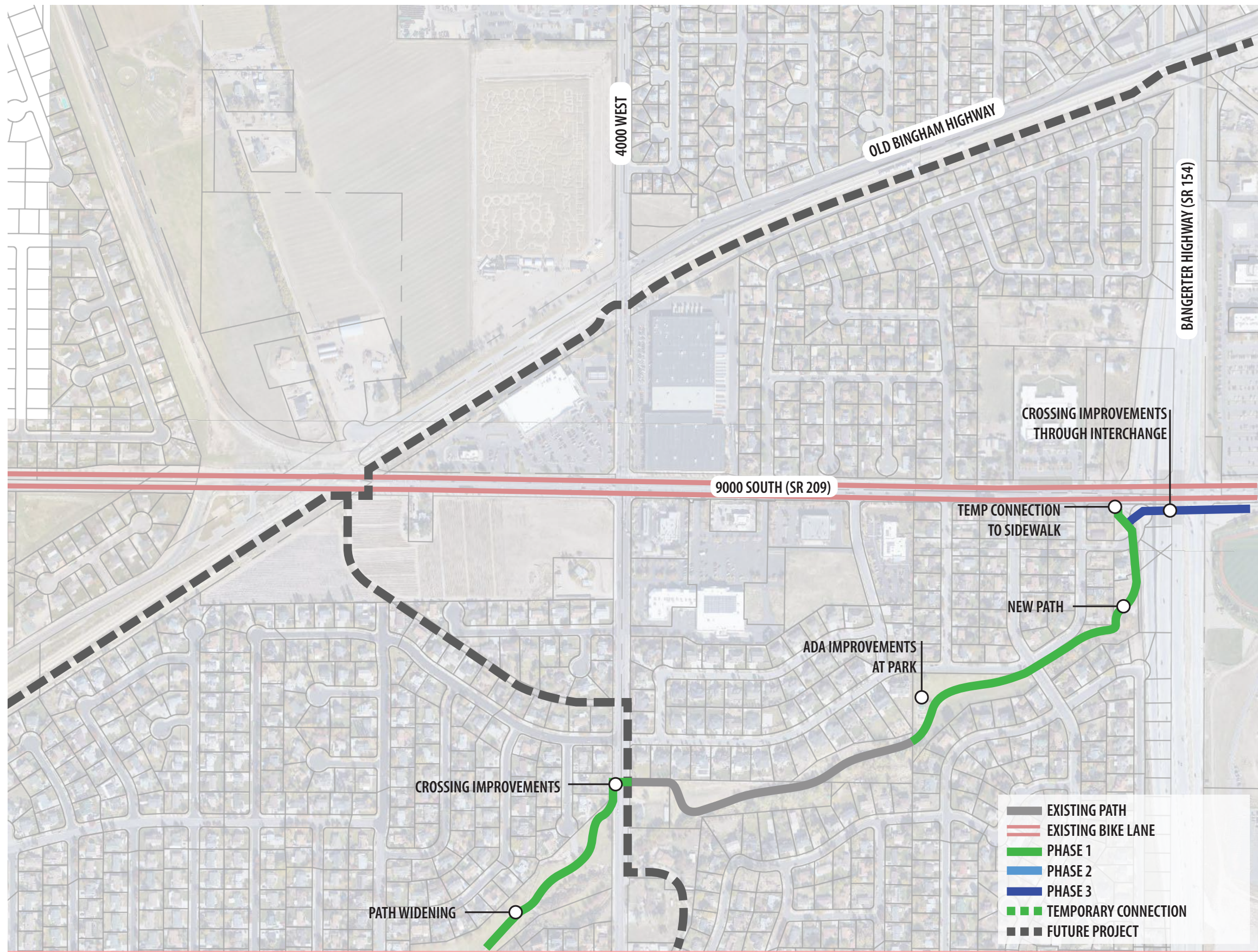
SEGMENT 2:
REDWOOD ROAD TO 2700 W



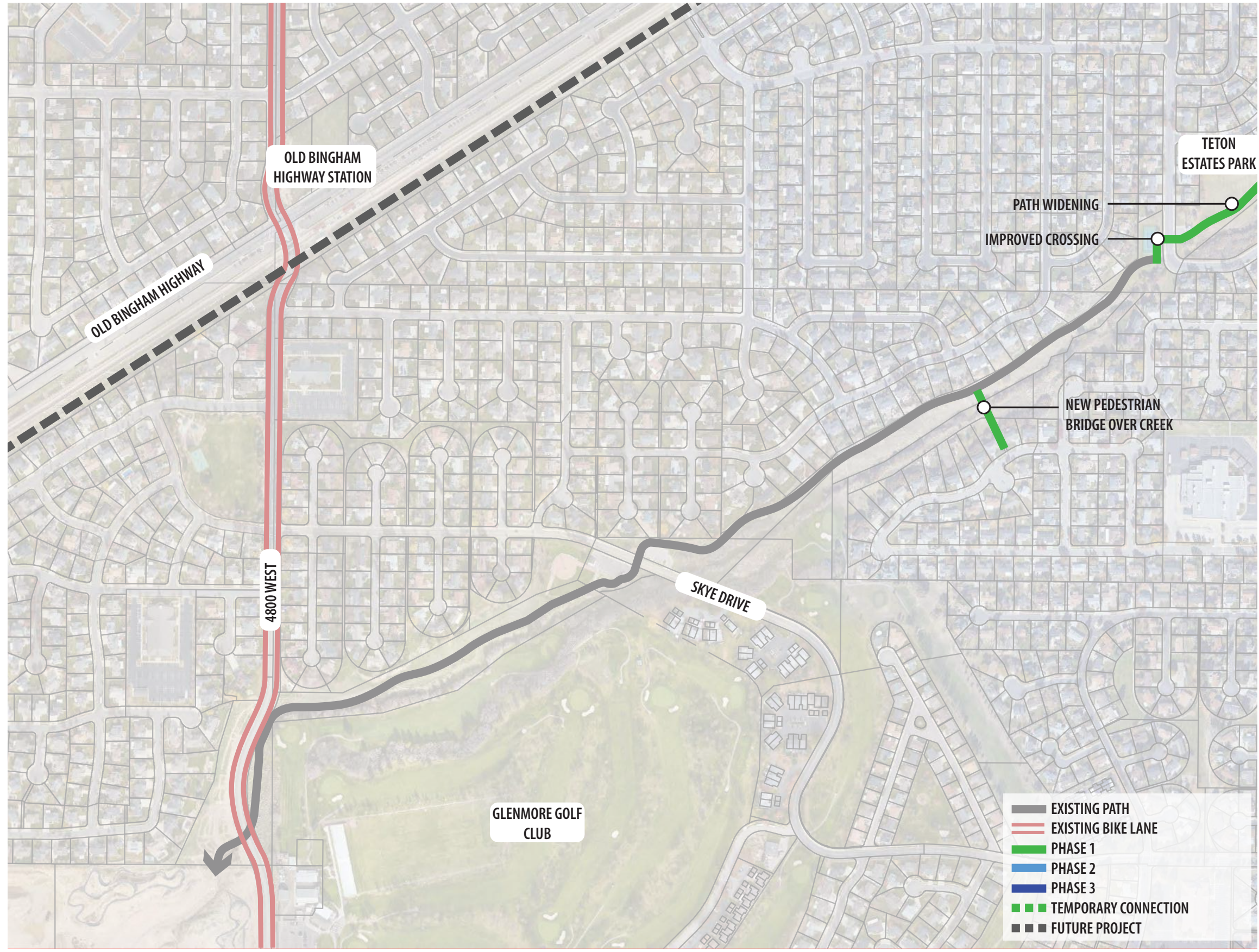
SEGMENT 3:
2700 W TO BANGERTER HWY



SEGMENT 4:
BANGERTER HWY TO 4000 W



SEGMENT 5:
4000 W TO BINGHAM CREEK PARK



PHASE 1 COST ESTIMATE

PIN: 21568 PROJECT # PROJECT NAME: Utah Statewide Trail Network
Cost Estimate - Concept Level

Prepared By: **Kenzie Osguthorpe** Date **3/9/2024**

Proposed Project Scope: **Bingham Creek Trail - Phase 1**

Approximate Route Reference Mile Post (BEGIN) =		(END) =	
Project Length =	0.000	miles	ft
Current Year =	2024		
Assumed Construction Year =	2026		
Construction Items Inflation Factor =	1.22	2 yrs for inflation	
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.75%		
Assumed Yearly Inflation for Right of Way (%/yr) =	4.0%		
Items not Estimated (% of Construction) =	20.0%		
Preliminary Engineering (% of Construction + Incentives) =	10.0%		
Construction Engineering (% of Construction + Incentives) =	10.0%		

Construction Items	Cost	Remarks
Public Information Services	\$0	
Roadway and Drainage	\$4,768,920	
Traffic and Safety	\$0	
Structures	\$0	
Environmental Mitigation	\$0	
ITS	\$0	
	Subtotal	
	\$4,768,920	
	Items not Estimated (20%)	
	\$953,784	
	Construction Subtotal	
	\$5,722,704	
P.E. Cost	P.E. Subtotal	10%
	\$572,270	
C.E. Cost	C.E. Subtotal	10%
	\$572,270	
Right of Way Urban/Suburban Residential	Right of Way Subtotal	
	\$0	
Utilities	Utilities Subtotal	
	\$0	
Incentives	Incentives Subtotal	
	\$0	
Miscellaneous	Miscellaneous Subtotal	
	\$0	

Cost Estimate (ePM screen 505)	2024	2026
P.E.	\$572,000	\$616,000
Right of Way	\$0	\$0
Utilities	\$0	\$0
Construction	\$5,723,000	\$7,010,000
C.E.	\$572,000	\$616,000
Incentives	\$0	\$0
Aesthetics	0.75% \$43,000	\$53,000
Change Order Contingency	9.00% \$519,000	\$636,000
UDOT Oversight	\$0	\$0
Miscellaneous	\$0	\$0
TOTAL	\$7,429,000	\$8,931,000

PROPOSED COMMISSION REQUEST TOTAL \$7,429,000 TOTAL \$8,931,000

PHASE 2 COST ESTIMATE

PIN: 21568 PROJECT # PROJECT NAME: Utah Statewide Trail Network
Cost Estimate - Concept Level

Prepared By: **Kenzie Osguthorpe** Date **3/9/2024**

Proposed Project Scope: **Bingham Creek Trail - Phase 2**

Approximate Route Reference Mile Post (BEGIN) =		(END) =	
Project Length =	0.000	miles	ft
Current Year =	2024		
Assumed Construction Year =	2026		
Construction Items Inflation Factor =	1.22	2 yrs for inflation	
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.75%		
Assumed Yearly Inflation for Right of Way (%/yr) =	4.0%		
Items not Estimated (% of Construction) =	20.0%		
Preliminary Engineering (% of Construction + Incentives) =	10.0%		
Construction Engineering (% of Construction + Incentives) =	10.0%		

Construction Items	Cost	Remarks
Public Information Services	\$0	
Roadway and Drainage	\$582,692	
Traffic and Safety	\$0	
Structures	\$0	
Environmental Mitigation	\$0	
ITS	\$0	
	Subtotal	
	Items not Estimated (20%)	
	Construction Subtotal	
P.E. Cost	P.E. Subtotal	10%
C.E. Cost	C.E. Subtotal	10%
Right of Way Urban/Suburban Residential	Right of Way Subtotal	
Utilities	Utilities Subtotal	
Incentives	Incentives Subtotal	
Miscellaneous	Miscellaneous Subtotal	

Cost Estimate (ePM screen 505)	2024	2026
P.E.	\$70,000	\$75,000
Right of Way	\$0	\$0
Utilities	\$0	\$0
Construction	\$699,000	\$856,000
C.E.	\$70,000	\$75,000
Incentives	\$0	\$0
Aesthetics	0.75% \$5,000	\$6,000
Change Order Contingency	9.00% \$63,000	\$77,000
UDOT Oversight	\$0	\$0
Miscellaneous	\$0	\$0
TOTAL	\$907,000	\$1,089,000

PROPOSED COMMISSION REQUEST TOTAL \$907,000 TOTAL \$1,089,000

PHASE 3 COST ESTIMATE

PIN: 21568 PROJECT # PROJECT NAME: Utah Statewide Trail Network
Cost Estimate - Concept Level

Prepared By: **Kenzie Osguthorpe** Date **3/9/2024**

Proposed Project Scope: **Bingham Creek Trail - Phase 3**

Approximate Route Reference Mile Post (BEGIN) =		(END) =	
Project Length =	0.000	miles	ft
Current Year =	2024		
Assumed Construction Year =	2026		
Construction Items Inflation Factor =	1.22	2 yrs for inflation	
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.75%		
Assumed Yearly Inflation for Right of Way (%/yr) =	4.0%		
Items not Estimated (% of Construction) =	20.0%		
Preliminary Engineering (% of Construction + Incentives) =	10.0%		
Construction Engineering (% of Construction + Incentives) =	10.0%		

Construction Items	Cost	Remarks
Public Information Services	\$0	
Roadway and Drainage	\$1,017,011	
Traffic and Safety	\$0	
Structures	\$0	
Environmental Mitigation	\$0	
ITS	\$0	
	Subtotal	\$1,017,011
	Items not Estimated (20%)	\$203,402
	Construction Subtotal	\$1,220,413
P.E. Cost	P.E. Subtotal	\$122,041 10%
C.E. Cost	C.E. Subtotal	\$122,041 10%
Right of Way Urban/Suburban Residential	Right of Way Subtotal	\$0
Utilities	Utilities Subtotal	\$0
Incentives	Incentives Subtotal	\$0
Miscellaneous	Miscellaneous Subtotal	\$0

Cost Estimate (ePM screen 505)	2024	2026
P.E.	\$122,000	\$131,000
Right of Way	\$0	\$0
Utilities	\$0	\$0
Construction	\$1,220,000	\$1,494,000
C.E.	\$122,000	\$131,000
Incentives	\$0	\$0
Aesthetics	0.75% \$9,000	\$11,000
Change Order Contingency	9.00% \$111,000	\$136,000
UDOT Oversight	\$0	\$0
Miscellaneous	\$0	\$0
TOTAL	\$1,584,000	\$1,903,000

PROPOSED COMMISSION REQUEST TOTAL \$1,584,000 TOTAL \$1,903,000