

# East Jordan Canal Trail (EJCT) Feasibility Study

# Background

- Existing EJCT constructed in 2019
- 2023 Council retreat:
  - Study feasibility of extension of trail
- Grant funding:
  - Received grant funding via WFRC/Intermountain Healthcare in 2023
- Purpose of Study:
  - Analyze potential expansion of EJCT
  - Review existing master plan recommendations
  - Identify optimal alignment
  - Conduct public outreach



# Findings

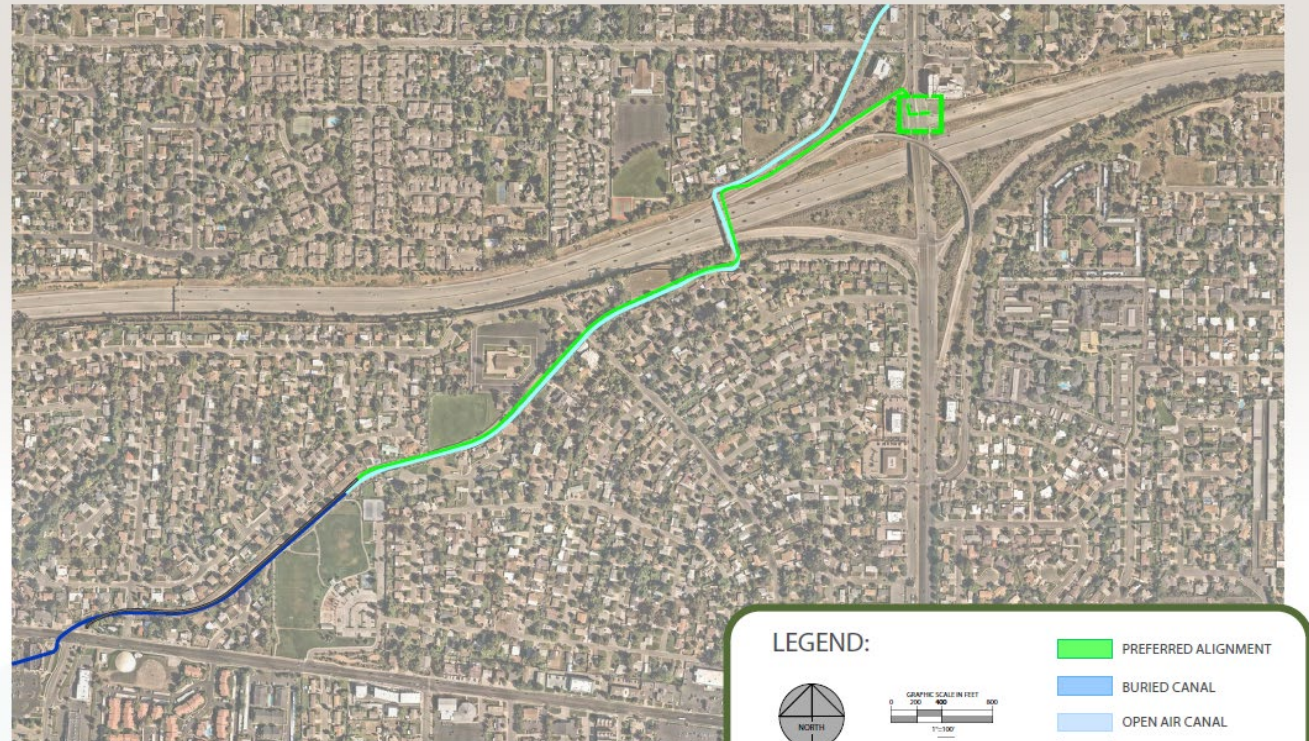
- Preferred future alignment is along existing Canal
  - Cross freeway/interchange & connect to other regional trail systems (BCC Trail, I-215 Trail, Highland, Fort Union, etc.)
  - Paved/compacted trail, fencing, gates, signage, etc.
- Continued engagement with regional partners needed:
  - SLCPU
  - UDOT

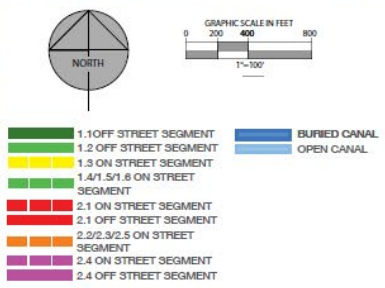
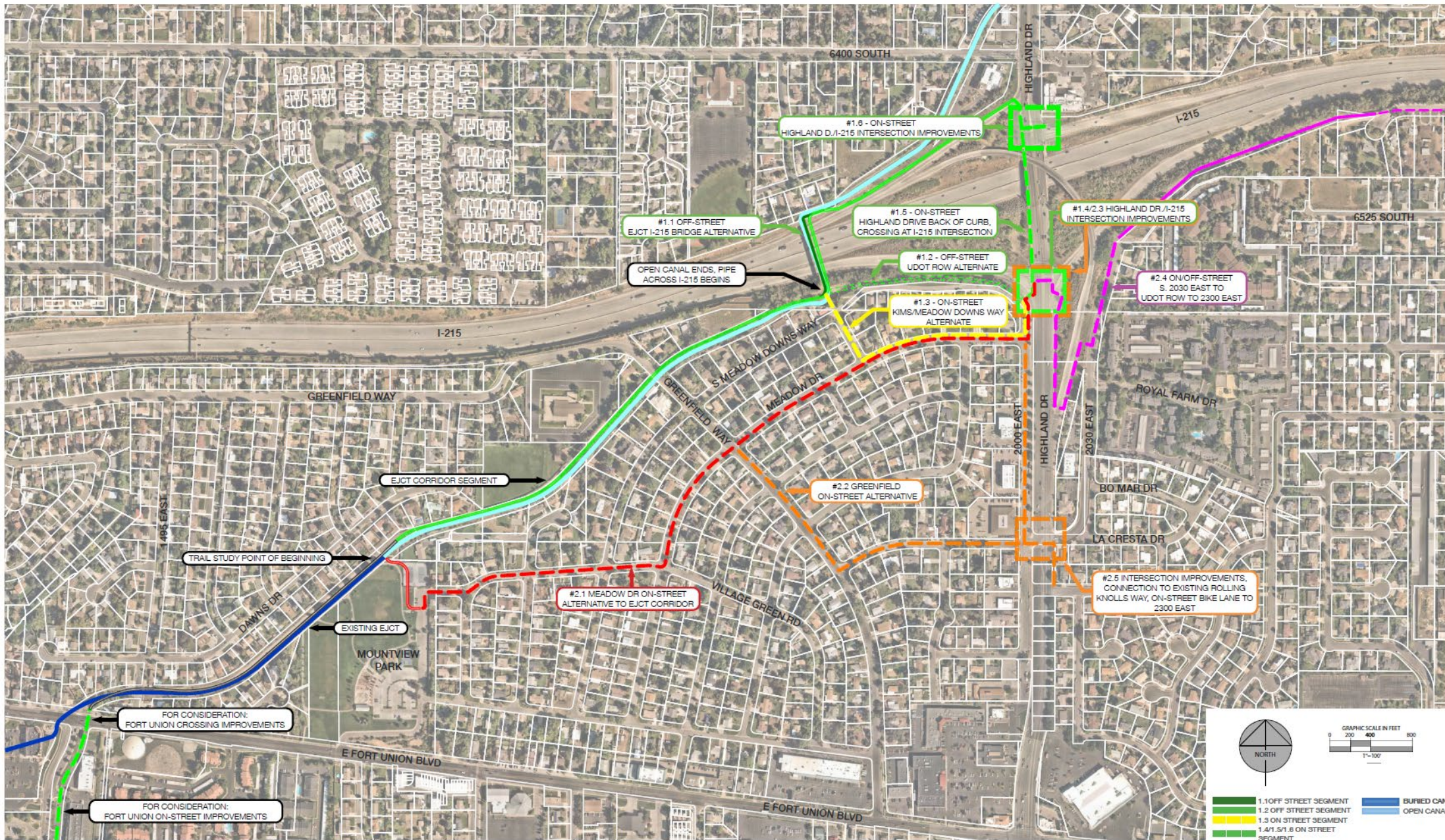
## Recommendations & Next Steps

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

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

**Figure 2.** Preferred Alignment





HIGH COMFORT/LOW STRESS TOLERANCE



Separated bike lane

MID LEVEL COMFORT



Separated bike lane with on street parking



Striped and buffered bike lane

LOW COMFORT/HIGH STRESS TOLERANCE



Striped bike lane



Curbed bike lane with shoulder



Buffered bike lane with post separation



Striped, buffered and painted



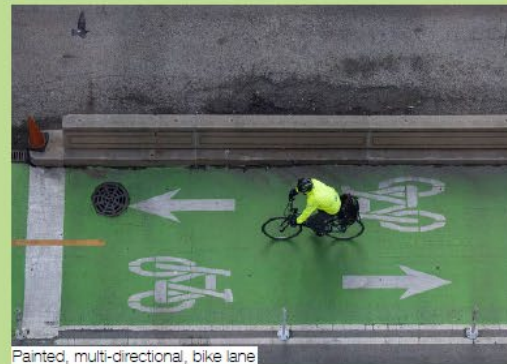
Shared bike lane in street



Separated bike lane with vegetated buffer



Bike lane with partial cement buffer



Painted, multi-directional, bike lane



On street biking

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



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



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

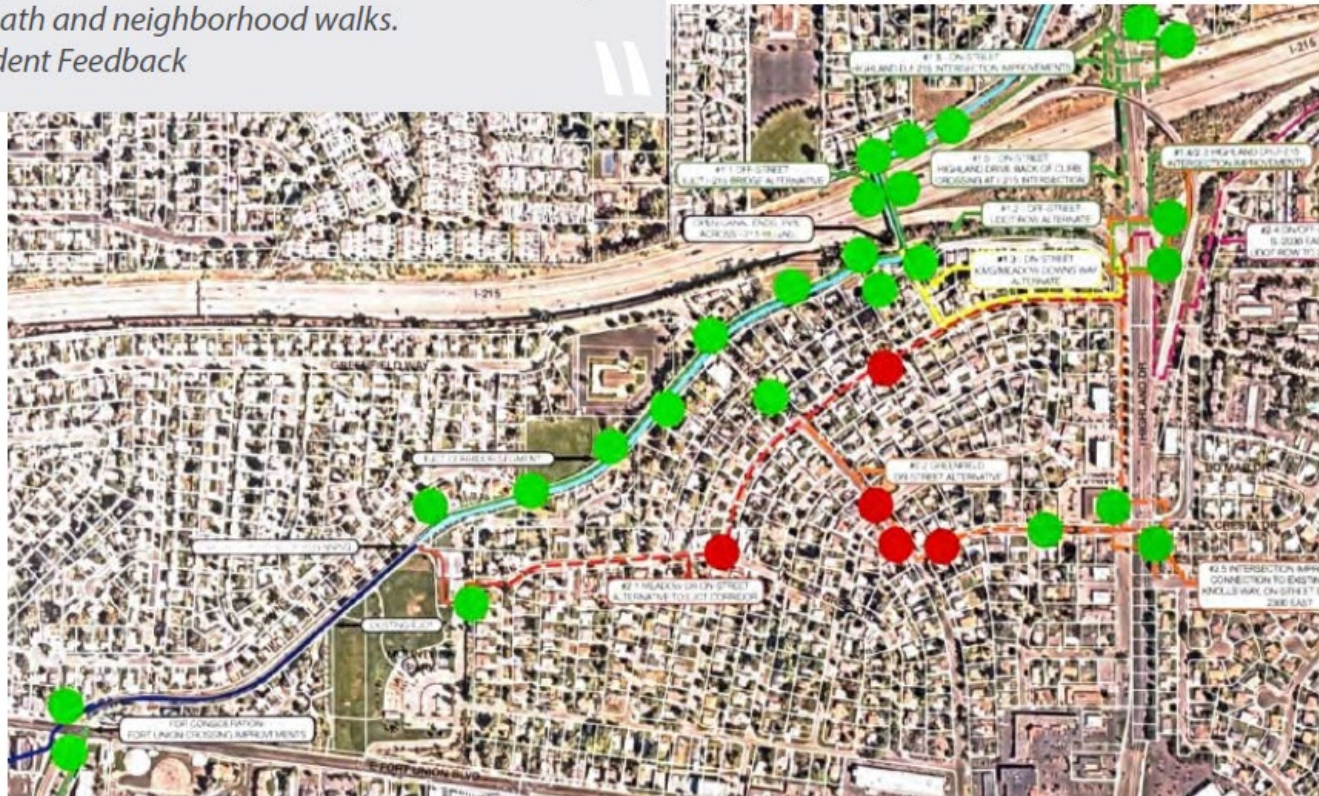


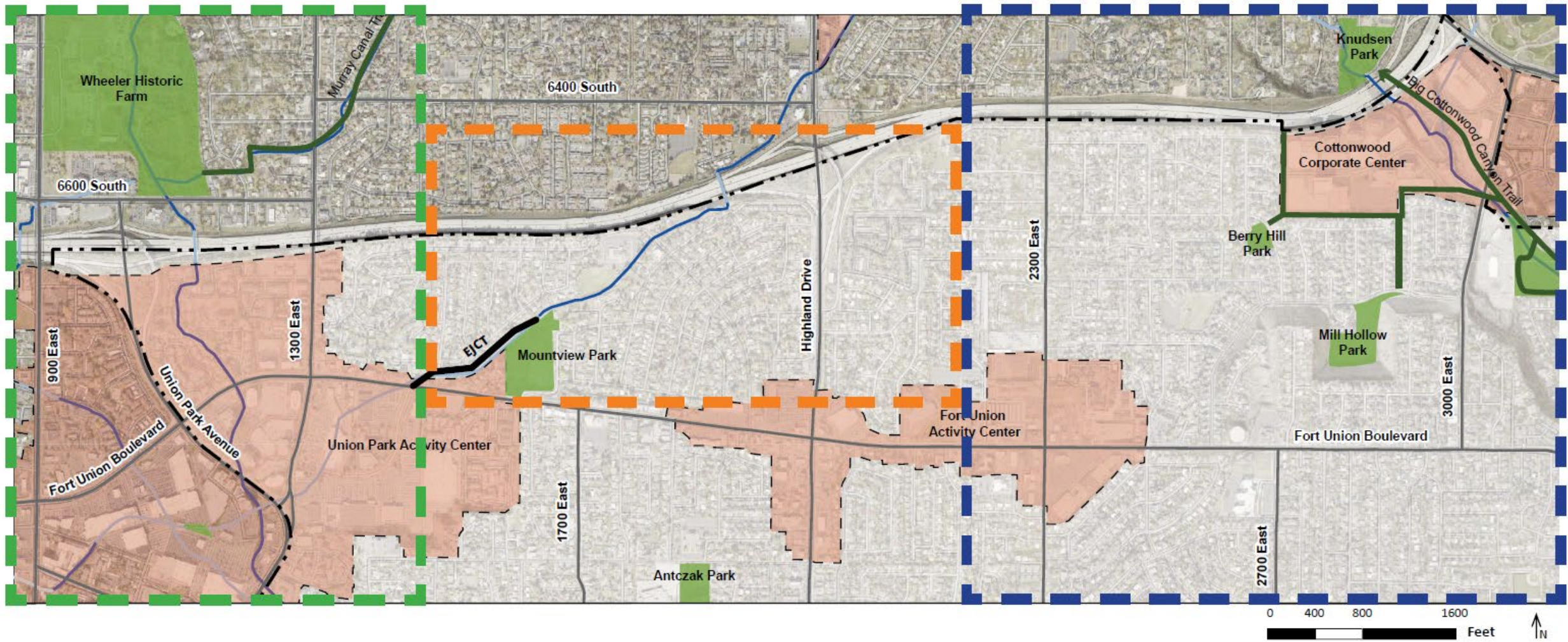
Maintained Trail Edges And Paving



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

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





# Next Steps

- Presented to PTOS Committee on 9/25/2024
- No formal adoption/approval needed (document is not a master plan)
- For use by City Council when considering future grant opportunities and priority projects