



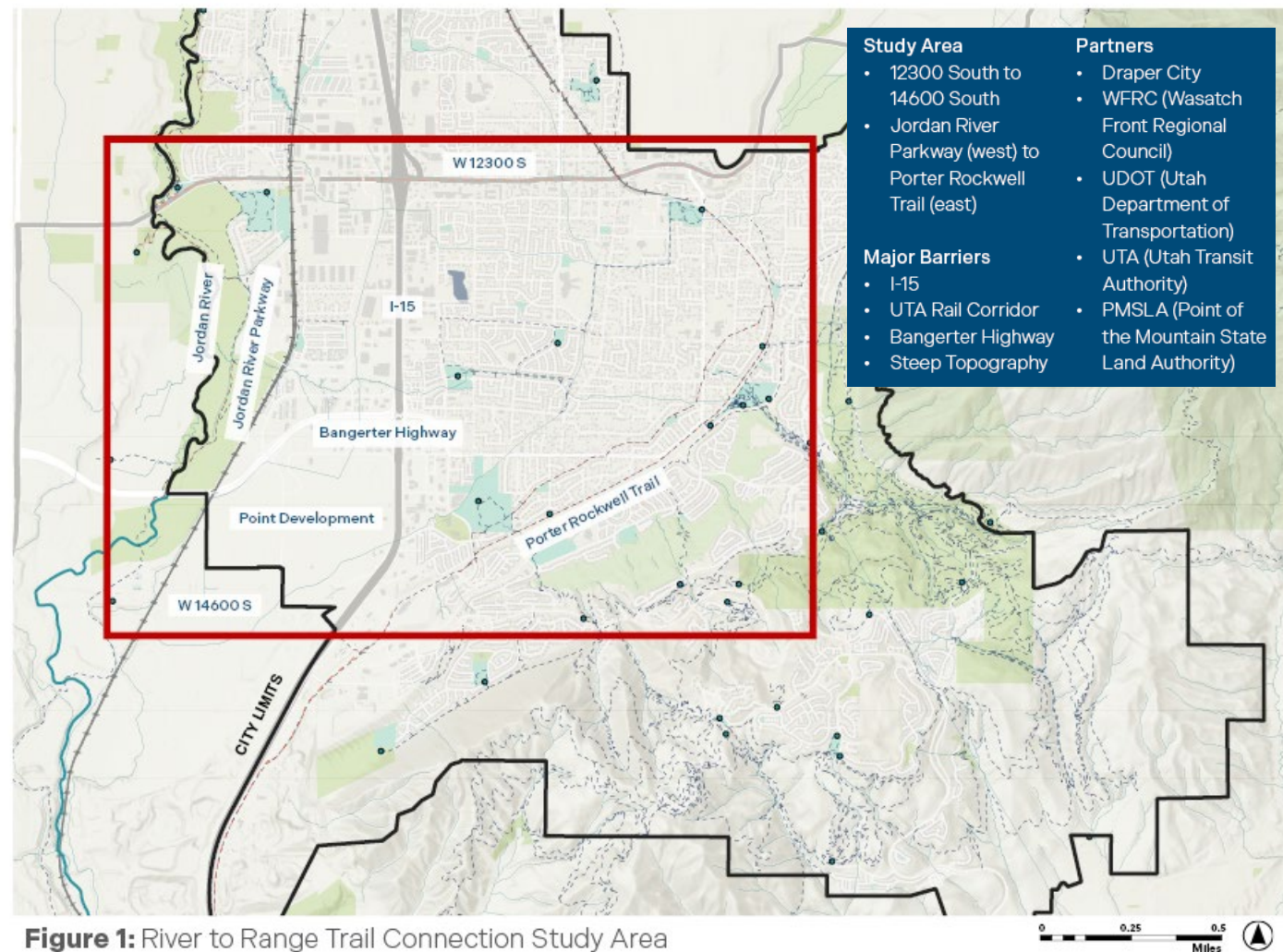
Draper River to Range Trail Connection Plan

City Council Study Session Meeting | July 07, 2026

Purpose of the Study

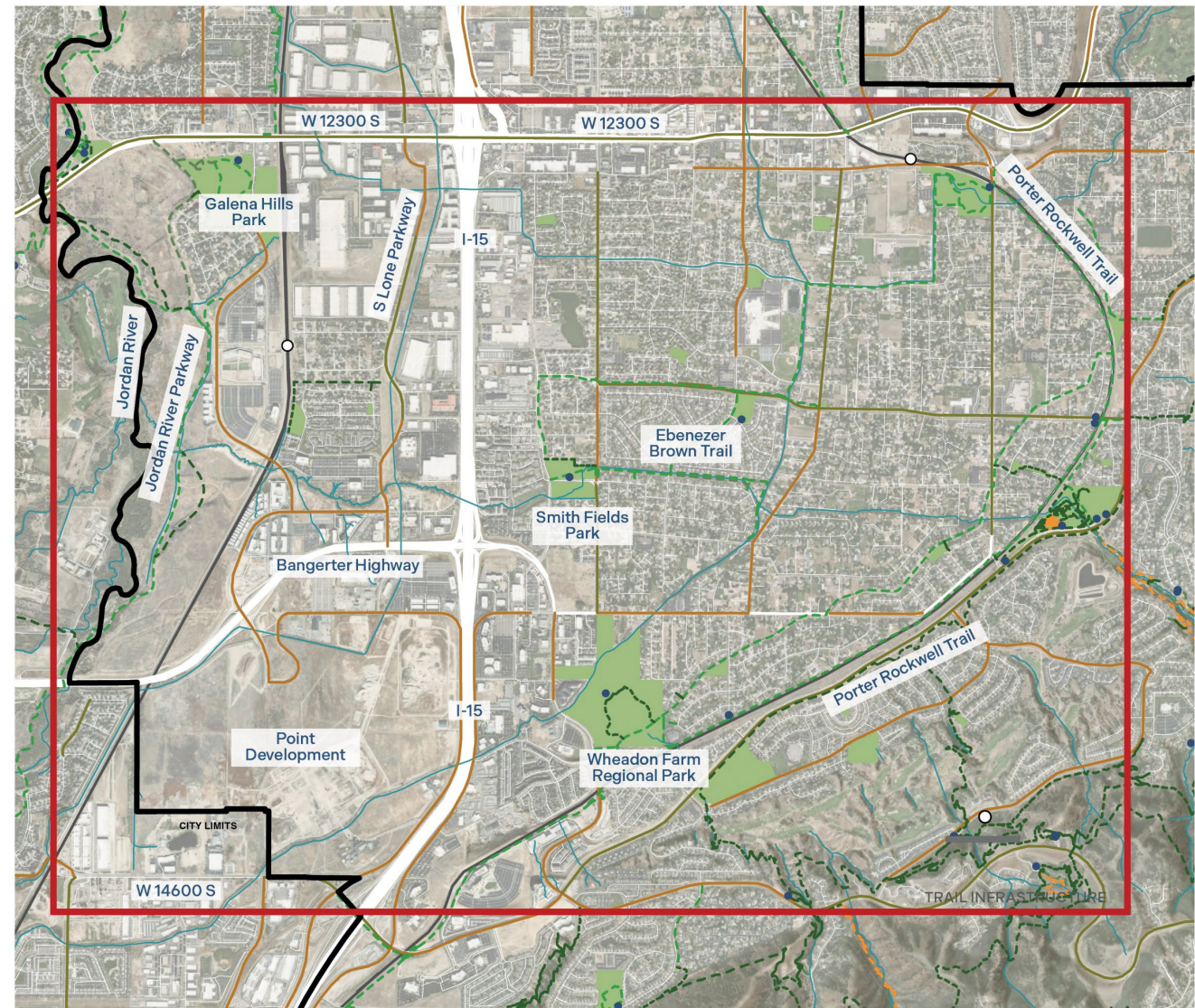
- Evaluate feasible east-west trail connections
- Identify corridor opportunities
- Support future funding and implementation

PROJECT AREA



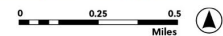
Why This Matters

- Completes a significant gap in Draper's regional trail network
- Connects neighborhoods, parks, transit, and future development
- Positions the City for future funding opportunities

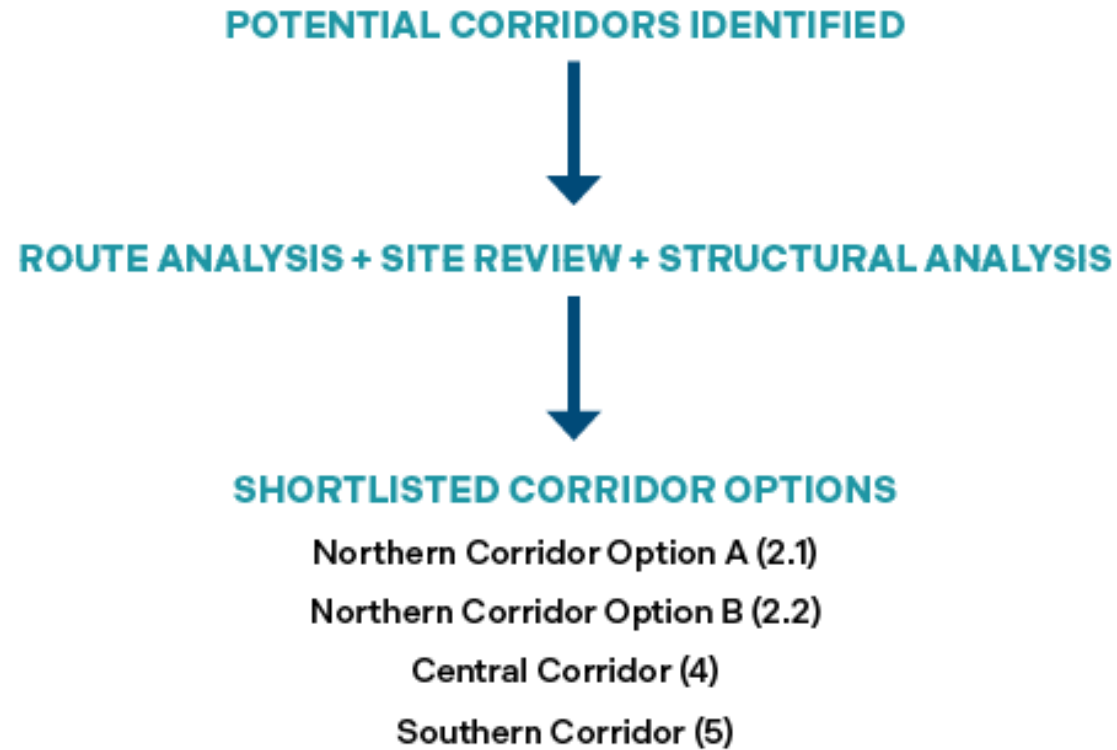


LEGEND

	Parks & Open Space		Multi-Use Single Track
	Water Bodies		Multi-Use Double Track
	City Boundary		Multi-Use Paved Trail
	Trailheads		Multi-Use Single Track (No Bikes Downhill)
	Train Station		Bikes Only Single Track (Downhill)
	Train Tracks		Bike Lanes
	Project Boundary		Shoulder Bikeway



Planning Process



PLAN OUTCOME

This plan does not identify a single preferred alignment. Instead, it identifies a range of feasible corridor options that may be advanced over time as funding, partnerships, development, and implementation opportunities emerge.

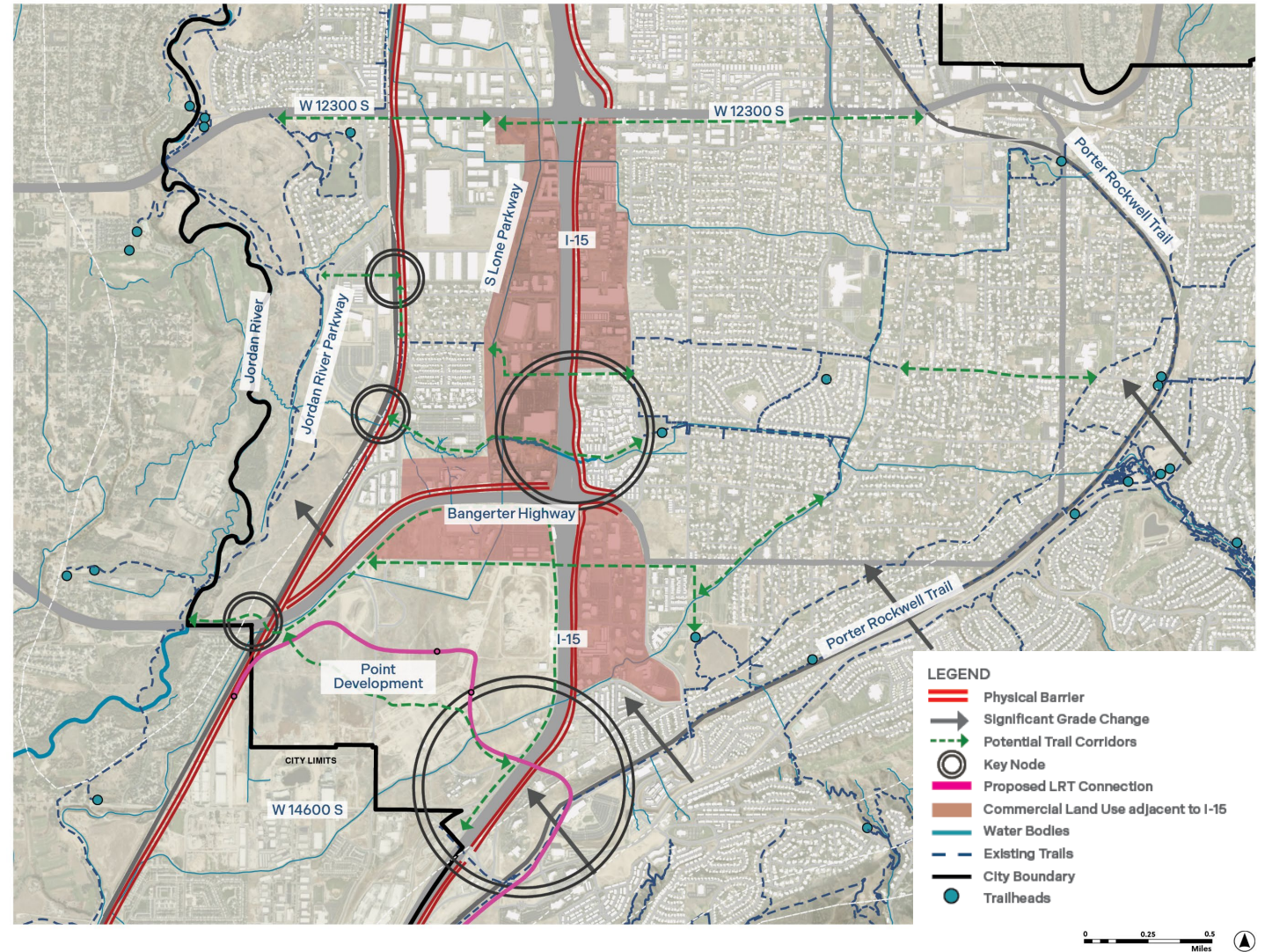
Opportunities & Constraints

Opportunities

- ✓ Connect to existing trail corridors
- ✓ Provide off-street connections to the extent possible
 - Coordinate with regional partners (UDOT, UTA, WFRM, Point of the Mountain State Land Authority)
 - Leverage The Point development
 - Coordinate with the Vista Station Area Plan
 - Coordinate with the I-15 Northbound Study
- ✓ The Point development
- ✓ Transit stations

Constraints

- I-15
- FrontRunner/UPRR
- Bangerter Highway
- Topography
- Existing land uses and development patterns



What We Learned



LIMITED CROSSING OPPORTUNITIES

East-west connectivity is primarily constrained by I-15 and regional rail infrastructure, resulting in only a small number of feasible crossing locations.



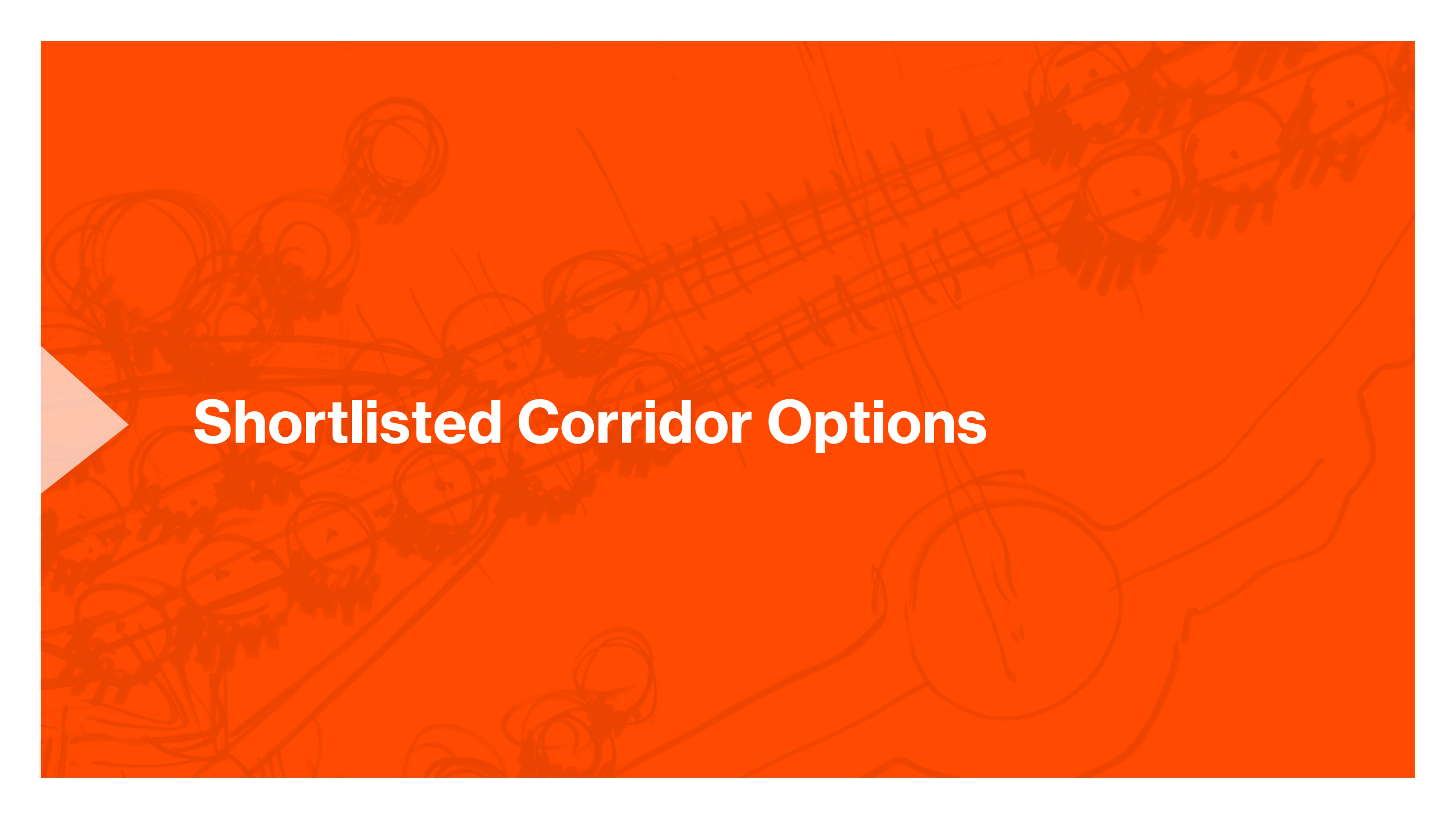
EXISTING INFRASTRUCTURE

Corridors that leverage existing crossings, public land, trail systems, and planned infrastructure generally perform better from a feasibility and cost perspective.



IMPLEMENTATION WILL BE INCREMENTAL

Future trail development will depend on funding, agency coordination, development timing, and major infrastructure investments.



Shortlisted Corridor Options

Shortlisted Corridor Options

- 2.1 Northern Option A
- 2.2 Northern Option B
- 4 Central Corridor
- 5 Southern Corridor

Potential East-West Trail Connections

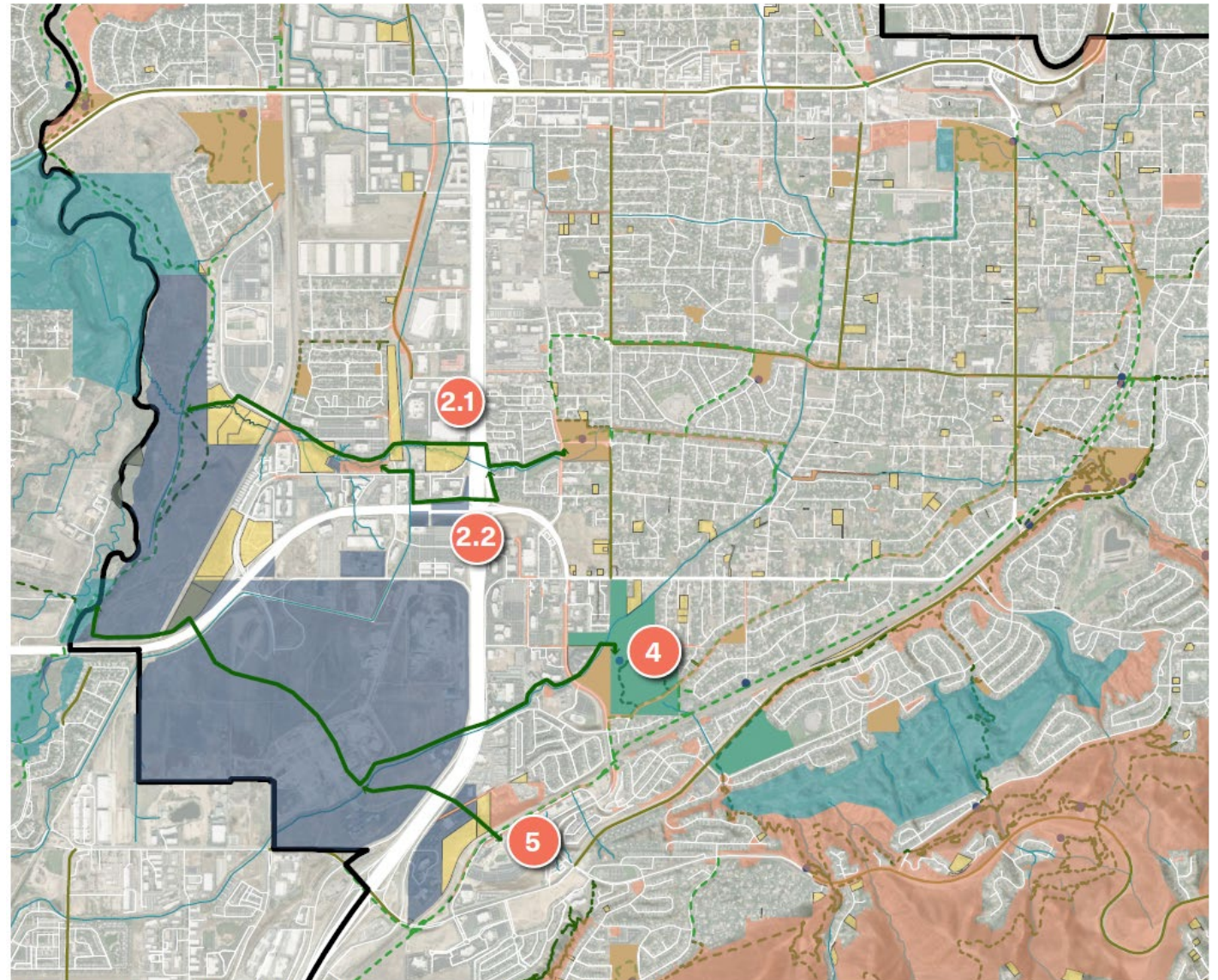
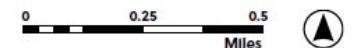


Figure 11: Shortlisted East-West Trail Connection Corridors



Shortlisted Corridor Options: Northern Option A (2.1)

Strengths

- ✓ Most direct, centrally located east-west connection
- ✓ Connects established neighborhoods and Vista Station
- ✓ Strong regional trail connectivity

Considerations

- I-15 expansion plans
- Easement needs

Northern Option A follows Corner Canyon Creek, connects to Vista Station, and utilizes the existing railroad undercrossing before crossing I-15 to the Jordan River Parkway.

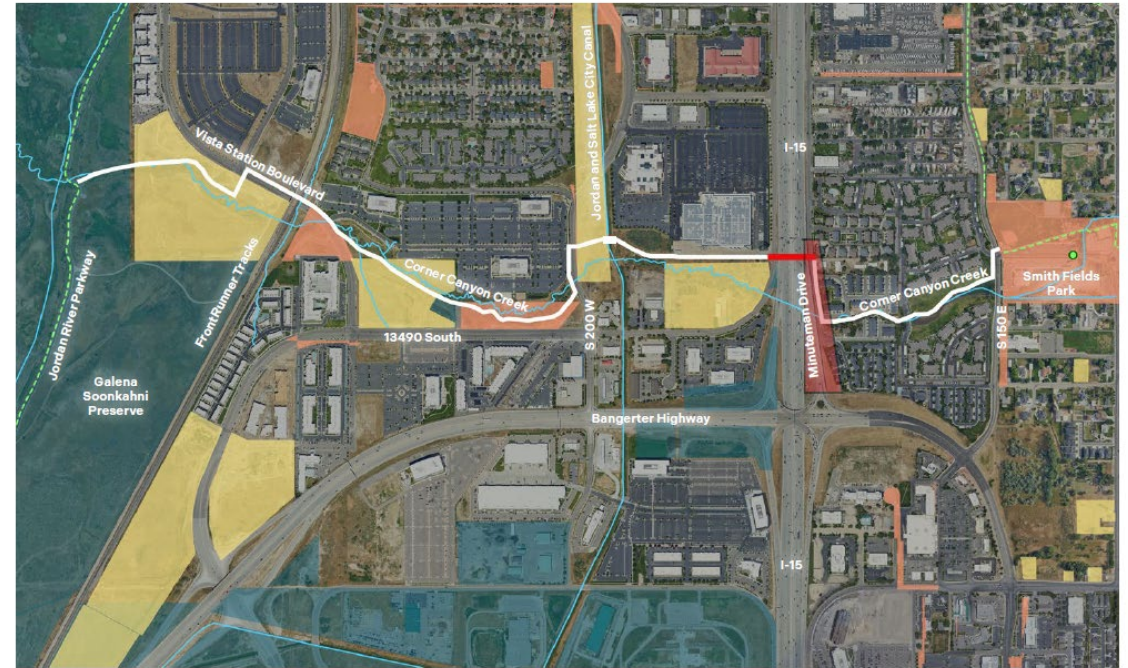


Figure 12: Proposed Plan



Figure 14: Northern I-15 Crossing

Shortlisted Corridor Options: Northern Option B (2.2)

Strengths

- ✓ Most direct, centrally located east-west connection
- ✓ Connects established neighborhoods and Vista Station
- ✓ Strong regional trail connectivity

Considerations

- Most complex crossing
- I-15 expansion plans
- Easement needs
- Higher implementation cost

Northern Option B follows Corner Canyon Creek, connects to Vista Station, and utilizes the existing railroad undercrossing before crossing I-15 at the Bangarter Highway interchange to the Jordan River Parkway.

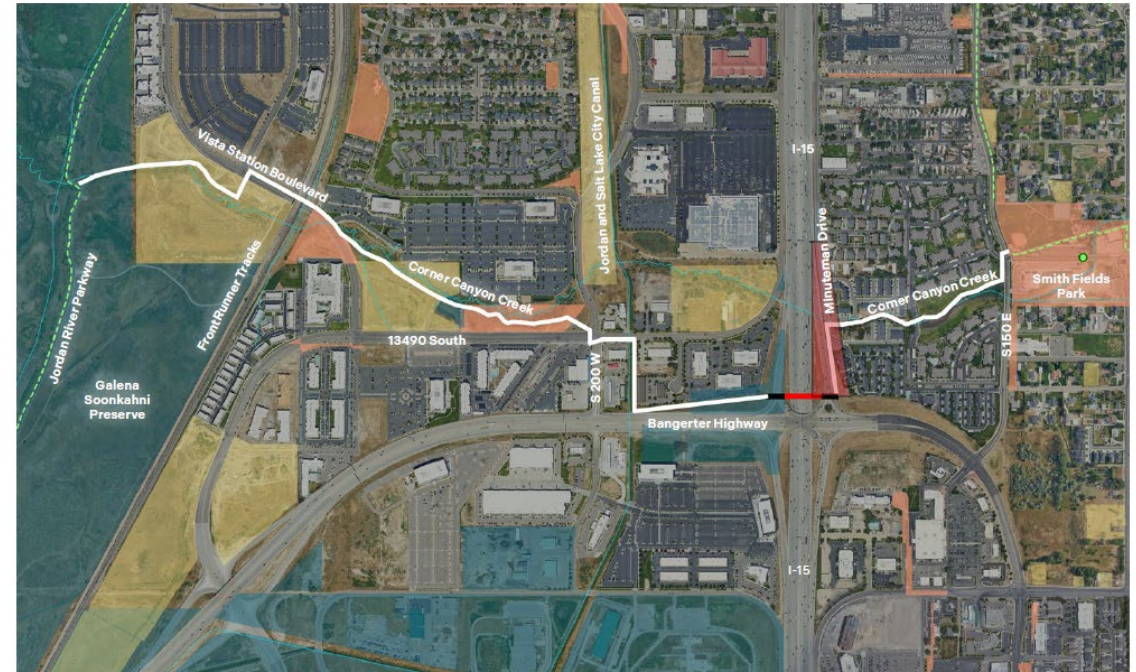


Figure 15: Proposed Plan

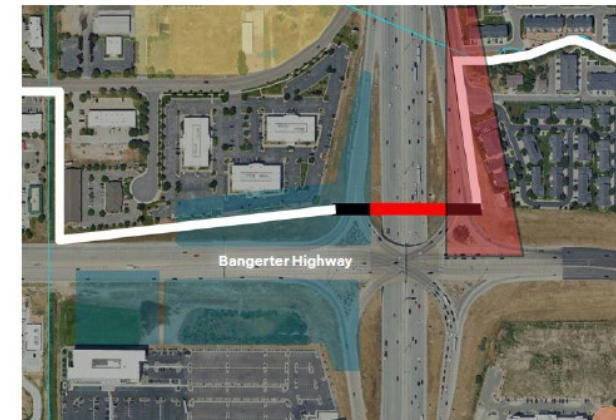


Figure 17: Crossing at the intersection of I-15 and Bangarter Highway

Shortlisted Corridor Options: Central Corridor

Strengths

- ✓ Leverages The Point development
- ✓ Uses East Jordan Canal corridor
- ✓ Doesn't require a bridge over I-15

Considerations

- Complexity of going under I-15
- Bangerter Highway grade-separated crossing
- Timing dependent on development phasing within The Point

The Central Corridor follows the East Jordan Canal corridor through The Point, utilizes a grade-separated crossing at Bangerter Highway, and passes under I-15 before connecting to Wheadon Farm Regional Park and the Porter Rockwell Trail.

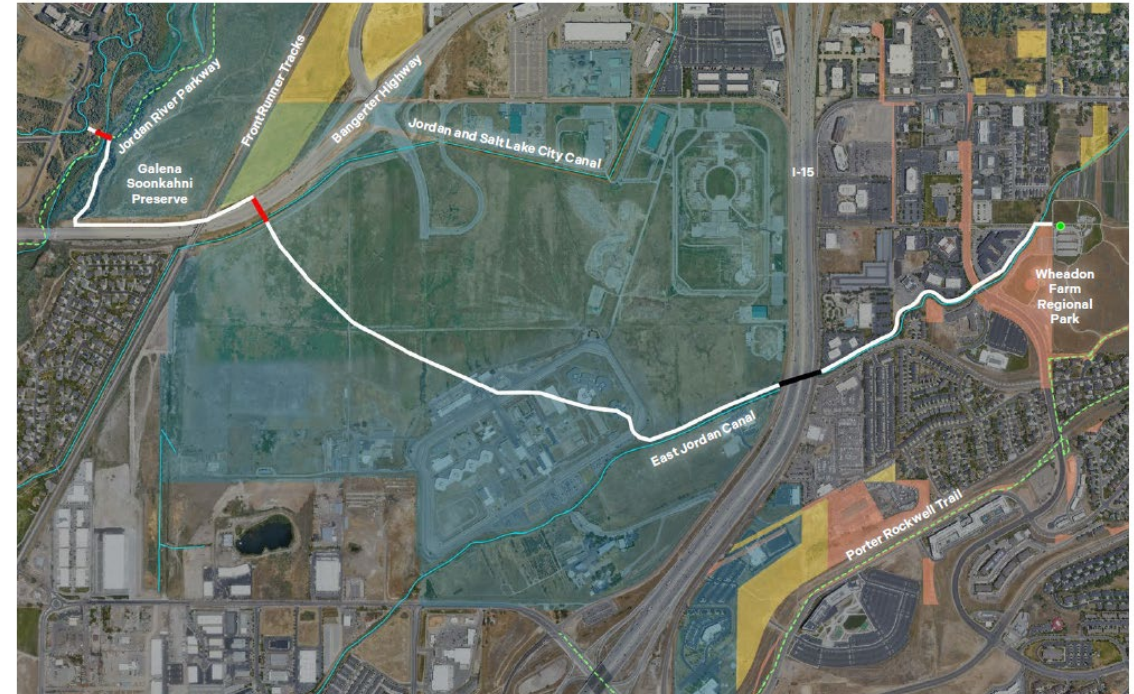


Figure 18: Proposed Plan



Figure 20: Central I-15 Crossing

Shortlisted Corridor Options: Southern Corridor

Strengths

- ✓ Integrates with River to Range vision
- ✓ Supports future regional growth
- ✓ Leverages future development within The Point

Considerations

- Significant grade changes
- Potential to align with TRAX
- Timing dependent on development phasing within The Point and UTA's planned LRT improvements

The Southern Corridor follows the River to Range Parkway through The Point, includes grade-separated crossings at Bangerter Highway and I-15, and connects to the Porter Rockwell Trail.

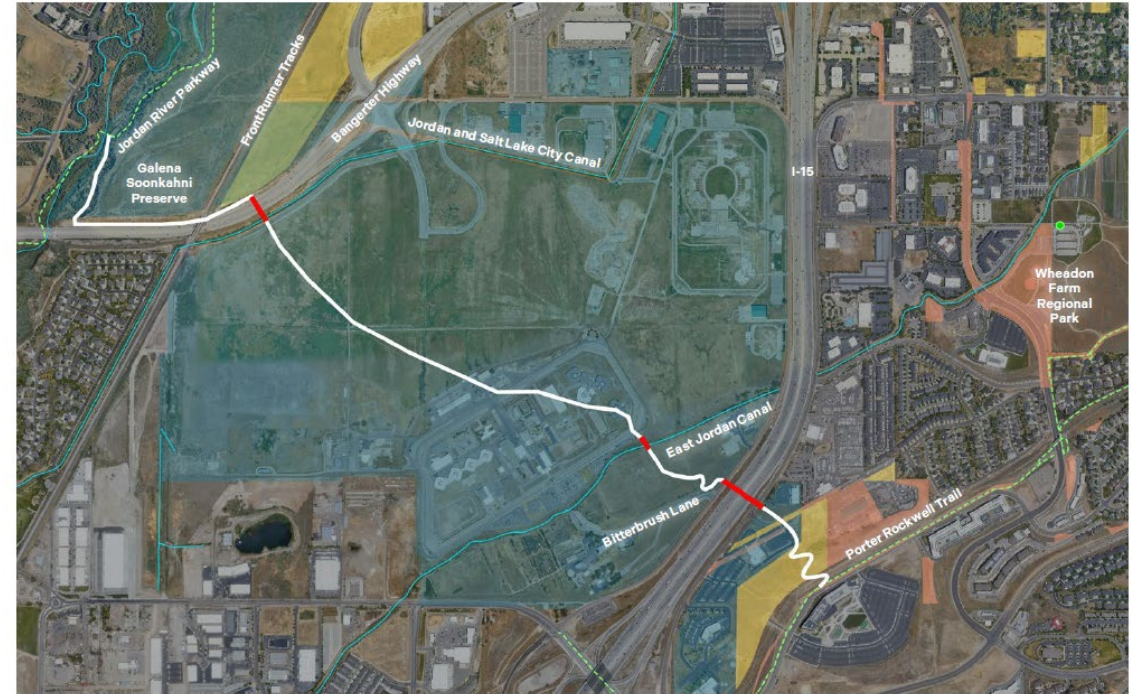


Figure 21: Proposed Plan



Figure 24: River to Range Parkway-Point Development

Shortlisted Corridor Option Comparisons

Corridor	Best Opportunity	Primary Challenge
Northern A	Direct and central regional connection	New I-15 bridge & easements
Northern B	Direct regional connection with transit access	Complex crossing & easements
Central	Integrates with The Point	Going under I-15
Southern	Long-term regional vision	Topography & I-15 crossing

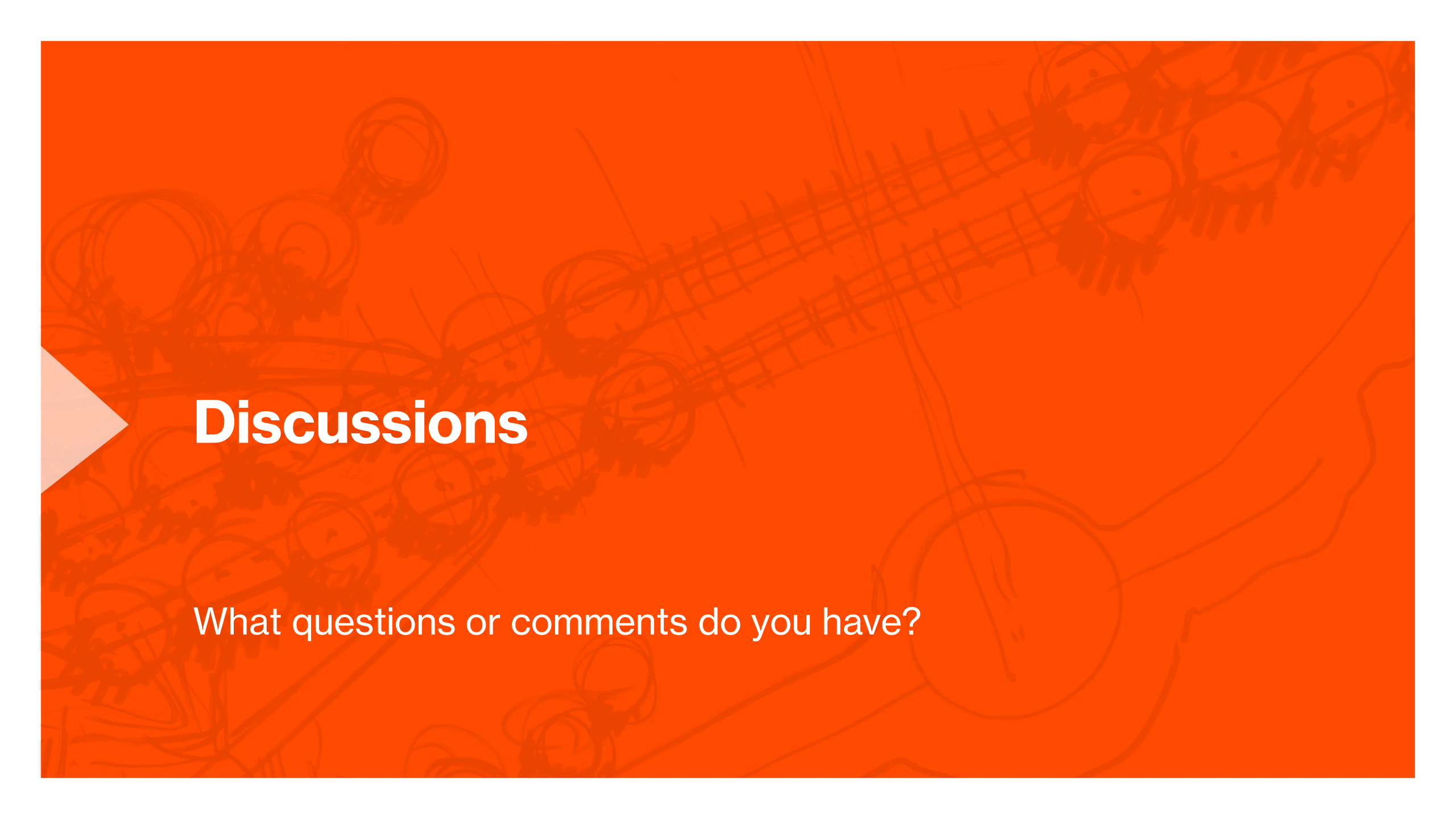
The plan provides a flexible framework that can be advanced as funding, partnerships, and implementation opportunities emerge.

Note that a north/south crossing of Bangerter should be provided regardless of which corridor alignment is ultimately chosen to ensure trail connectivity between the Corner Canyon Creek Trail corridor and the proposed trail system at the Point.

Planning Key Takeaways

- **Multiple feasible** east-west corridor opportunities were identified.
- The plan intentionally does **not** recommend a single preferred alignment but maintain flexibility as opportunities arise.
- The City can advance different corridors through **phased implementation** as funding, partnerships and development opportunities become available.
- The plan provides a framework for future engineering, grant applications, regional coordination, and phased implementation.

NEAR-TERM	-----●	Existing corridors / low coordination
MID-TERM	-----●	Development + moderate infrastructure
LONG-TERM	-----●	Major crossings (I-15 / rail)



Discussions

What questions or comments do you have?

The background is a solid orange color. Overlaid on this is a faint, light-colored sketch of a spiral-bound notebook. The notebook is oriented diagonally from the top-left towards the bottom-right. It features a spiral binding on the left side. The pages of the notebook are covered with various hand-drawn doodles, including circles, loops, and scribbles. The text 'DESIGNWORKSHOP' is centered over the notebook, appearing in a white, bold, serif font.

DESIGNWORKSHOP