

Appendix C

MEMORANDUM

To: City of West Valley City Staff: Steve Pastorik, Steve Lehman
From: Ryan Wallace, Emily Seang, Angela Tran, Lauren Leydsman
CC: Callie New, Christian Snelgrove, Hailey Demircan, WSP; Chris Zahas, David Fisk, Adam Lipsey, LCG
Date: 10/04/2024
Re: Urban Form Existing Conditions Memo

INTRODUCTION

WSP, in partnership with Leland Consulting Group and MHTN Architects, has provided an existing conditions memo for West Valley City. Each firm has produced a memo, which supports the larger Station Area Planning process for the Decker Lake, Redwood Junction, and River Trail TRAX station areas and their surrounding one-half mile radius areas. Each firm has focused on topics that are most relevant to their services provided:

- **Memo 1: Provided by WSP.** Describes demographics, land use and zoning, transportation, and quality of life trends for the city and station areas.
- **Memo 2: Provided by Leland Consulting Group.** As the land within these station areas is mostly developed, the following analysis provides an assessment of local housing, economic, and real estate market conditions as a basis for identifying sites with the greatest potential for redevelopment. In addition to helping ground the planning process in market reality, this analysis also includes broader considerations to support meeting state-required objectives regarding housing, environmental sustainability, access to opportunities, and transportation choice and connections.
- **Memo 3: Provided by MHTN Architects.** Describes community amenities and services accessible within the station area as well as the built form. Intentionally designing the physical environment shapes the vibrancy, functionality, and resiliency and thus the quality of life in a station area. The arrangement, appearance, function, and public realm such as streets, parks, connectivity, building form, parking, and other physical infrastructure all work together. This analysis examines each of the aforementioned conditions within a half-mile buffer around three station areas, which are Decker Lake TRAX Station located at 3070 South 2200 West, Redwood Road TRAX Station at 1720 West Research Way, and River Trail TRAX Station at 2340 South 1070 West.

Memo Contents

This memo is organized into three sections:

- **Section 1: Urban Form and Environment**
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 - [*Block Lengths and Connectivity*](#)
 - [*Street Tree Coverage*](#)
 - [*Building Ages*](#)
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 - [*Elevation*](#)
- **Section 2: Community Assets**
 - [*Parks, Trail, and Recreation*](#)
 - [*Food Sources*](#)
 - [*Healthcare*](#)
 - [*Social Services*](#)
 - [*Schools*](#)
 - [*Childcare*](#)
 - [*Cultural and Community Spaces*](#)
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- **Section 3: Crime Data Analysis**
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Key Findings

- ***Access to parks, trails, and natural amenities.*** Leveraging the existing parks, trails, and other natural amenities like the Jordan River, Decker Lake, and the Redwood Nature Area is a major opportunity for placemaking and connecting people to nature and neighborhoods throughout all three station areas.
- ***Presence of cultural centers, community spaces, and ethnic businesses.*** Culturally significant spaces are opportunities for community-building and celebrating the diverse cultures within West Valley City. A variety of ethnic markets and stores, cultural spaces, and religious centers make the station areas unique destinations for residents and visitors, especially along Redwood Road. Well-established entertainment centers such as the Maverik Center and the West Valley Performing Arts Center are within the Decker Lake Station, making the area prime for increased activity during all hours.
- ***Opportunity for placemaking and building a sense of arrival.*** The station areas lack a sense of place and elements that draw attention to TRAX stations, bus stops, or other community destinations. Enhancing these spaces with clear, attractive signage and wayfinding elements could increase visibility and identity for each station area. Improving other pedestrian and cyclist amenities, in addition to wayfinding elements at transit stops, could also improve first- and last-mile connections and user experience during their travel.
- ***Creating a comfortable human-scale.*** Each station area has a considerable amount of surface parking lots comprised primarily of asphalt, which increases the distance to the destination and discourages walking and cycling due to discomfort created by heat absorbed from the asphalt, lack of shade from trees and transit amenities, and increases safety concerns. Exploring opportunities to add landscaping and trees which could provide a sense of enclosure and reduce the wide streets and distance between buildings to a human scale. Furthermore, it could break up the monotonous asphalt landscape and add visual interest by softening hard edges making spaces more inviting.
- ***Increasing amenities that are offered during all hours.*** The station areas, especially near the entertainment centers at Decker Lake Station, have potential to provide services that operate more hours of the day. Encouraging spaces with mixed-use or services that will incorporate food, retail, or some form of small-scale social gathering space could enhance the station areas and prime the area to accommodate other 18-hour city amenities.
- ***Addressing grid connectivity and block lengths.*** Barriers of both natural and built infrastructure make navigating through each station area difficult. Increasing mid-block connectivity through larger blocks can significantly improve walkability, making it more convenient and intuitive for pedestrians to access the stations and other nearby destinations and amenities.

Section 1: Buildings and Urban Form

The building scale, mass, and articulation includes the building height, shape, and massing influencing the physical and social environment. The variety in height, setbacks, step-backs, and façade articulation may influence the visual interest and affect the human scale and perception. In addition, the building's exterior and transparency impacts the aesthetic, function, and environment of the building form. The façade, which includes the materials, colors, textures, and architectural details and building orientation—the positioning of building relative to its site and relationship to sun, wind, views, and neighboring structures—are a part of the public realm and building transparency.

An urban form analysis goes beyond the pretty buildings and streets we see on the surface. It dives into a city's layout, examining how elements like block length, street design, and land use patterns impact its functionality. This analysis is crucial for creating healthy, sustainable, and equitable cities.

Focusing on walkability and placemaking, a good urban form analysis considers how the following elements work together:

- **Block Length and Connectivity:** Shorter blocks with frequent intersections and well-connected streets encourage walking. Long blocks can be improved by incorporating amenities that break up the block length, such as mid-block plazas or green spaces.
- **Streetscape Amenities:** Wide sidewalks with trees, benches, and bike racks provide comfort and encourage rest for commuters. Ground-floor shops, cafes, and restaurants activate the street, making it a destination. Public art and greenery add vibrancy and identity to an area.
- **Safe Pedestrian Infrastructure:** Well-marked crosswalks and mid-block crossings prioritize pedestrians. Traffic calming measures like speed bumps and roundabouts create a safer environment by increasing driver awareness of the surroundings.

By analyzing these elements, planners can identify areas for improvement:

- **Prioritize shorter blocks** or introduce mid-block elements.
- **Invest in wide sidewalks, street furniture, and public art.**
- **Ensure a well-connected street grid** with safe and accessible crossings.

The goal is to create safe, walkable neighborhoods that promote a healthy lifestyle, a strong sense of community, and equitable access for all residents. This means:

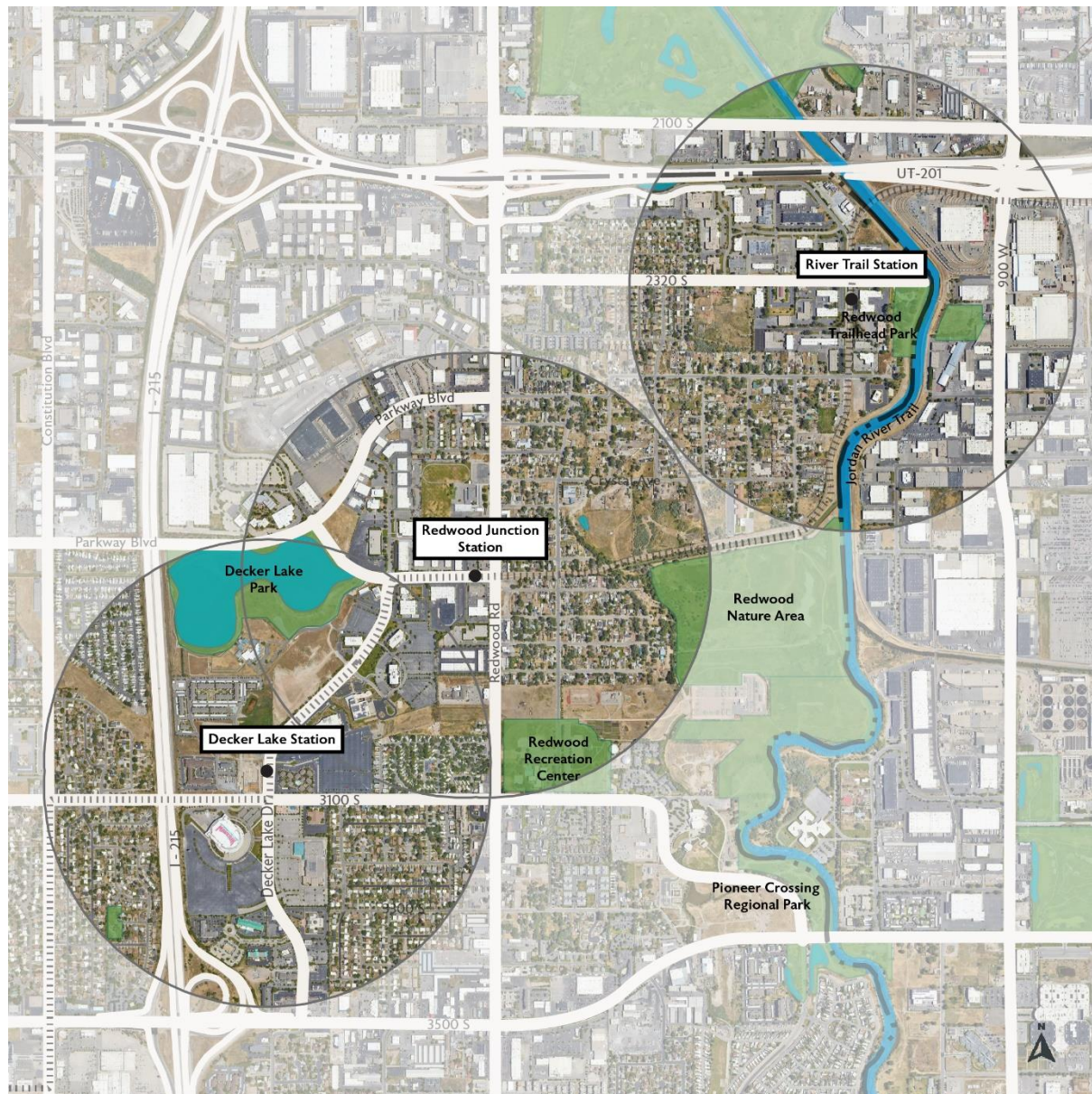
- **Affordable Housing:** Walkable areas shouldn't become exclusive enclaves. Zoning should encourage a mix of housing options.
- **Accessibility:** Sidewalks, ramps, and accessible pedestrian signals ensure everyone can navigate the streets comfortably.
- **Public Transportation:** A reliable and affordable system complements walkability for those who can't walk long distances.

Through this approach, urban form analysis can transform cities into thriving environments that prioritize the well-being of all residents.

Urban Form & Street Layout

Natural features in the environment significantly shape the built environment in a city by influencing its layout and infrastructure. The street layout throughout the three station areas follows the natural features of the Brighton and North Point Canal, Jordan River, Redwood Nature Area, and Decker Lake Park. While these geographic features provide character and amenities to their neighborhoods, they can also act as barriers to connectivity, along with built infrastructure like Interstate 215, UT-201, the TRAX line, large surface parking lots, and buildings.

Figure 1: Aerial of the Station Areas with Key Natural and Built Features



Source: Google Earth.

Block Lengths and Connectivity

Smaller blocks with frequent places to cross provide convenient paths to help pedestrians navigate to desired destinations. Additionally, they provide a more interesting environment to observe for a person walking. Typical block lengths that provide a comfortable walking experience in the Salt Lake City Metro Area range between 400 and 700 feet and are even smaller for other metropolitan cities. Block lengths throughout the station areas are between 700 to 1000 feet (or larger) making it difficult - and in some cases unappealing - to travel through regardless of transportation mode.

In the analysis, since the block shapes are not uniform, a block is defined as a contiguous area fully enclosed by streets on three or more sides with a designated color correlating to its most prominent block length. The building figure ground map provides a different perspective of the built environment showing the spaces in between what is built and how it may impact connectivity.

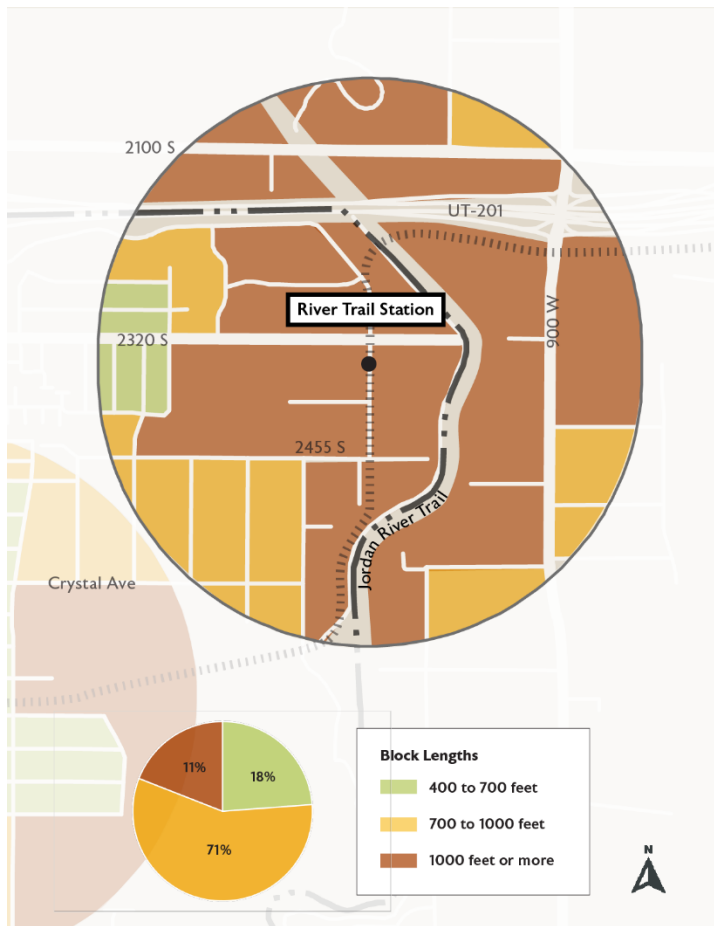
River Trail Station Area

The station area has two major barriers to overall connectivity, the Jordan River and UT-201 freeway. Due to some of the large, light industrial use and buildings in the area, much of the land area is allocated for private businesses. Park Jordan River Bridge allows pedestrians and cyclists to cross from the Redwood Trailhead Park to the other side of the river.

There are 21 blocks identified in the station area. 19% of the blocks are defined as large (over 1,000' block lengths), 57% are medium (700' - 1,000'), and 24% are considered small, or most walkable (400' - 700'). Although 19% of the blocks are large, more than half of the land within the station area consists of large blocks spanning over 1,000 feet of potential walking distance before crossing an intersection or turning into the next street to change directions.

- **Challenges:** The Jordan River and UT-201 act as barriers to connectivity, in addition to the established light industrial, which drive the long block lengths and size. Due to the use and large space industrial developments need, these developments may impede efforts to improve mid-block access.
- **Opportunities:** More mid-block improvements west and east of the TRAX line may provide better access through commercial, office, and light industrial areas. This could also improve the connectivity from the neighborhood to the station area and to the Jordan River Trail.

Figure 2: Connectivity and Block Lengths within River Trail Station Area



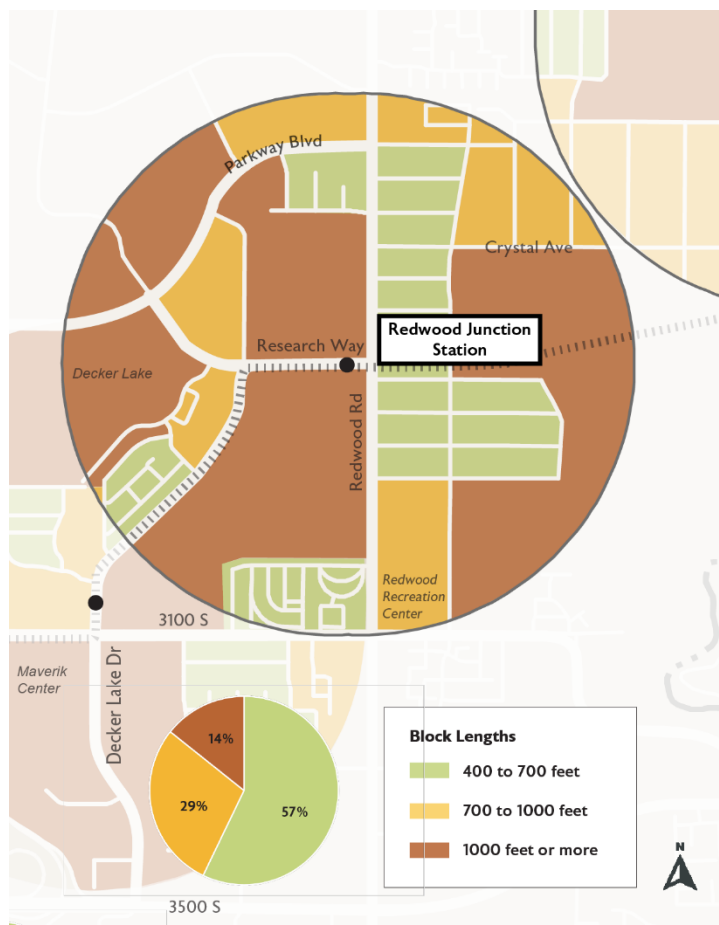
Source: Google Earth, MHTN.

Redwood Junction Station Area

The station area is surrounded by two main corridors (Redwood Road and Parkway Boulevard), two waterways (Decker Lake and the Brighton and North Point Canal), and the Redwood Nature Area to the east. East of Redwood Road is generally well-connected and has smaller blocks in the neighborhood. 14% of the blocks are large, 29% are medium, and 57% are small. Medium-sized blocks have limited vehicular access but have several points of access for pedestrians, especially near the Redwood Recreation Center to the southeast. The larger blocks to the east and northwest are impacted by Decker Lake and the Redwood Nature Area. A larger block near the TRAX Station may have potential for mid-block access.

- **Challenges:** Large natural features and waterways, many large blocks, and high-speed corridors create uncomfortable walking conditions.
- **Opportunities:** More crossings and block improvements south of the TRAX line and west of Redwood Road would provide better access through the commercial and light industrial areas.

Figure 3: Connectivity and Block Lengths within Redwood Junction Station Area



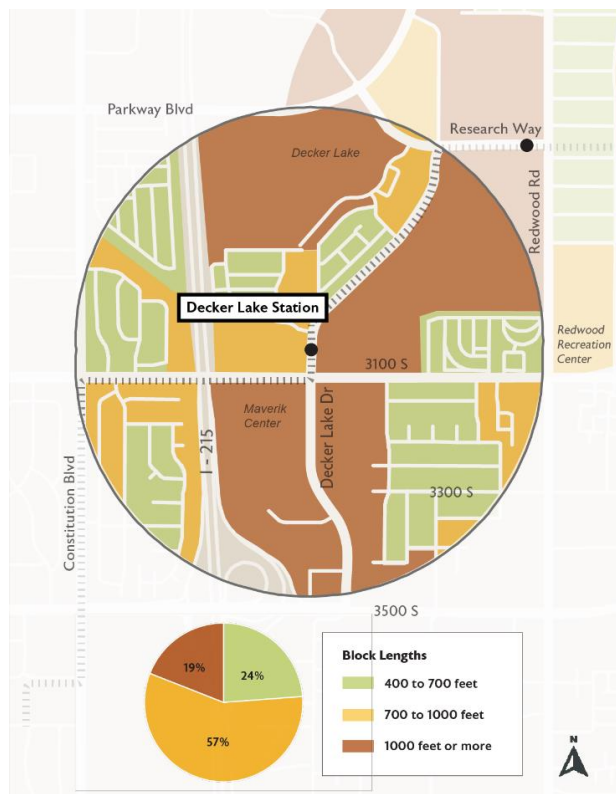
Source: Google Earth, MHTN.

Decker Lake Station Area

More than half of the land area is made of larger blocks that go beyond 1000 feet or more. Interstate 215, Decker Lake, the Maverik Center, and some of the larger office buildings make the space challenging for convenient pedestrian pathways and prevent opportunities for alternate routes. Smaller blocks are dispersed in the Decker Lake Station Area, consisting mostly of single-family residential neighborhoods. Other medium-sized blocks are also within those neighborhoods that have few through streets—a road or street that prioritizes traffic flow moving through and across intersections without interruptions. Typically, through streets require vehicles entering or crossing the through street at an intersection to stop before entering. Areas to the east of Decker Lake Drive and south of 3100 South have potential for mid-block improvements.

- **Challenges:** Large natural features and utilities/waterways, I-215, higher speed corridors are barriers to navigating the station area across all modes of transportation.
- **Opportunities:** More crossings and block improvements in commercial areas, better utilize big parking lots especially as it fronts many businesses and office buildings, and improvements to wayfinding or connectivity to Decker Lake Park from the south side of 3100 South.

Figure 4: Connectivity and Block Lengths within Decker Lake Station Area



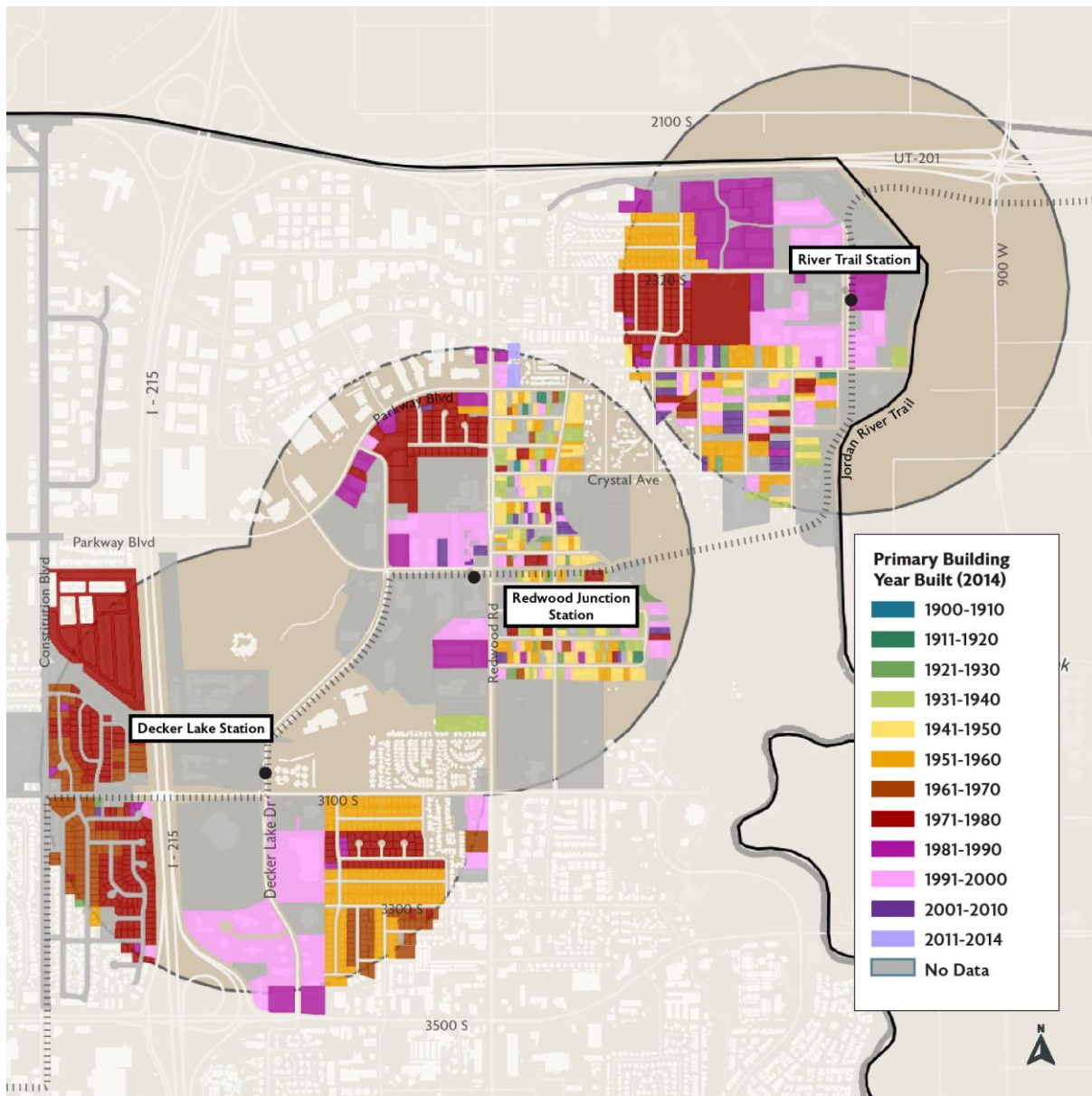
Source: Google Earth, MHTN.

Building Ages

Identifying the age of buildings helps assess the structural integrity and safety of older buildings, ensuring they meet current codes and standards. It provides insights into the historical and architectural value of structures, guiding preservation efforts and cultural heritage conservation. This supports planning for infrastructure upgrades and thoughtful development, informing zoning, land use, and future City projects.

In each of the station areas, parcels shown as “No Data” have either not been developed or have been recently developed and is not documented in the 2014 data source.

Figure 5: Building Age within Station Areas, 2014



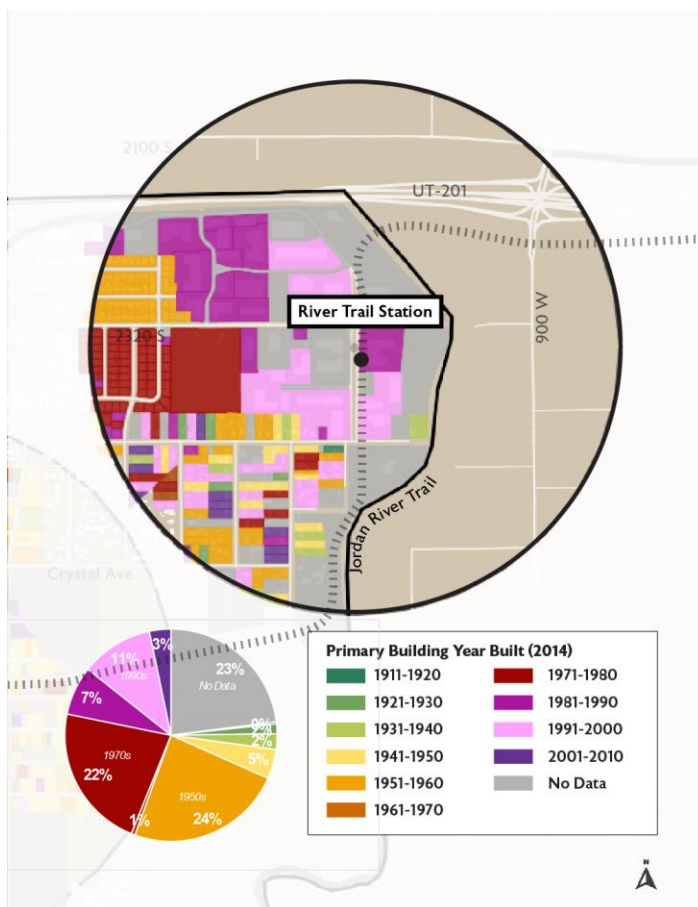
Source: Salt Lake County Assessor (2014).

River Trail Station Area

In the 1980s, development along UT-201 and the Jordan River began and continued into 2000. This includes much of the light industrial and office areas near the TRAX Station. Single-family homes southwest of the station are mostly older than 50 years but range from the 1920s to the early 2000s. Of 258 buildings, 43% are 50 years or older (built in 1970 or older) and 57% are built after 1970.

- **Challenges:** Facilities built in the 1980s and before may need future structural reevaluation and additional maintenance as the station area ages.
- **Opportunities:** Older facilities and sites north of the station area before the 1980s may be considered for redevelopment or updates. If some of the buildings are redeveloped and land use permits were to change, then new buildings could consider different structure types, uses, or configurations to encourage more walkable spaces, buildings oriented to the streets, and more interaction with commercial, housing, or other mixed-use closer to the station area.

Figure 6: Building Age within River Trail Station, 2014



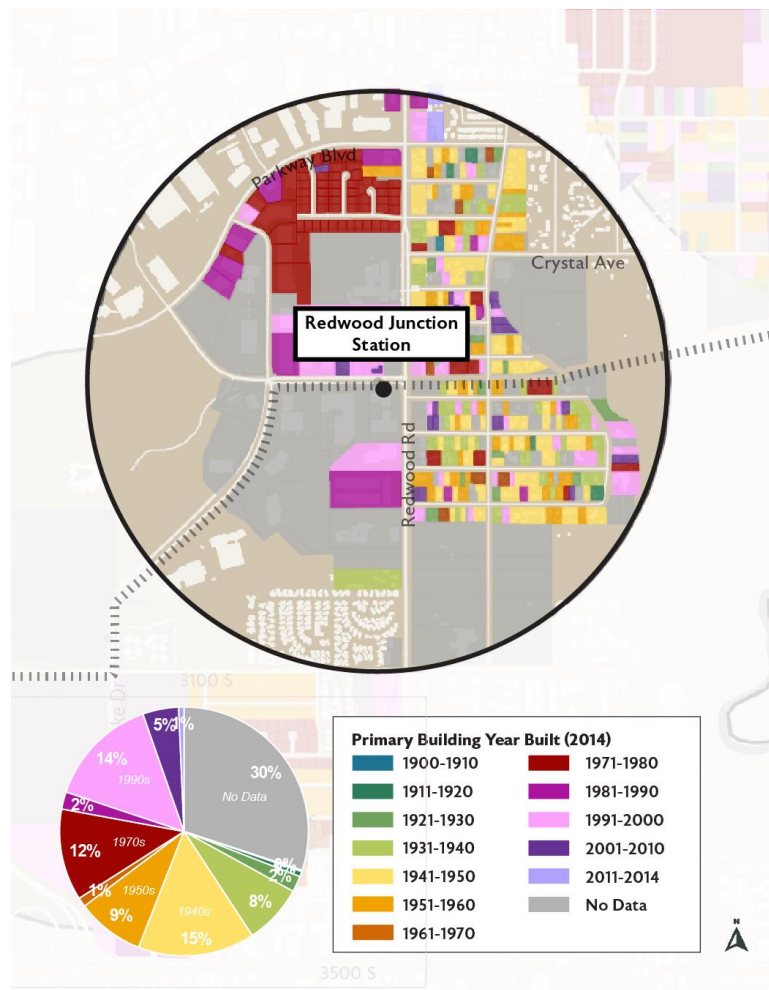
Source: Salt Lake County Assessor (2014).

Redwood Junction Station Area

Buildings east of Redwood Road mostly consist of residential buildings and homes built before 1970. Of 405 documented buildings, 66% of the structures were built before 1970 (50 years or older) and 34% built after 1970. Larger businesses and buildings to the west of Redwood Road are generally newer and built between 1971 and the early 2000s.

- **Challenges:** Facilities built in the 1970s to 1980s may need future structural reevaluation and additional maintenance as the station area ages. This largely impacts the office spaces in the northwest section of the station area.
- **Opportunities:** If some of the buildings are redeveloped, that is if land use permits changes, then new buildings might be of different size, use, or configuration to encourage more walkability, block faces, and ground floor activation with mixing uses or housing integrated closer to the station area.

Figure 7: Building Age within Redwood Junction Station, 2014



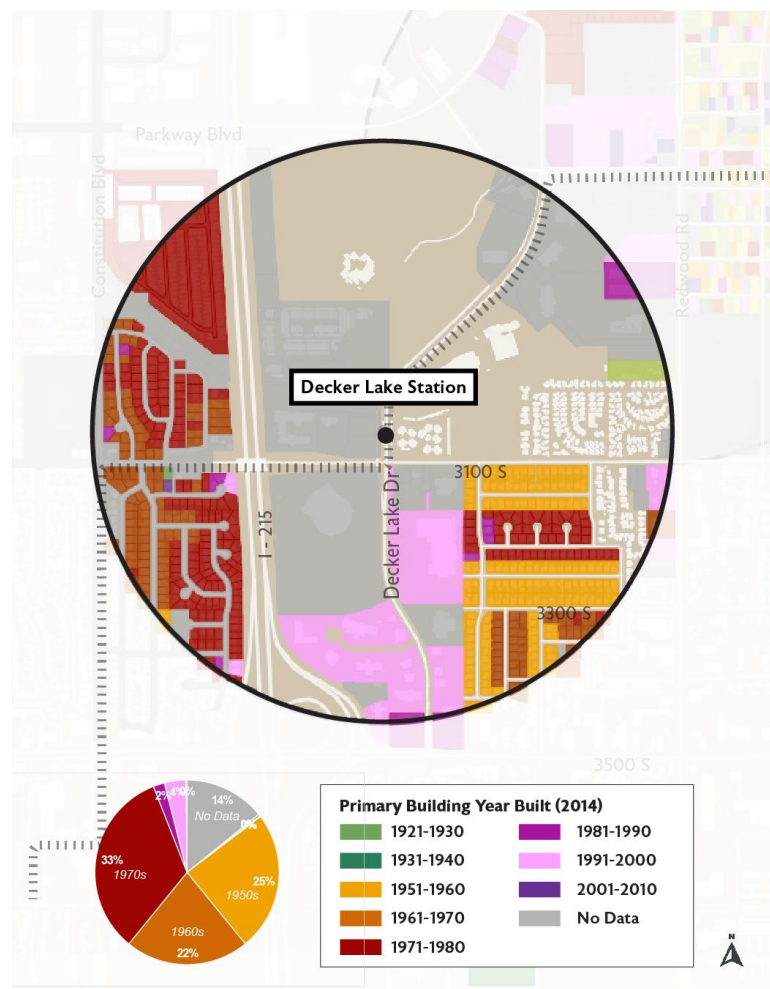
Source: Salt Lake County Assessor (2014).

Decker Lake Station Area

Buildings southeast of Decker Lake Drive and west of I-215 mostly consist of residential buildings and homes built before 1980. Commercial and office spaces south of 3100 South are built during the 1990s. Of 520 documented buildings, 49% of the structures were built before 1970 (50 years or older) and 41% built after 1970.

- **Challenges:** There are generally fewer challenges in this station area since most of the structures are newer. However, as facilities age, buildings built in the 1980s and 1990s may need additional maintenance.
- **Opportunities:** If some of the buildings are redeveloped, that is if land use permits changes, then new buildings might be of different size, use, or configuration to encourage more walkability, block faces, and ground floor activation with mixing uses or housing integrated closer to the station area.

Figure 8: Building Age within Decker Lake Station, 2014



Source: Salt Lake County Assessor (2014).

Building Orientation and Viewshed

Building orientation and viewsheds contribute to aesthetic value and the well-being of residents, employees, and visitors by preserving sightlines to natural landscapes fostering a visually appealing and cohesive urban environment. Providing sightlines towards the station increases public surveillance, which may increase the sense of safety to the environment.

River Trail Station Area

The commercial buildings surrounding the River Trail Station have main entrances that mostly face 2320 South and not directly towards the station. However, there are side entrances that face the station. The views from River Trail Station are primarily commercial and office buildings with large parking lots in front of the buildings in all four directions. Lining the sidewalks around the station are grass park strips, which provide comfort and aesthetic appeal to walk in the areas. In addition, there are distant views of Grandeur Peak and Millcreek Canyon to the east.

Figure 9: North (left) and South (right) View from River Trail Station



Source: Google Earth.

Figure 10: West (left) and East (right) View from River Trail Station



Source: Google Earth.

Redwood Junction Station Area

Views from the Redwood Junction Station facing east are single-family houses, and Grandeur Peak and Millcreek Canyon in the distance. The views facing north, south, and west from the station are primarily of commercial buildings with sizable parking lots and asphalt in between the station and the buildings. The extensive parking lots and asphalt create an uninviting, monotonous landscape and can act as barriers for connectivity due to increased distance between destinations. This makes it difficult and unappealing for people to navigate on foot and may find driving more convenient. In addition, asphalt absorbs and retains heat, contributing to the urban heat island effect—urban areas experiencing significantly higher temperatures than their surrounding areas—creating uncomfortable and potentially dangerous walking conditions.

The building orientation influences the sense of safety in the area. With buildings facing the rail lines, it provides public surveillance which increases the sense of safety. The south buildings front-of-house do not directly face the station. However, the northern buildings do, along with a couple of business buildings to the west which face the rail lines.

Figure 11: North (left) and South (right) View from Redwood Junction Station



Source: Google Earth.

Figure 12: West (left) and East (right) View from Redwood Junction Station



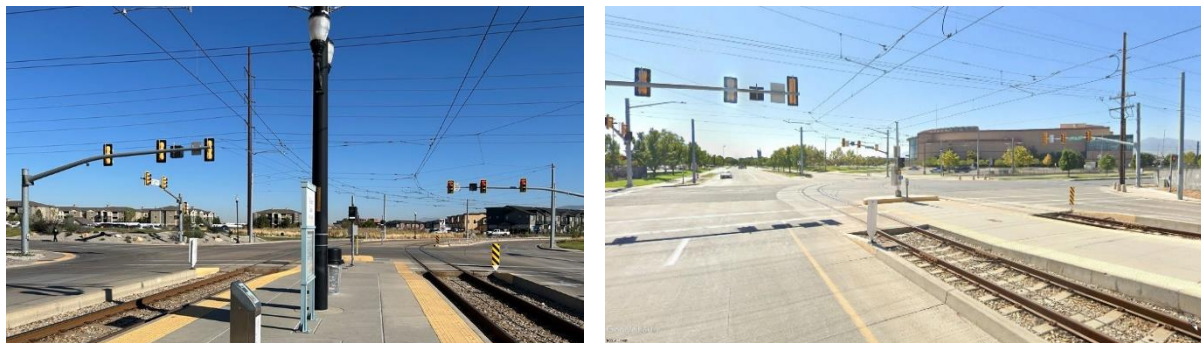
Source: Google Earth.

Decker Lake Station Area

The views from Decker Lake Station include the Maverik Center to the south and an open field with multi-family housing in the distance facing north. On both west and east sides there are multi-family housing developments, including the Decker Lake Station Apartments. Many of these buildings are setback 120 feet and more, creating a vast view stretching out which may appear far for people traveling in all modes of transportation. The lack of enclosure around the station area minimizes its value as a place. Thus, opportunities for landscaping and street trees create a space for the human-scale and as a result, provides comfort and visually interesting walking conditions.

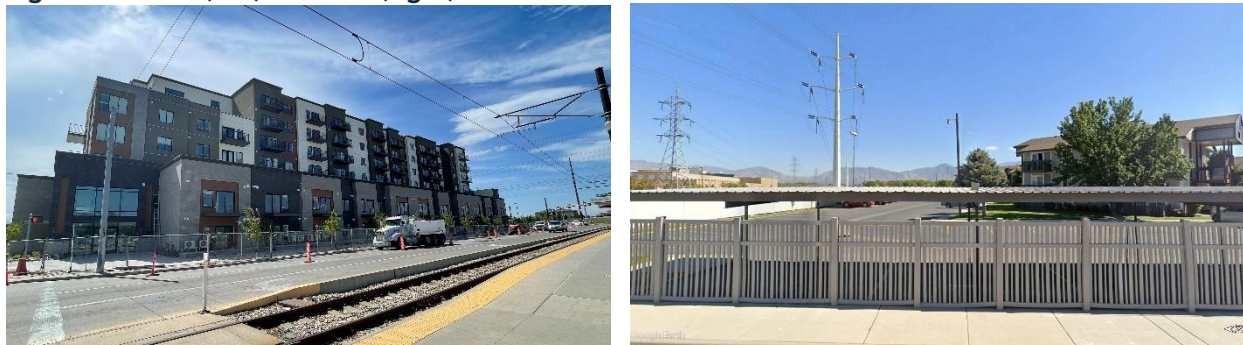
The building orientations surrounding the Decker Lake Station do not face the station but have their own internal open space to which they are oriented, except for the Decker Lake Station Apartments. The Maverik Center faces southeast, away from the station. Overall, there is a lack of eyes towards the station, which may reduce public safety and surveillance. Opportunities for future development buildings facing towards the TRAX Station will enhance visual awareness of the area, creating a safer environment and making the space more usable throughout all hours.

Figure 13: North (left) and South (right) View from Decker Lake Station



Source: Google Earth.

Figure 14: West (left) and East (right) View from Decker Lake Station



Source: Google Earth.

Street Tree Coverage

The analysis highlights street tree coverage along major corridors that are within five to twenty feet of a public sidewalk. These are likely to provide shade for pedestrians throughout the day and add to the overall greenery and comfort of the area. In addition to connecting people with nature, a consistent tree canopy can encourage people to walk during hot summer months.

This analysis does not specify between publicly or privately maintained street trees. The street tree coverage map (**Figure 15**) does not include trees within streets interior to the blocks or within the property. Street trees maintained publicly are one of the few forms of public infrastructure which increase in value as they age. Gaps are identified as areas that have a public sidewalk but no nearby street trees.

Figure 15: Street Tree Coverage within the Station Areas



Source: Google Earth, MHTN.

River Trail Station Area

Street trees are sparse along both sides of 2320 South and along 1070 West following the TRAX line. Tree coverage is abundant near the Redwood Trailhead Park, all along the Jordan River Trail, and 2455 South.

- **Challenges:** Current maintenance of street trees is mostly on private property, which may be difficult to manage due to private property owners' responsibility to maintain the landscape and trees within their property. Most of 1070 West and 2320 South lack tree coverage, especially with educational institutions, daycares, youth programs, and healthcare services residing along 2320 South. Families, children, and elderly people may find walking uncomfortable due to the excessive heat from lack of tree canopy for shade and heat absorbed from the parking lots surrounding the area.
- **Opportunities:** Park strips adjacent to sidewalks on 1070 West and 2320 South have widths that are about five feet or more of space for potential tree plantings. Coordination with private property owners and businesses may need to be discussed. These streets can potentially become primary pedestrian and cycling routes to encourage residents and visitors to get to and from the Jordan River Trail, Redwood Trailhead Park, and the station.

Figure 16: Street Trees within the River Trail Station



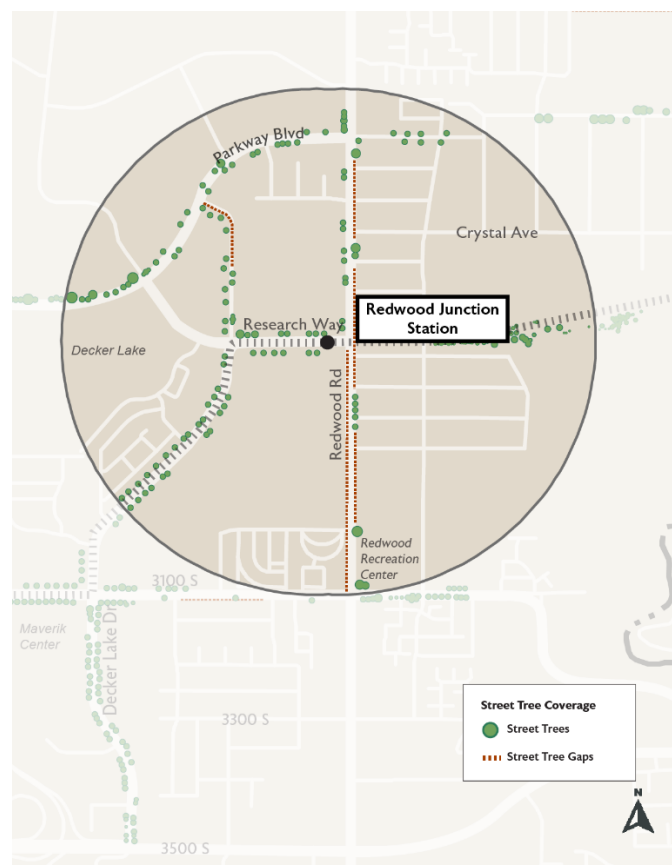
Source: Google Earth.

Redwood Junction Station Area

Decker Lake Drive and Parkway Boulevard have consistent street coverage throughout both sides of the streets. Research Way near the TRAX Station also has adequate coverage. There are some gaps along the northeast end of Decker Lake Drive, but it is mostly consistent throughout the corridor. Prominent gaps between trees are seen along both sides of Redwood Road spanning across several large city blocks.

- **Challenges:** Larger gaps in street tree coverage along Redwood Road is especially challenging due to the already busy and noisy streetscape from the high traffic. People are also more likely to walk along this street to access the significant bus stops and services along Redwood Road, in addition to the TRAX Line and Redwood Recreation Center within the south portion of the station area.
- **Opportunities:** To mitigate the discomfort along Redwood Road, enhancing the pedestrian realm with consistent sidewalks, transit amenities, tree canopy, and street planters (if applicable) can improve the experience through the corridor. The City has adopted an ordinance requiring a 10-foot non-motorized public easement along Redwood Road and other roadways as redevelopment and streetscape updates occur.

Figure 17: Street Trees within the Redwood Junction Station



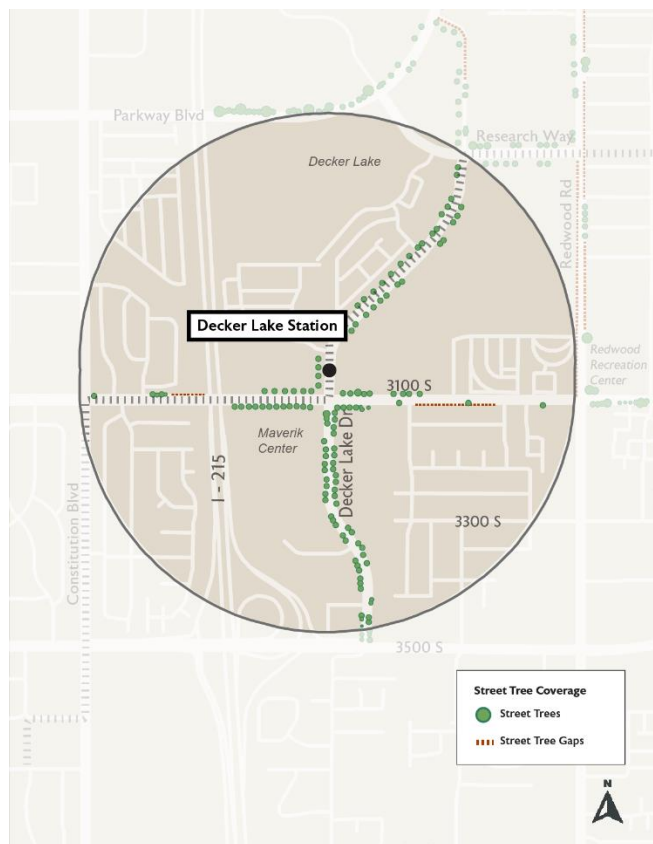
Source: Google Earth.

Decker Lake Station Area

Decker Lake Drive has consistent street coverage throughout both sides of the streets. The immediate areas east and west of the TRAX Station do not have a tree canopy. Gaps are also along 3100 South on the north side of the street on the overpass and leading up to the Maverik Center. The areas east of Decker Lake Drive along 3100 South have trees on private property but may not be close enough to sidewalks to provide shade.

- **Challenges:** Management of street trees is mostly on private property, which may be difficult to manage due to private property owners' responsibility to maintain the landscape and trees within their property, especially along the east side of Decker Lake Drive. Other challenges may be the narrow sidewalks, clear-vision triangle from driveways, and limited right-of-way to accommodate tree plantings along 3100 South, beyond the I-215 overpass which does not support tree planting and landscaping.
- **Opportunities:** Recently added street trees enhance the experience on the north side of 3100 South and may encourage residents to walk to the Maverik Center and other services to the west, and the Redwood Recreation Center to the east. Guidance for street tree distances and proper tree placement near driveways and intersections is essential to maintain the clear-vision triangle, ensuring unobstructed views for the safety of pedestrians, cyclists, and drivers.

Figure 18: Street Trees within the Decker Lake Station



Source: Google Earth.

Elevation

Understanding the elevation of each station area assists in land use planning by determining the suitable areas for development, conservation, and recreation. It provides information about the environment such as plants, soil, water sources, and drainage. It is one of the factors for determining design and construction of buildings, roads, bridges, and other infrastructure.

Following the UTA TRAX line from the Decker Lake Station at 3100 South to River Trail Station at 2320 South, the elevation has a change of 1.0% or less with about 14 feet elevation gain or loss. The elevation begins to change at the Redwood Nature Area and continues to decline towards the Jordan River. Major changes in elevation are not a concern for the station areas except areas closer to the Jordan River related to water drainage and riparian areas.

River Trail Station Area

At the center line of the River Trail Station, the west-east elevation gradually transitions 8 feet from the west edge to the east edge of the half-mile buffer. At the highest elevation level of approximately 4,240 feet, is a bridge for the TRAX line to travel over the Jordan River, which is roughly 25 feet below the bridge. The center line for the north-south elevation has a 16 feet gain/loss. Starting from the south, it gradually declines closer to the Jordan River and the UT-201 freeway to the north.

Redwood Junction Station Area

The elevation from west to east has an 8 feet gain/loss within the half-mile buffer, begin at 4,246 feet on the west while gradually declining to the east where the Redwood Nature Area resides, and the Jordan River as the lowest elevation to the east most area. The elevation south to north along Redwood Road has a 10 feet gain/loss.

Decker Lake Station Area

Starting from 2700 West and traveling east, the elevation changes with 20 feet for the 3100 South overpass that is situated above the Interstate 215, which is roughly 25 feet below the overpass. While travelling from the south at 3500 South to the north there is a 14 foot gain/loss within the half-mile buffer of Decker Lake Station. The Decker Lake Park on the northwest corner is the lowest elevation in the area, about 4,228 feet.

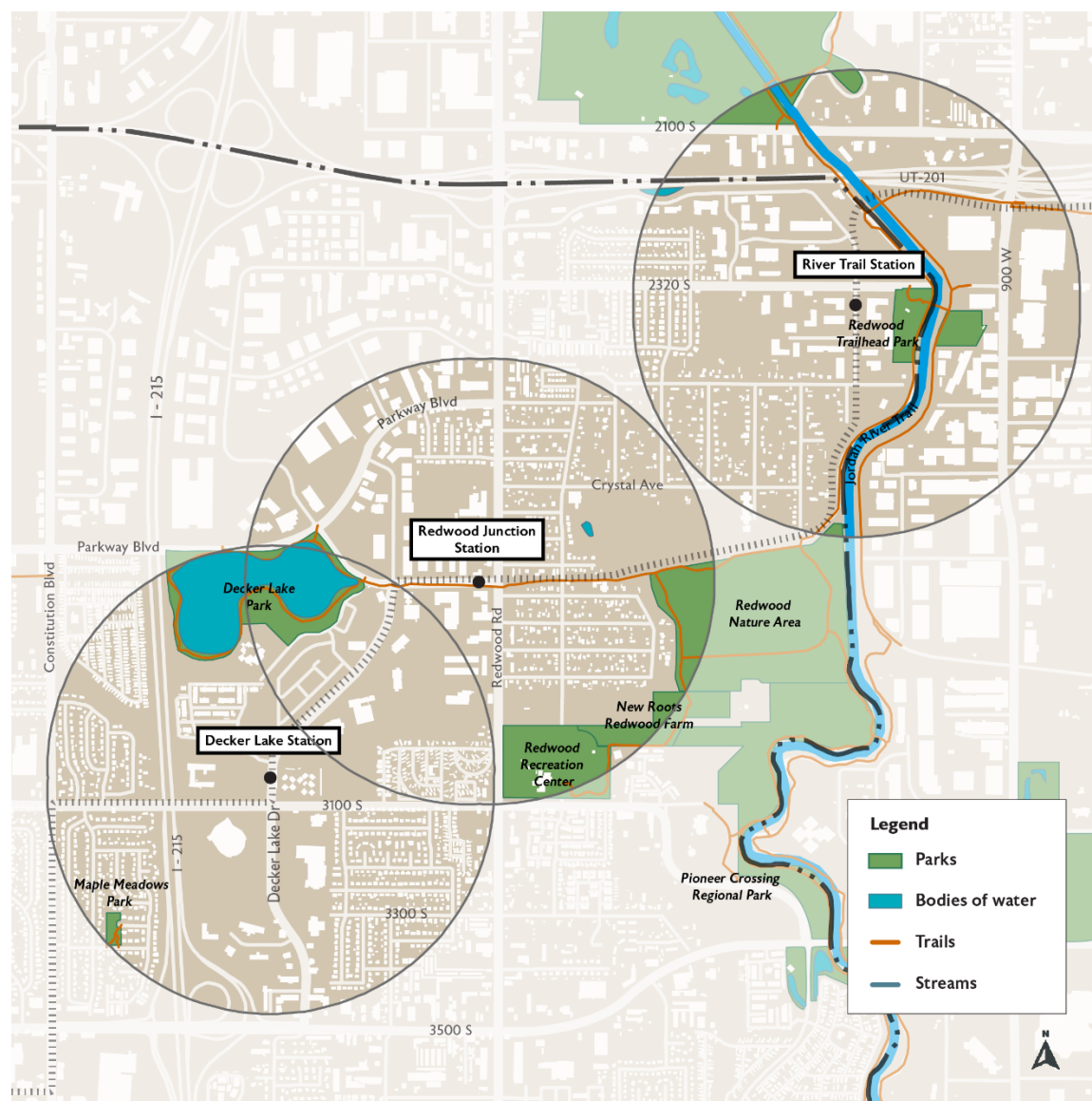
Section 2: Community Assets

By identifying existing assets, informed urban design can be developed to meet specific needs and leverage the strengths of existing community assets and services while aligning with community priorities and goals for a vibrant, sustainable, and inclusive environment. Community assets encompass resources such as public transportation, green spaces, local businesses, grocers, job centers, parks and open space, recreation, healthcare, social services, education, family care, and cultural and historic sites—all of which improve the quality of life for community members. Future development can be responsive to local needs, promote social equity, support sustainable growth, enhance economic vitality, preserve cultural identity, improve safety and accessibility, and facilitate effective planning and implementation.

Parks, Trails, and Recreation

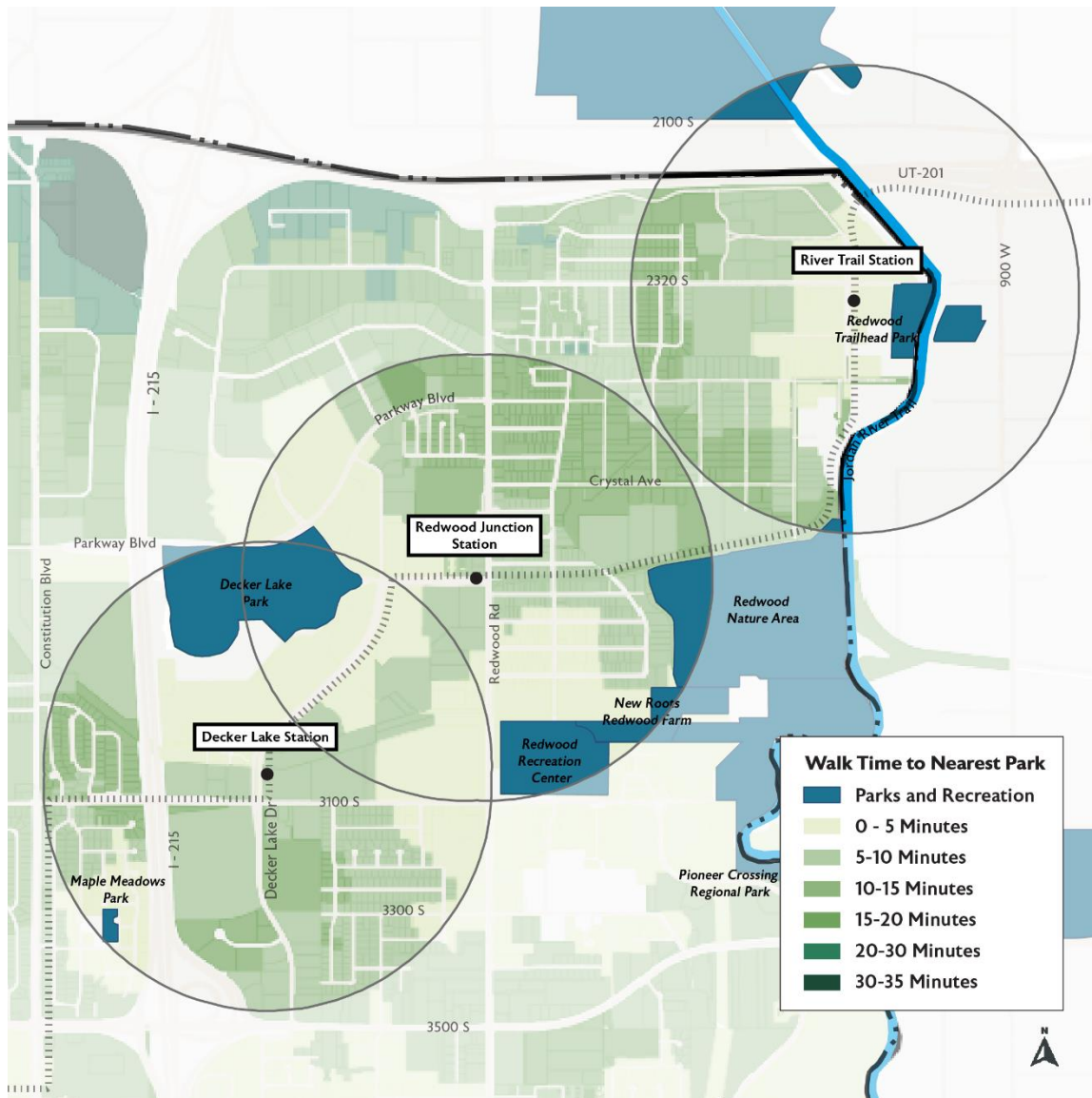
Having access to parks, trails, and other recreation sources greatly benefits the surrounding community. They do so by encouraging active lifestyles (physical health), creating areas for community gathering (social benefits), improving ecological health and biodiversity (environmental health), and boosting nearby property values and the local economy (economic benefits). Each of the stations is within proximity to parks, trails, and other recreational options which creates unique opportunities for the surrounding communities. Parks serve residents best when they are close to them. Residents have best access when living within the following distance to a park: local parks ($\frac{1}{4}$ mile), neighborhood parks ($\frac{1}{2}$ mile), community parks (1 mile), and regional parks (2 miles).

Figure 19: Parks, Trails, and Recreation within and near the Station Areas



Source: USGS, Esri, UGR, Google Maps.

Figure 20: Walk Time to Nearest Parks near the Station Areas



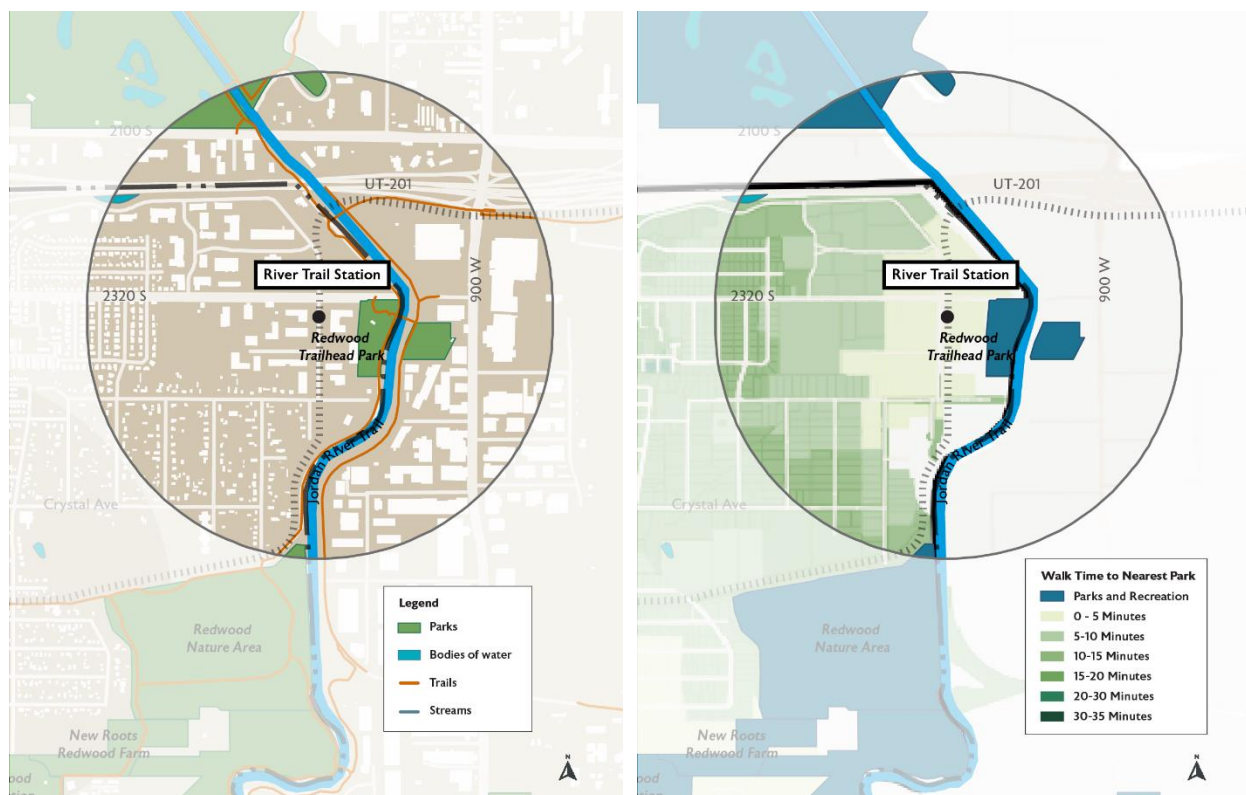
Source: USGS, Esri, UGR, Google Maps.

River Trail Station Area

The Jordan River helps define the east boundary of West Valley City. It connects well to other local parks and recreation nearby such as the Redwood Trailhead Park adjacent to the Jordan River Trail and the Glendale Golf Course to the north in Salt Lake City. To the southwest is the Redwood Nature Area.

- **Challenges:** While within a half-mile walking distance, the Redwood Trailhead Park is separated from community residents by the business park area and large parking lots that span multiple blocks. Traveling through this zone likely discourages some community members from visiting this area.
- **Opportunities:** The strategic location between two major recreation areas (Glendale Golf Course and Redwood Nature Area) and an existing trail network alongside the Jordan River Trail, establishes this area as a green, north-south corridor that residents can use to access a greater range of outdoor recreational spaces. Strengthening east-west connections from the Crosstowne Trail near the west can further increase trail usage.

Figure 21: Parks, Trails, and Recreation within and near the River Trail Station



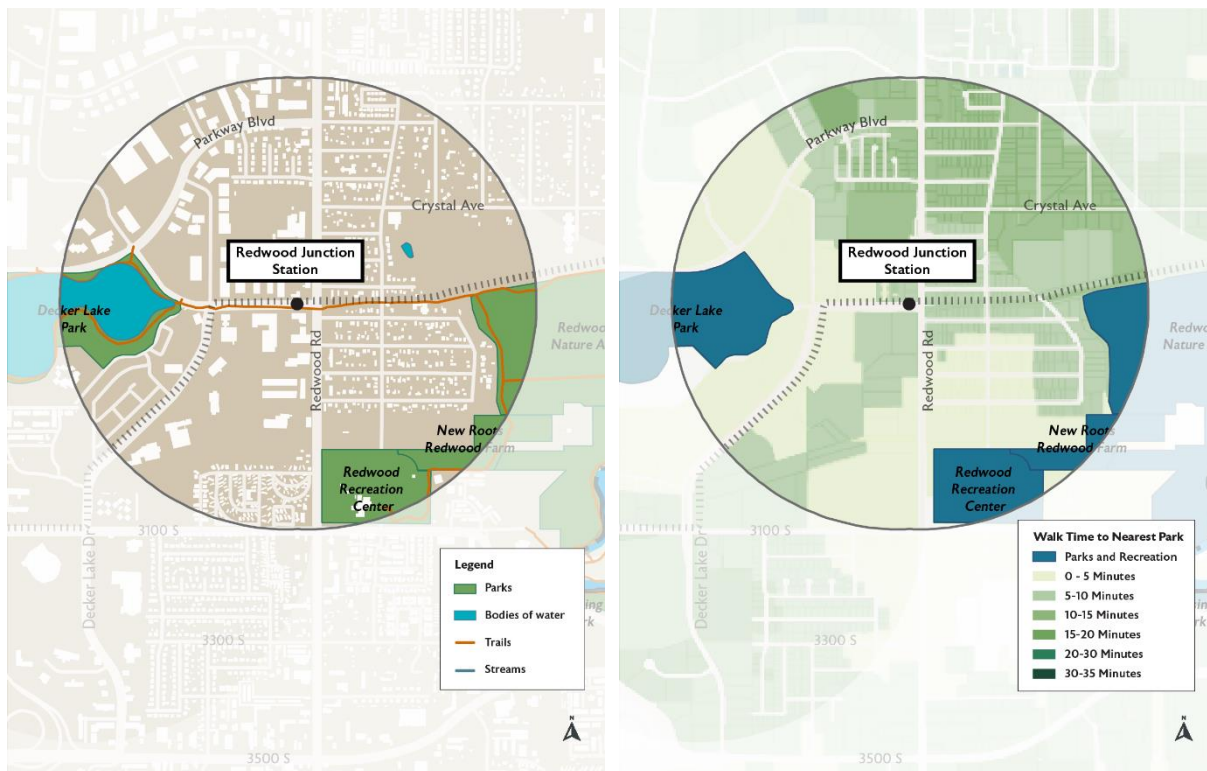
Source: USGS, Esri, UGRG, Google Maps.

Redwood Junction Station Area

Connecting Decker Lake to Redwood Junction Station is the Crosstowne Trail. The trail connects the community park, Redwood Center Park, to a special-use park, Redwood Nature Area, with the Redwood Nature Trail. Slightly beyond the Redwood Nature Area to the south is the Pioneer Crossing Regional Park. This regional park resides along the Jordan River and connects the Redwood Recreation Center to the Redwood Nature Area, while providing recreational opportunities to Jordan River. Traveling along the Jordan River Trail, it connects to Redwood Trailhead Park on the west.

- **Challenges:** While many trails exist within this area that connect the various recreation areas, many of them lack pedestrian safety features and pathways with clear, consistent, and attractive pavement and wayfinding signage design. Additionally, some recreation areas are limited in their trail connections, which limits residents from easily accessing the sites.
- **Opportunities:** Establishing clear trail connections to the Redwood Nature Area, Redwood Recreation Center, and Decker Lake Park would create a green loop trail system that connects the entire area. Additionally, adding pedestrian safety features for trails along roadways such as curb cuts, park strips, lighting, pedestrian tables, unique seating options, and small rest areas can attract people to gather and use the trails. Thus, promoting public safety to these recreational spaces and an active lifestyle for residents.

Figure 22: Parks, Trails, and Recreation within and near Redwood Junction Station



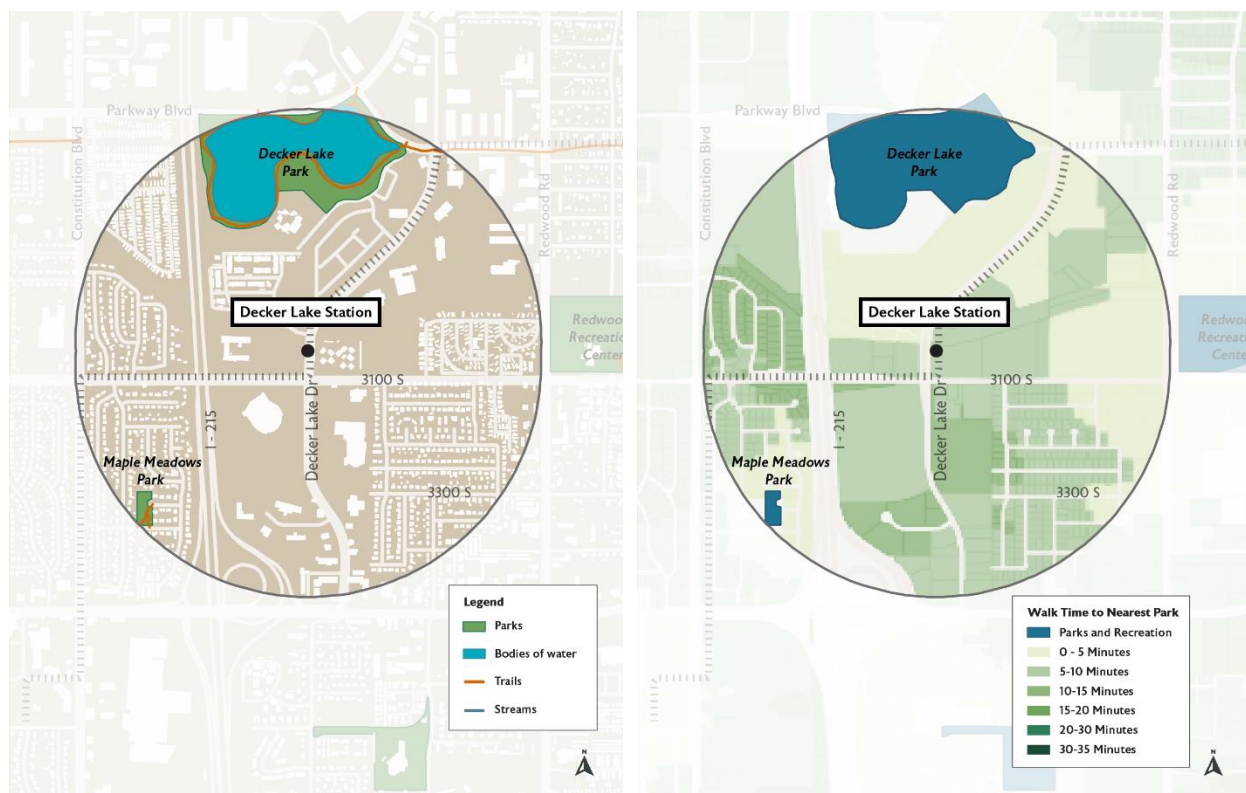
Source: USGS, Esri, UGR, Google Maps.

Decker Lake Station Area

Within Decker Lake Station is a large local park called Decker Lake Park with a shared use path around Decker Lake connecting to the Jordan River by other trails along the way. In addition, within the neighborhood is a local park called Maple Meadows Park.

- **Challenges:** The trails expand beyond the parks, but do not have well-established connections to the neighborhoods to west of I-215 and south of 3100 South. These corridors act as barriers for these trails and have limited areas for crossing.
- **Opportunities:** Creating new trail connections and more visible signage from these residential neighborhoods west of I-215 and south of 3100 South can enhance the safety of community members in the area and increase access to the parks for residents. Enhancing the experience, safety, and visibility of the Crosstowne Trail to Decker Lake Park may encourage more people to use the facilities.

Figure 23: Parks, Trails, and Recreation within and near Decker Lake Station

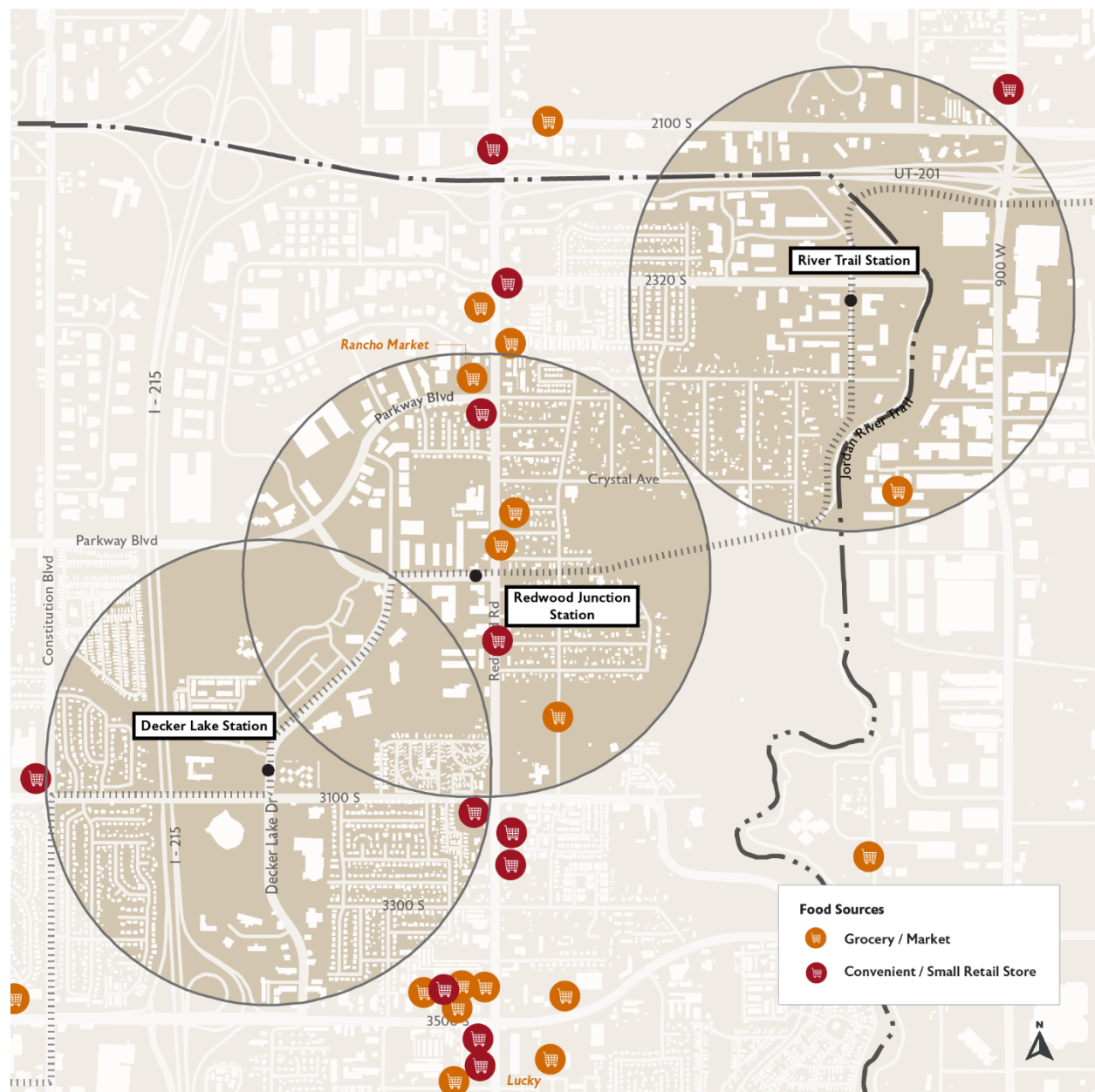


Source: USGS, Esri, UGR, Google Maps.

Food Sources

Ensuring various food stores within the station areas promotes greater food access among people with different dietary needs or cultural food preferences. Having grocery stores from different cultures further enriches the community, allowing residents to access familiar foods and ingredients. There are convenience stores throughout the station areas; however, they do not always provide access to healthy foods.

Figure 24: Market and Grocery Stores vs. Convenient and Small Retail Stores within the Station Areas



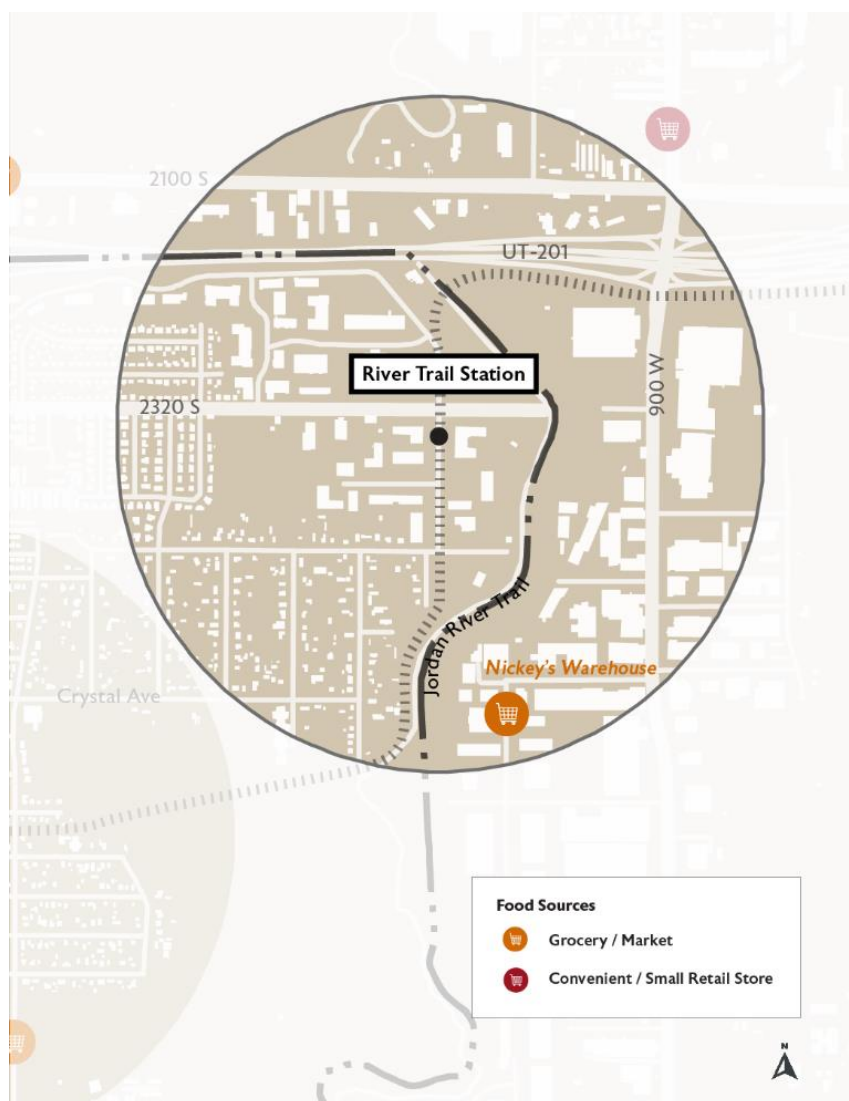
Source: Open Street Map, US Department of Agriculture, Food, and Nutrition Service.

River Trail Station Area

The station area has one grocery store/warehouse and one convenience store, part of a Flying J gas station beyond the station area in South Salt Lake.

- **Challenges:** The station area lacks all types of food store options. The nearest grocery or convenience stores are along Redwood Road or within South Salt Lake, which requires residents to travel outside of the station area further emphasizing the dependence on driving or using transit.
- **Opportunities:** If some of the buildings are redeveloped, incorporating food services into new development could enhance food access in the area.

Figure 25: Market and Grocery Stores vs. Convenient and Small Retail Stores within River Trail Station



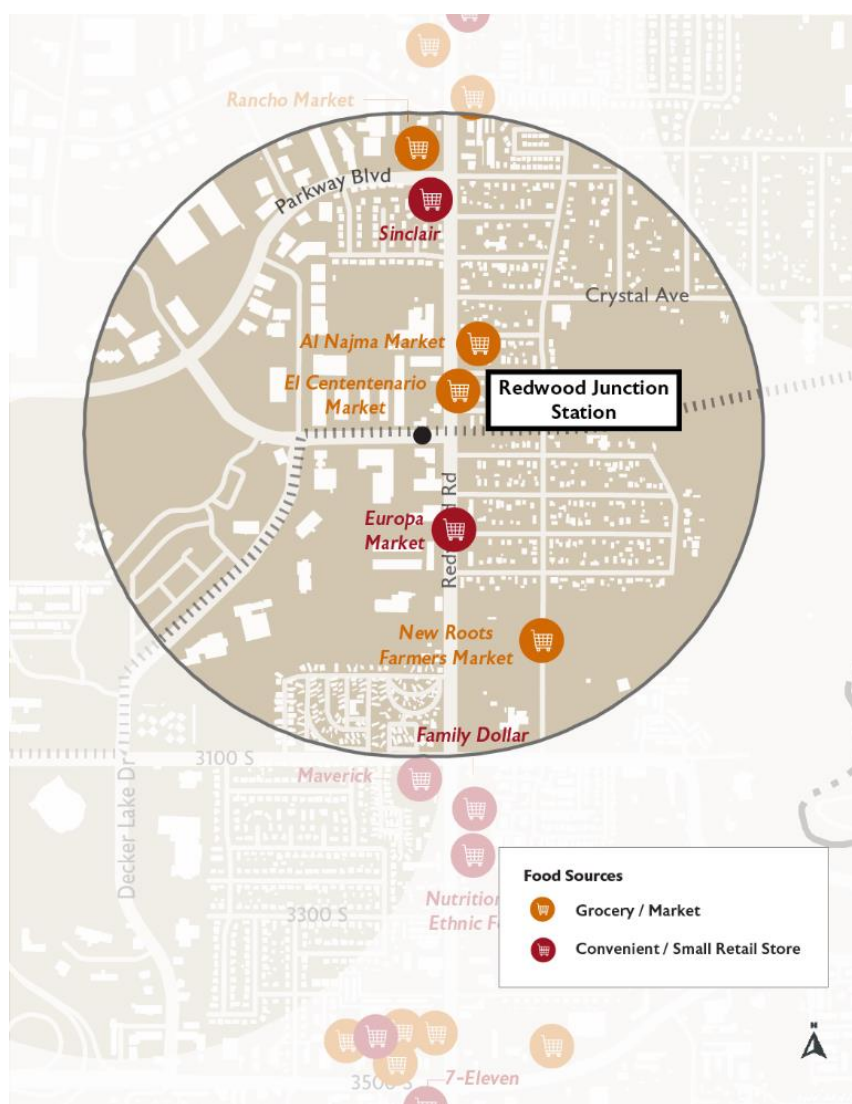
Source: Open Street Map, US Department of Agriculture, Food, and Nutrition Service.

Redwood Junction Station Area

Along Redwood Road is an abundance of ethnic markets and grocery stores, with six of them within the Redwood Junction Station Area's half-mile buffer. In addition to the markets and grocery stores are convenient stores and small retail markets such as 7-Eleven, Maverik, and Family Dollar on the edges of the buffer.

- **Challenges:** Some ethnic markets and grocery stores are in shopping plazas with different architectural designs and parking lots at the front.
- **Opportunities:** Buildings fronting the sidewalks or signage enhancements may improve visibility of these ethnic markets and grocery stores.

Figure 26: Market and Grocery Stores vs. Convenient and Small Retail Stores within Redwood Junction Station



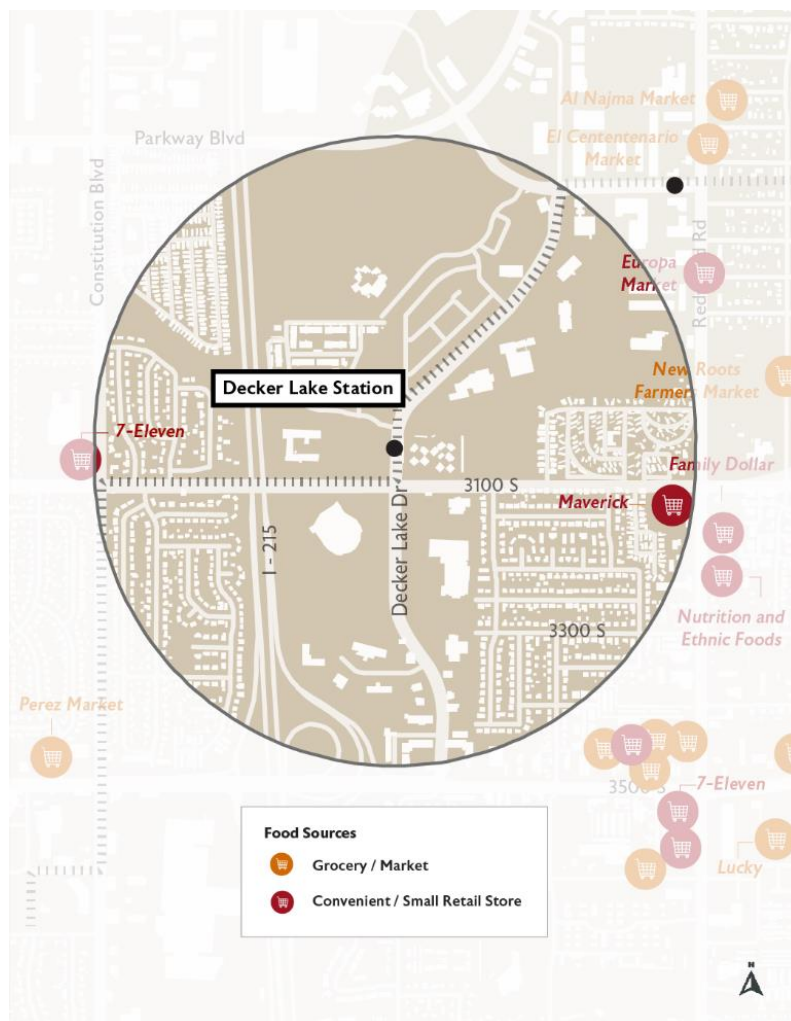
Source: Open Street Map, US Department of Agriculture, Food, and Nutrition Service.

Decker Lake Station Area

On the edges of the Decker Lake Station Area are three convenient stores, Maverik, 7-Eleven, and Holiday gas station. There are no existing markets or grocery stores near the station area.

- **Challenges:** There are no neighborhood markets, grocery stores, or other small retail stores that serve the residents and employees within walking distance. This requires residents and employees to travel beyond the half-mile buffer and may be cumbersome for those without a vehicle.
- **Opportunities:** Redevelopment with neighborhood serving commercial or retail for markets or grocery stores may benefit families, residents, and employees within the station area. It reduces commute time and provides conveniences for the neighborhood.

Figure 27: Market and Grocery Stores vs. Convenient and Small Retail Stores near Decker Lake Station

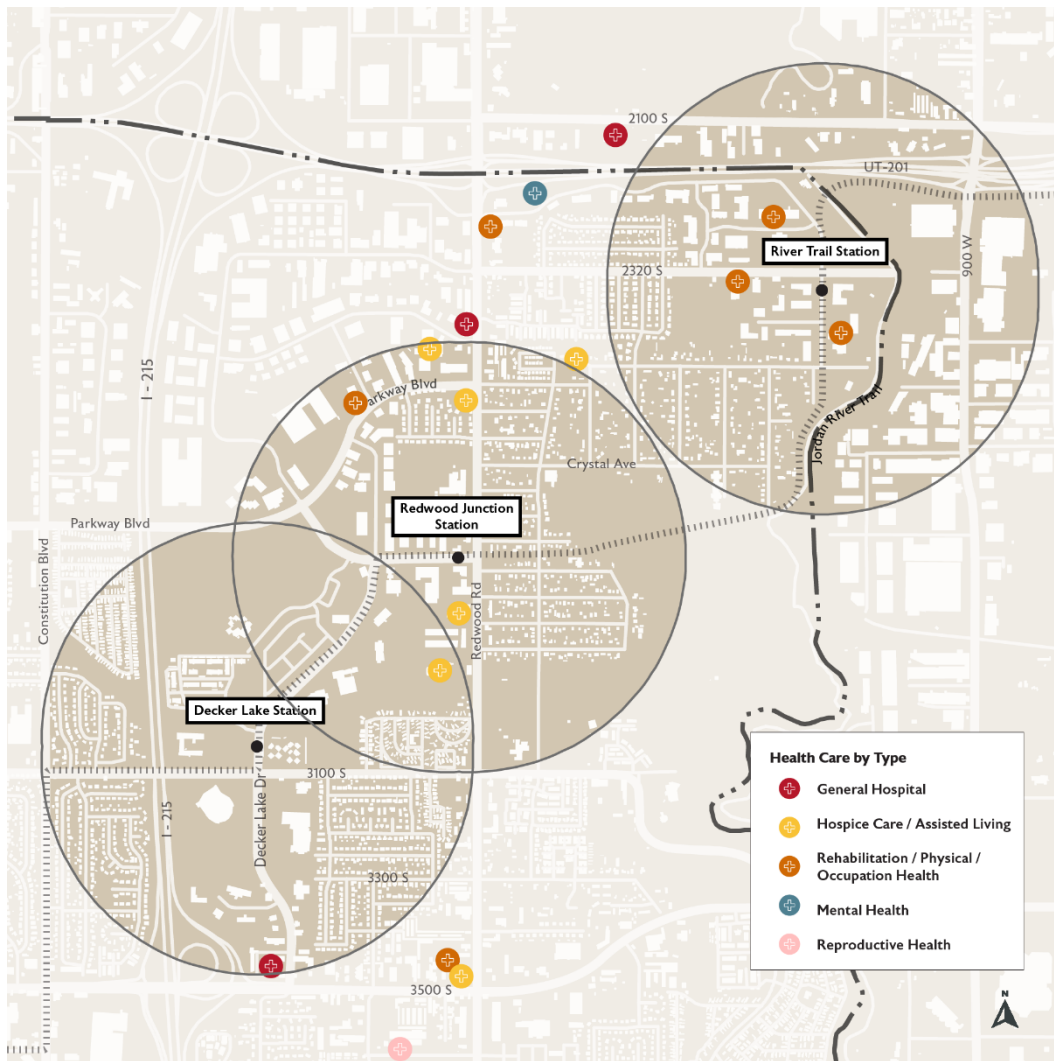


Source: Open Street Map, US Department of Agriculture, Food, and Nutrition Service.

Healthcare by Type

The following analysis examines healthcare and other health related services within proximity of the station areas. Understanding the location of healthcare provides immediate and emergency medical service, chronic pain and illness monitoring, access to medication, preventive care, and mental health access. Having these services nearby provides timely and easily accessible healthcare services for community members. Within the station areas, healthcare services and health centers range from nursing services to rehabilitation to mental health. Although, general hospitals (including urgent care) are located beyond the station areas, the closest general hospital is the University of Utah Medical Center northwest of River Trail Station. Other hospitals are further west in West Valley City, east in Millcreek, and south in Murray.

Figure 28: Healthcare and Health Centers within and near Station Areas



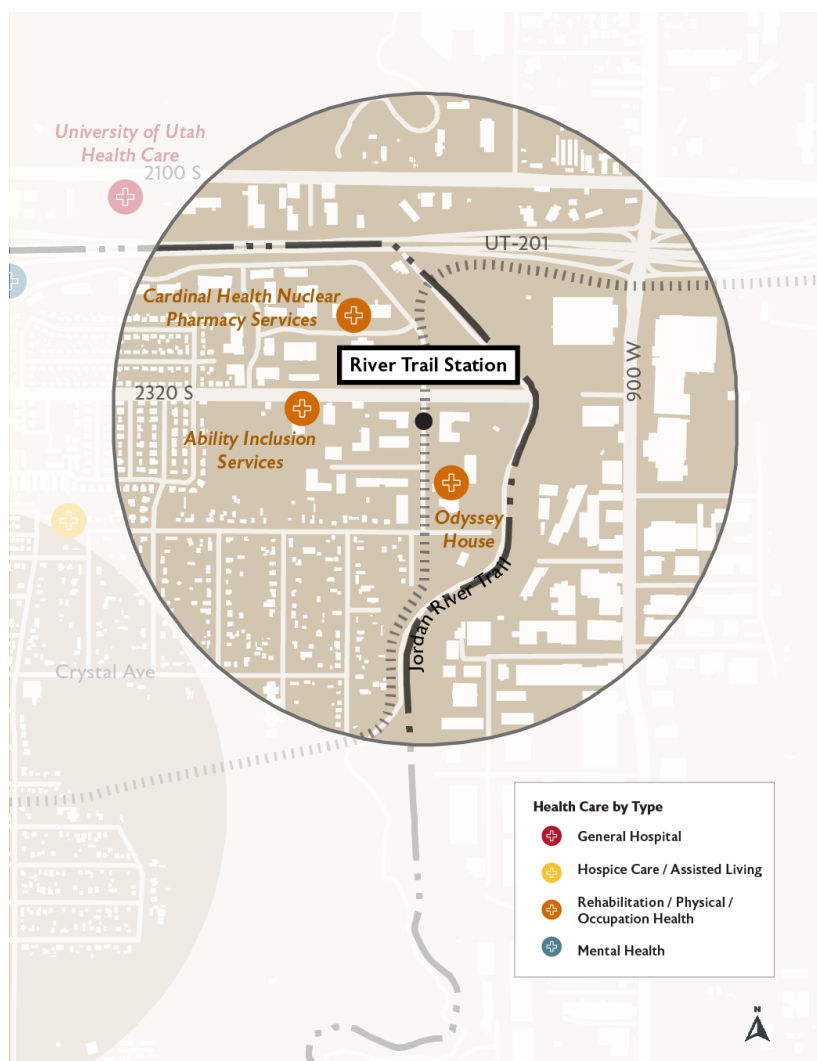
Source: Health Resources and Services Administration, Homeland Infrastructure Foundation-Level Data.

River Trail Station Area

The River Trail Station has two rehabilitation health services, one is Ability Inclusion Services which is a physical and occupational therapy, and the other is Odyssey House for addiction recovery. Another healthcare service is Cardinal Health Nuclear Pharmacy Services.

- **Challenges:** The closest general hospital is on the other side of UT-201 freeway, a physical barrier for residents and commuters to access healthcare. Residents are required to travel outside of the area and cross the freeway. This may be difficult for individuals without a vehicle for timely and urgent care.
- **Opportunities:** The building land uses within the station area are primarily commercial or industrial and the parcels are large enough for primary healthcare services.

Figure 29: Healthcare and Health Centers within and nearby River Trail Station



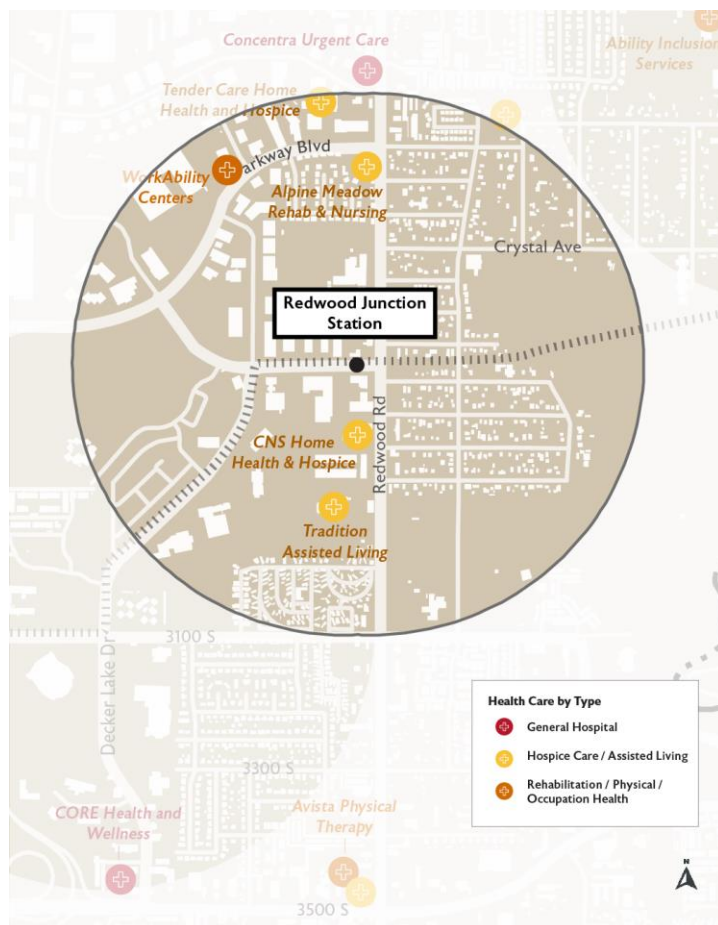
Source: Health Resources and Services Administration, Homeland Infrastructure Foundation-Level Data.

Redwood Junction Station Area

There are four hospice and assisted living healthcare services along Redwood Road, which are Alpine Meadow Rehab & Nursing, Traditional Assisted Living, CNS Home Health & Hospice, and Tender Care Home Health and Hospice. One physical therapy facility, WorkAbility Center, is on Parkway Boulevard. Slightly north of the half-mile buffer is Concentra Urgent Care on Redwood Road.

- **Challenges:** The type of healthcare service being primarily hospice care, assisted living, and nursing homes, it may be difficult and uncomfortable for those who need the service to access due to distance, comfort, and safety traveling to these healthcare services. There are frequent bus routes, however, most bus stops have limited to no transit amenities that provide comfort such as bus shelters, benches, or street trees.
- **Opportunities:** Street trees or planters may provide comfort for individuals traveling to these healthcare facilities, while taking advantage of the public transportation running east-west and north-south in this area. Street furniture may be included to provide rest stops and additional comfort to the corridor.

Figure 30: Healthcare and Health Centers within and nearby Redwood Junction Station



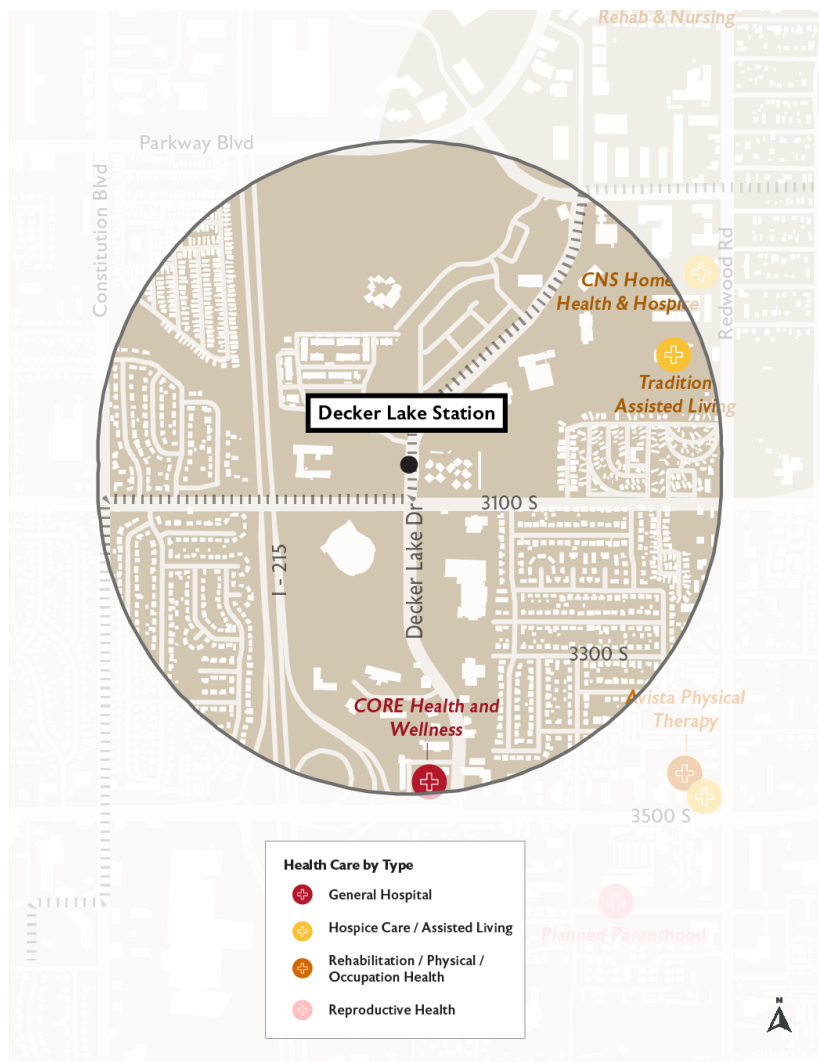
Source: Health Resources and Services Administration, Homeland Infrastructure Foundation-Level Data.

Decker Lake Station Area

On the edges of the half-mile buffer is a CORE Health and Wellness along 3500 South serving as a general healthcare service and the Traditional Assisted Living along Redwood Road.

- **Challenges:** The healthcare services are on the edge of the buffer and require effort to travel beyond the station, thus may hinder a person's experience of receiving timely and accessible services, especially those without a vehicle.
- **Opportunities:** There are several electric scooters on the corner of Decker Lake Drive and 3100 South. A placemaking opportunity such as a painted area designated for these micromobility options and parking may add visual awareness for other modes of transportation. Thus, may increase access to the healthcare services to the edge of the buffer.

Figure 31: Healthcare and Health Centers within and nearby Decker Lake Station



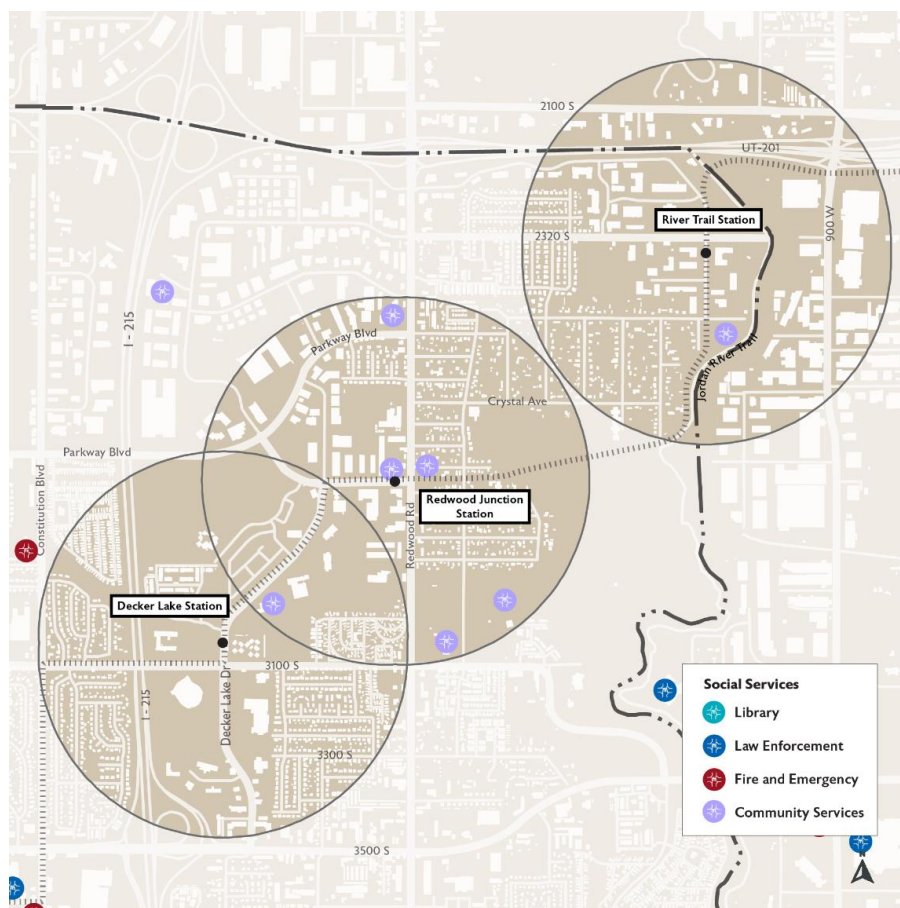
Source: Health Resources and Services Administration, Homeland Infrastructure Foundation-Level Data.

Social Services

Social services are public services to support the community by providing stability, security, and safety. Social services support families, children, the elderly, immigrants and refugees, people with disabilities, and individuals who recently moved into the area. These programs and services provide basic needs, financial support, training, education, employment services, housing, protection, legal aid, and emergency and disaster responses. These services include libraries, law enforcement, community services, and fire and emergency services.

Most of the West Valley social services near the station areas are to the southwest with the Police Department, Fire Stations, and West Valley Library. Beyond the buffers, in the southeast corner is the Salt Lake County Oxbow Jail and Salt Lake County Police Department. To the northwest is the Utah Health Policy Project, which is a non-profit organization to provide better access, education, and public policy regarding healthcare services for underserved Utahns. A new centralized public library near Redwood Junction Station would benefit the community by providing close and accessible access to information.

Figure 32: Social Services Near the Station Areas



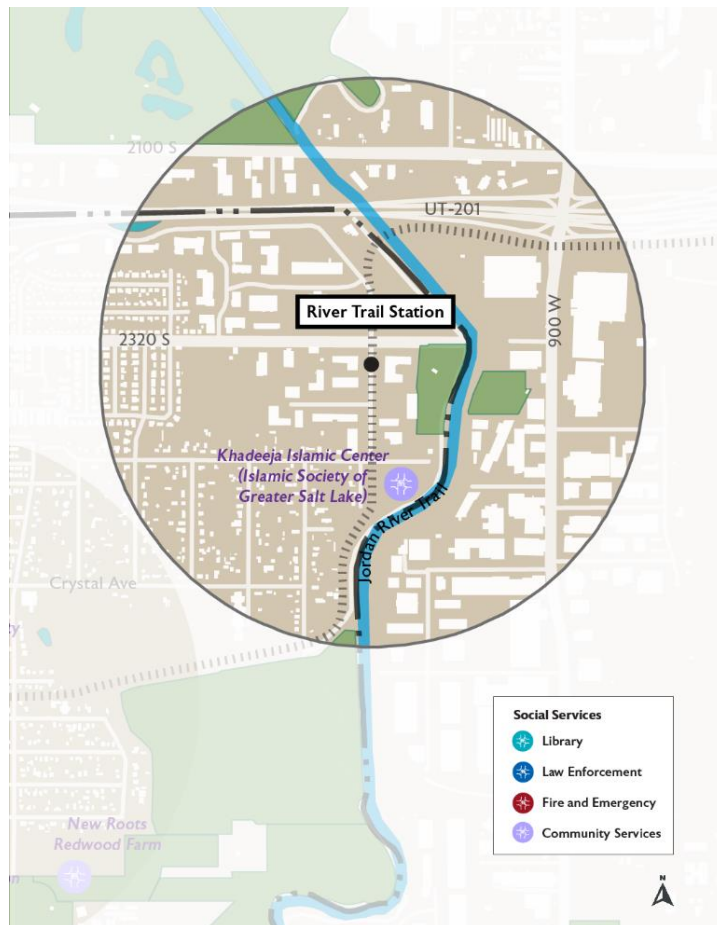
Source: Homeland Infrastructure Foundation-Level Data, Institute of Museum and Library Services, Google Maps.

River Trail Station Area

The Khadeeja Islamic Center (Islamic Society of Greater Salt Lake) is the only social and community service within the half-mile radius of the River Trail Station Area.

- **Challenges:** The nearest fire and emergency service within an 8-minute commute to the neighborhood; however, with a high traffic volume road (Redwood Road), it may impede and delay emergency calls. Residents are required to travel beyond more than a mile to access public services. There are limited social services provided within the station area, which may be leading to a perceived lack of community identity and cohesion.
- **Opportunities:** Additional social services may be considered if redevelopment occurs in the area or if there is a need for relocating a social service.

Figure 33: Social Services within River Trail Station



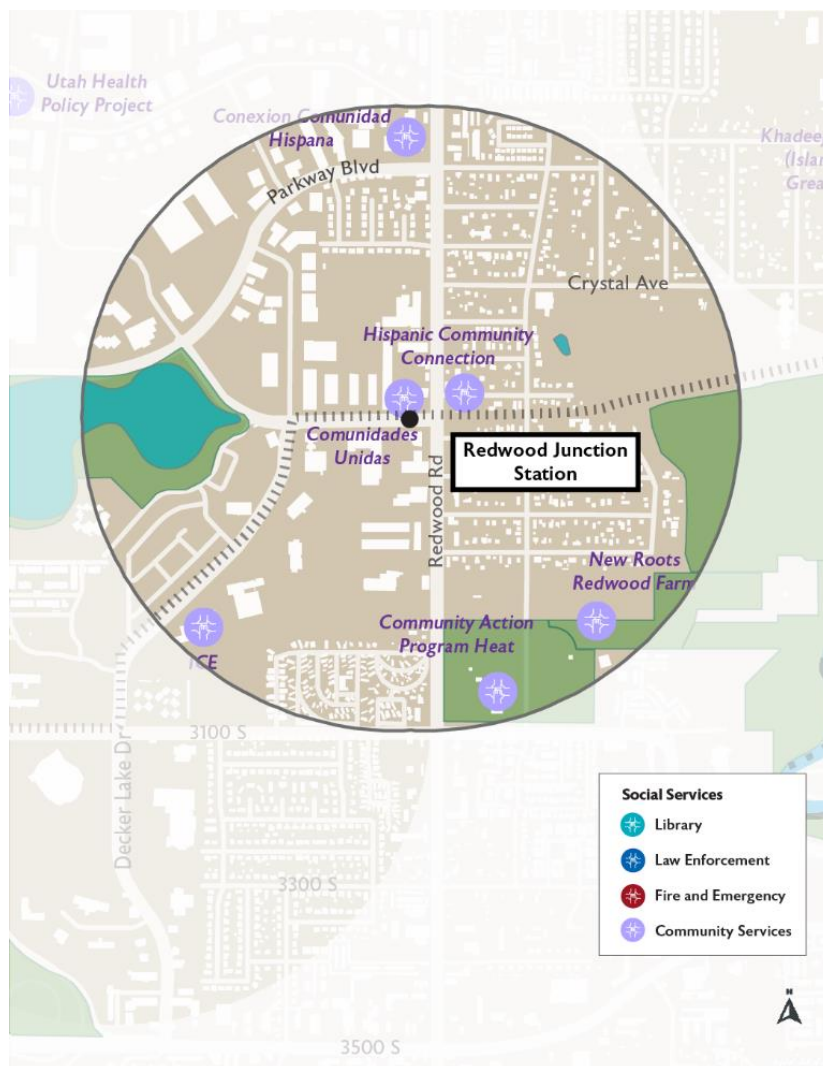
Source: Homeland Infrastructure Foundation-Level Data, Institute of Museum and Library Services, Google Maps.

Redwood Junction Station Area

Four non-profit organizations reside near Redwood Junction Station which are Community Action Program Heat, New Roots Redwood Farm, Comunidades Unidas, and Hispanic Community Connection. The Conexion Comunidad Hispana serves as a community and educational service for the community. Nearby is the U.S. Immigration and Customs Enforcement.

- **Challenges:** The social services located in the south are tucked in a building or further in the neighborhood making it difficult to find.
- **Opportunities:** Improvements to the plazas or buildings with clear signage will aid in navigating to these services.

Figure 34: Social Services within Redwood Junction Station



Source: Homeland Infrastructure Foundation-Level Data, Institute of Museum and Library Services, Google Maps.

Decker Lake Station Area

There is only one public government service within the project area buffer, which is the U.S. Immigration and Customs Enforcement (ICE), a federal law enforcement agency related to immigration, border control, trade, and security. Other notable social services near the station area are the Fire Department Stations west and south. In addition, the West Valley Library, Police Department, and West Valley City Hall are located southwest from the Decker Lake Station.

- **Challenges:** Limited social services and large empty lots in the area can lead to a lack of community identity and cohesion. Overall, there are no social services or neighborhood-serving amenities in the station area but are present in nearby areas.
- **Opportunities:** In progress are multi-family housing on the west side of Decker Lake Drive. This area would benefit from small neighborhood commercial spaces, dynamic open space for community events, and pedestrian improvements for accessing Decker Lake Park and other parks and recreational amenities.

Figure 35: Social Services with Decker Lake Station

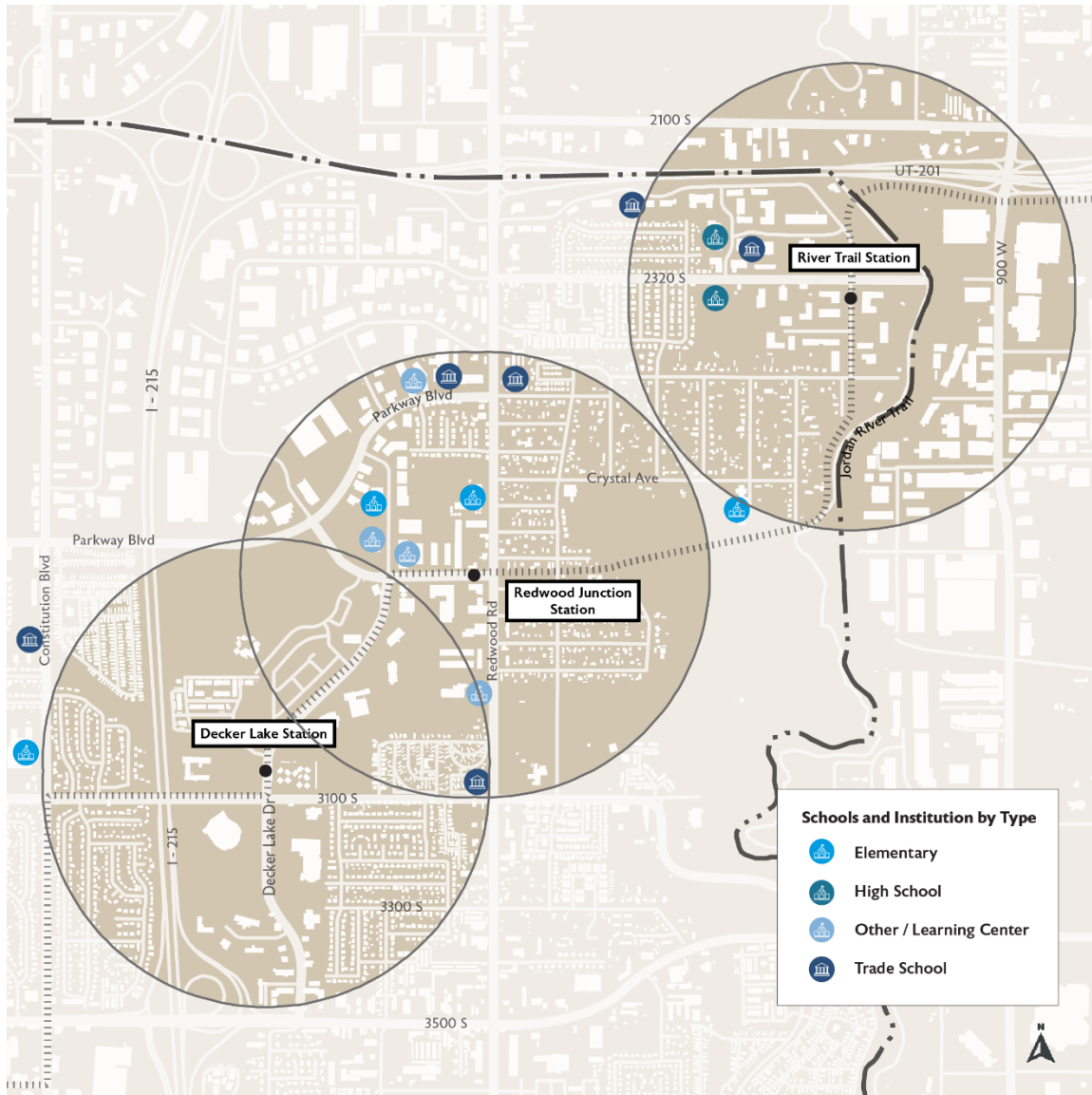


Source: Homeland Infrastructure Foundation-Level Data, Institute of Museum and Library Services, Google Maps.

Schools by Type

Within the half-mile buffers are seventeen educational facilities, four are elementary schools, two buildings are high school facilities, six are trade schools, and five are other learning center institutions. In addition, to traditional education, some schools provide more specialized training to community members including computer technology, cosmetology, art, HVAC, plumbing, and other trades. Beyond education, schools act as community anchors often acting as voting hubs, hosts for community events, and even safe havens in times of emergency.

Figure 36: Education and Schools by Type near the Station Areas



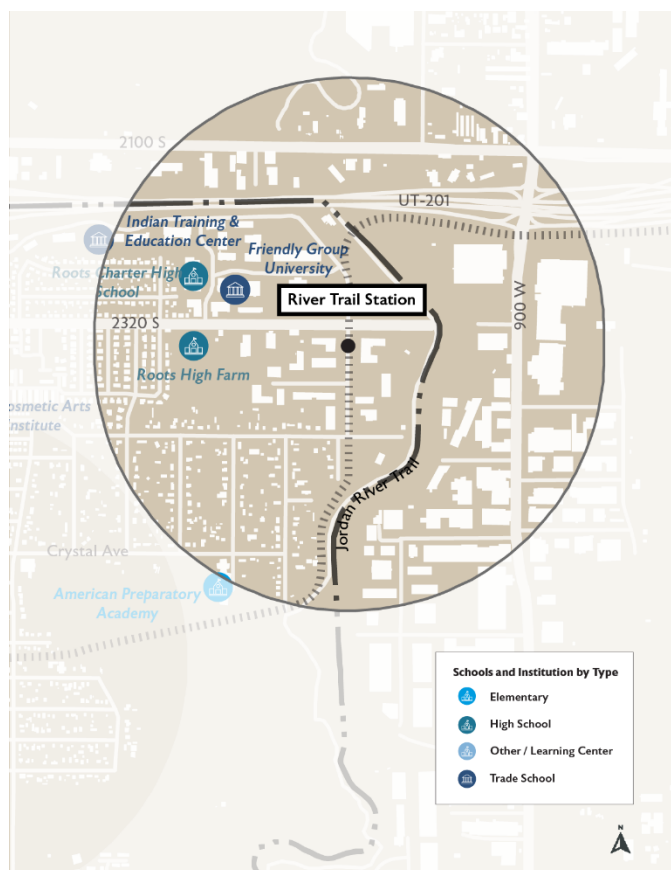
Source: Homeland Security, Homeland Infrastructure Foundation-Level Data, National Center for Education Statistics, School Attendance Boundary Information System.

River Trail Station Area

Schools and other educational institutions near the River Trail Station include Roots Charter High School (and its adjacent farm), the Indian Training and Education Center, Friendly Group University, and American Preparatory Academy. These sites are predominately located along the western side of the ½ mile buffer, closer to residential areas.

- **Challenges:** There is a lack of traditional K-12 schools with the only options in the surrounding area being public charter schools. Residents looking for a traditional public school will need to travel further. If this area were to transition to include additional residential uses, the distance to schools may pose a challenge for new families.
- **Opportunities:** This area includes a diverse range of educational options beyond traditional K-12 learning allowing for better individualized education for residents. Existing schools are located near residential zones, making them safer and easier to access. This proximity to the community members also highlights these locations as potential key locations for voter stations, community events, and emergency preparedness in the case of a localized disaster.

Figure 37: Education and Schools by Type within and near River Trail Station



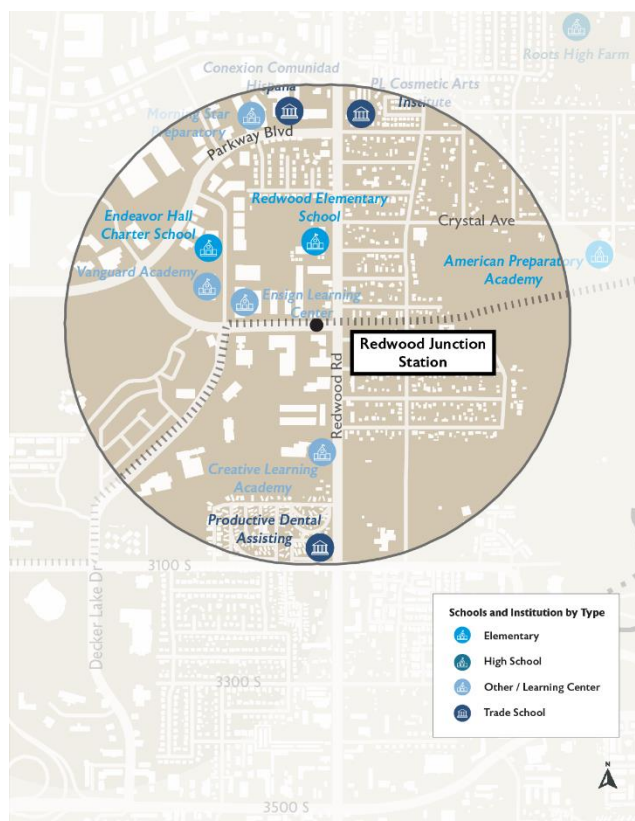
Source: Homeland Security, Homeland Infrastructure Foundation-Level Data, National Center for Education Statistics, School Attendance Boundary Information System.

Redwood Junction Station Area

The density of schools located near the Redwood Junction Station increases dramatically when compared to the other two locations. In total this area includes two elementary schools, three trade schools, and five learning centers/other educational institutions. The density of educational institutions benefits the surrounding community, though access to these sites is a matter of concern due to high traffic volumes.

- **Challenges:** A major road (Redwood Road) divides most of these education centers from the residents that rely on them. This raises concerns for pedestrian safety as community members walk to school. Additionally, there is no high school within the walkable area. This increases the number of student drivers utilizing this busy road, further exacerbating safety concerns.
- **Opportunities:** The density of learning centers and trade schools within the surrounding area provides a much broader educational range than most areas, promoting a specialized and skilled workforce. In addition, there is an opportunity to increase the connection from east to west through a series of strategic mid-block crossings along the street. This would increase safety for students and facilitate a more walkable environment for all residents in the area.

Figure 38: Education and Schools by Type within and near Redwood Junction Station



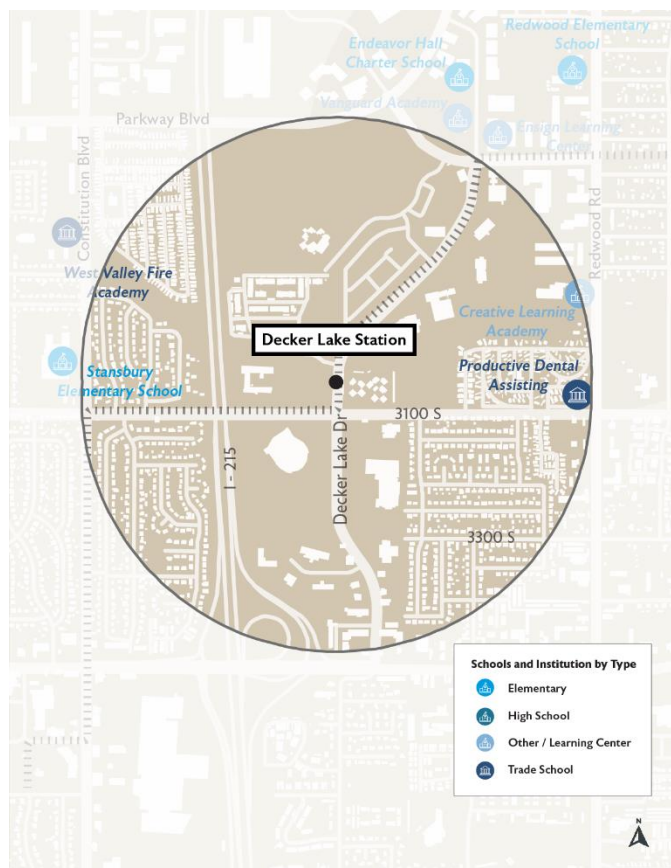
Source: Homeland Security, Homeland Infrastructure Foundation-Level Data, National Center for Education Statistics, School Attendance Boundary Information System.

Decker Lake Station Area

The schools within half-mile are sparse from the station and reside closer to the edges of the buffer. A notable public school is Stansbury Elementary School to the west. Other educational institutions are Productive Dental Assisting, and Creative Learning Center.

- **Challenges:** Educational variety exists in the area with the I-215 overpass creating a barrier for pedestrians, along with the oversized blocks of the Maverik Center and other commercial establishments, there is a clear barrier that discourages the members of the large residential community west of I-215 from accessing schools on the eastern side. Additionally, there is no high school (public or private) within close proximity. The distance from the school encourages students to drive, leading to potential safety concerns.
- **Opportunities:** The strong axis created by 3100 South could be enhanced to facilitate a more pedestrian friendly corridor. Increasing safety, while simultaneously increasing multi-modal transportation within the area. This improved connection between east and west will increase resident access to the area's educational opportunities.

Figure 39: Education and Schools by Type within and near Decker Lake Station

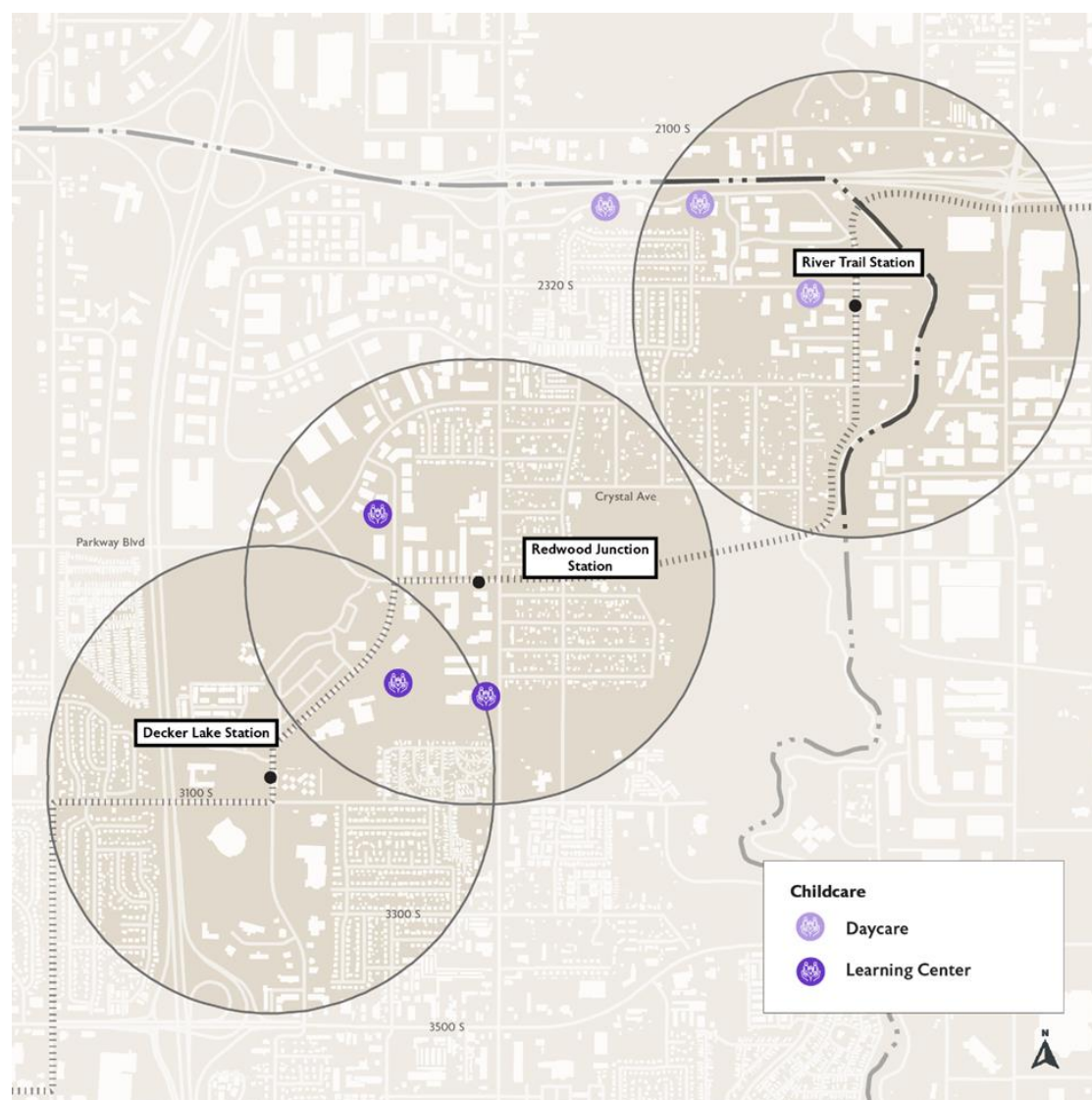


Source: Homeland Security, Homeland Infrastructure Foundation-Level Data, National Center for Education Statistics, School Attendance Boundary Information System.

Childcare

Access to childcare facilities within a community provides continued support and development for young children while enabling broader employment opportunities for parents, contributing to the local economy. They enable parents to participate in the workforce, fostering economic productivity, while promoting a supportive environment for children in early development and educational success. Currently, there are two childcare facilities near the River Trail Station. One facility is located at 2320 South and the other is south of 2100 South. There is also a daycare facility just outside the buffer along the 2200 South corridor, adjacent to the UT-201 freeway. Additionally, there are three learning centers in the Redwood Junction Station Area, two of which are in the Decker Lake Station Area.

Figure 40: Childcare Facilities within and near the Station Areas



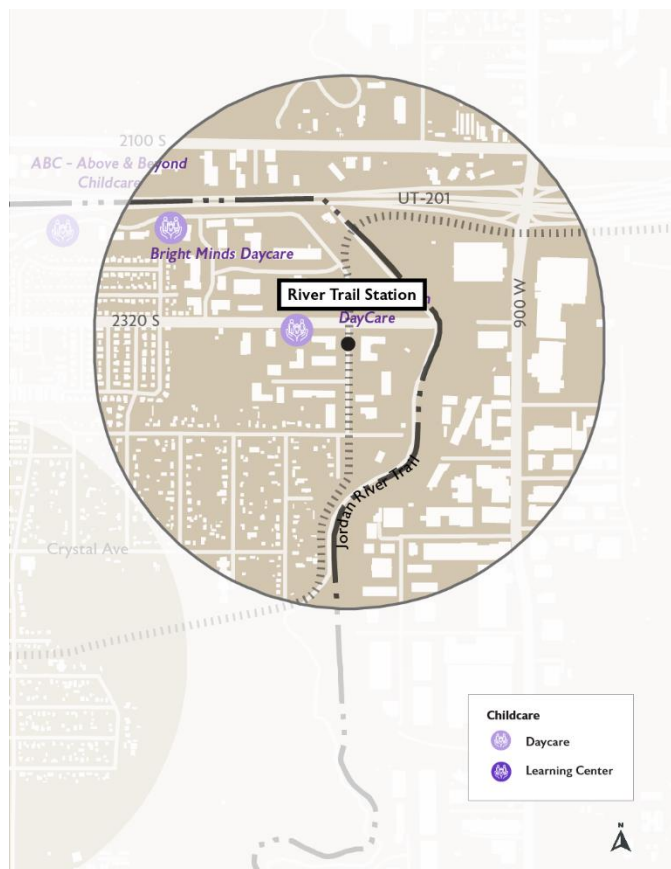
Source: Homeland Infrastructure Foundation-Level Data, Google Maps.

River Trail Station Area

Two childcare facilities are currently located near the River Trail Station. Both are daycare facilities and include Bright Minds Daycare and Twenty-Four/Seven Daycare. These are the only daycare facilities located within any of the station areas.

- **Challenges:** There are currently no learning center options for young children in this area. Parents looking to enroll their children in pre-school, or other early learning center must travel beyond a greater distance which reduces the community's overall access to this amenity. Also, walking conditions along 2320 South to the two childcare services in the area are uncomfortable due to the lack of shade and street tree coverage.
- **Opportunities:** Providing multiple daycare facilities located near residential areas would improve access to these services and allow nearby parents greater opportunities for employment. Placing childcare services near outdoor recreational facilities like the Redwood Trailhead Park promotes healthier lifestyles for children in the neighborhood and those attending the daycares.

Figure 41: Childcare Facilities within and near River Trail Station



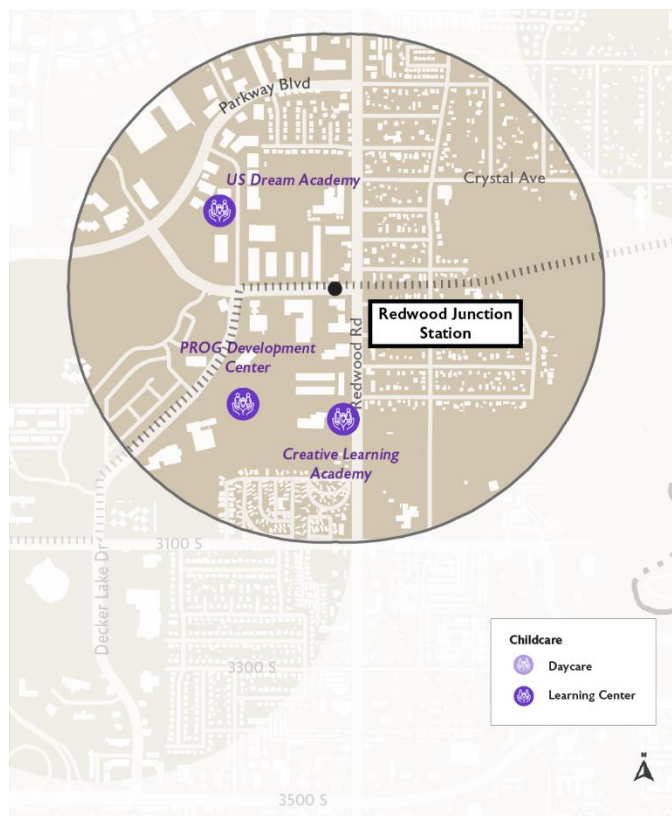
Source: Homeland Infrastructure Foundation-Level Data, Google Maps.

Redwood Junction Station Area

Three childcare learning centers are located near the Redwood Junction Station. These facilities are the US Dream Academy, PROG Development Center, and the Creative Learning Academy. There are currently no nearby daycare centers within a walkable distance for the community residents.

- **Challenges:** There are no nearby daycare facilities for residents living nearby. Residents needing daycare for their children will likely drive outside of the area for daycare services. This highlights an accessibility concern for community members who do not have easy access to vehicular transportation. Additionally, parents from the east side utilizing the existing childcare learning centers must cross Redwood Road raising safety concerns for parents and young children walking to these learning centers.
- **Opportunities:** The introduction of a daycare facility in this area can serve many community members, allowing their children to stay closer to home and make parental occupation a possibility. Additionally, establishing strategic crossing locations along Redwood Road will allow greater access for parents wanting to enroll their child in other educational opportunities beyond traditional public schools and private schools.

Figure 42: Childcare Facilities within and near Redwood Junction Station



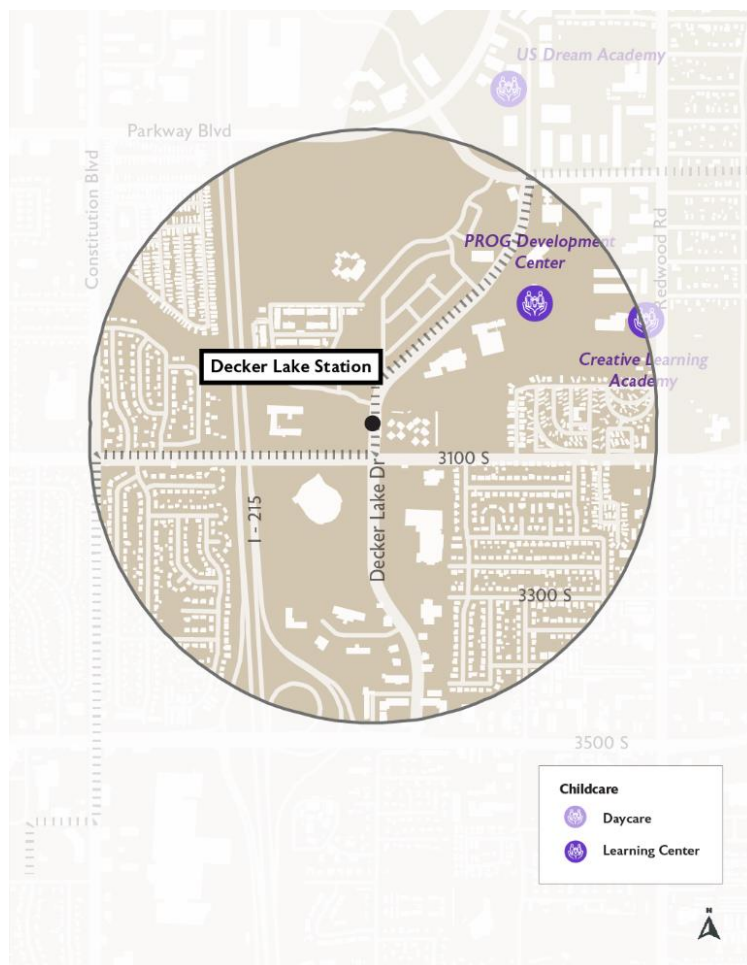
Source: Homeland Infrastructure Foundation-Level Data, Google Maps.

Decker Lake Station Area

There are two childcare learning centers within the Decker Lake Station Area. They are the PROG Development Center and the Creative Learning Academy. These centers are northeast of the station area and serve the Redwood Junction Station Area community members.

- **Challenges:** The major residential zones for the Decker Lake Station Area are west of I-215 and/or south of 3100 South. The increased distance and congestion issues from a single route to these facilities is a potential transportation barrier. Parents who opt to enroll their children despite this distance are largely limited to a single route leading through 3100 South.
- **Opportunities:** The high number of residents living within this area indicates a need to utilize these childcare facilities. By enhancing existing access routes and creating smaller secondary and tertiary routes (both vehicular and pedestrian), community members will have greater access to these facilities for their children and safer means of accessing them.

Figure 43: Childcare Facilities within and near Decker Lake Station



Source: Homeland Infrastructure Foundation-Level Data, Google Maps.

Cultural and Community Spaces

Cultural and community spaces are local and regional assets that foster social cohesion and cultural expression. They offer residents places to connect and engage in shared community-building activities. These spaces include the Khadeeja Islamic Center, the Latino Mall, Redwood Plaza, the Utah Cultural Celebration Center, the Maverik Center, and West Valley Performing Arts Center.

In addition, there are thirteen religious/spiritual facilities near and within the station areas. Not only do these facilities act as gathering spaces for worship and study, but they also provide social support such as emotional, financial, and practical assistance to community members. Through cultural expression, a sense of belonging helps individuals connect with their heritage, community, and identity while empowering individuals and promoting social cohesion and unity.

Figure 44: Religious and Spiritual Facilities within and near the Station Areas



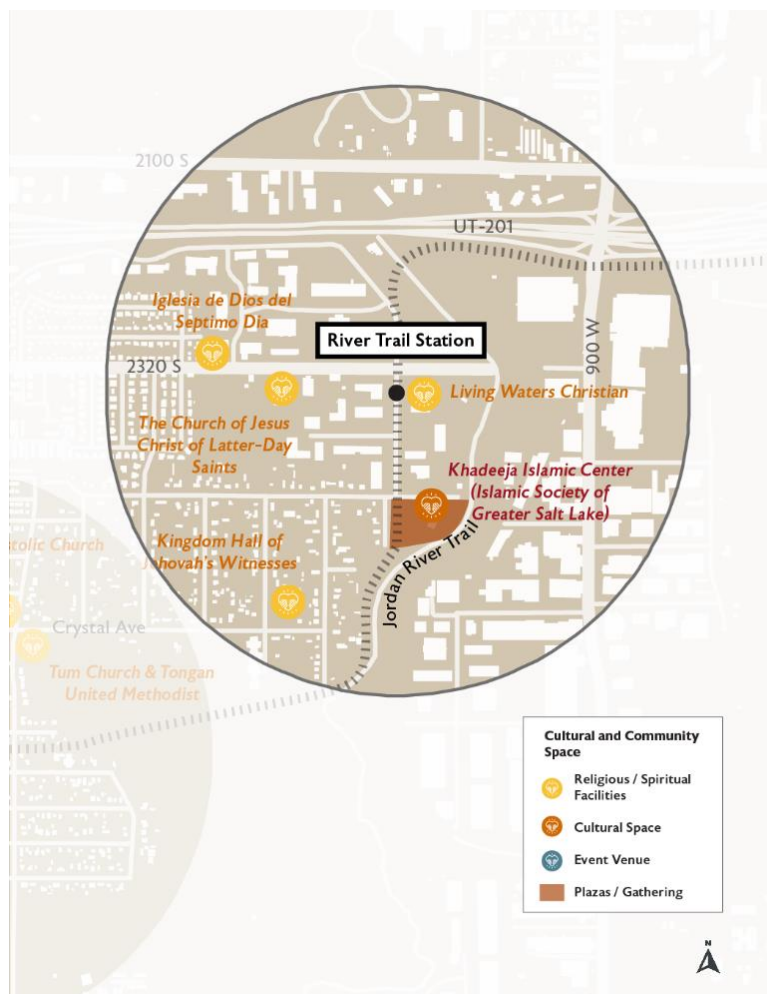
Source: Homeland Infrastructure Foundation-Level Data, Google Maps.

River Trail Station Area

The River Trail Station has five religious/spiritual facilities with Khadeeja Islamic Center being and cultural space for gatherings and events. The other four facilities are Iglesia de Dios del Septimo Dia, Living Waters Christian, The Church of Jesus Christ of Latter-Day Saints, and Kingdom Hall of Jehovah's Witnesses.

- **Challenges:** These facilities serve the residents and visitors locally and regionally, as the area has a diverse number of religious/spiritual facilities.
- **Opportunities:** Due to the diversity of communities in the area, an open gathering space may benefit community members. It may be a flexible space for various programming such as events, social gatherings, markets, and cultural festivals.

Figure 45: Religious and Spiritual Facilities within and near River Trail Station



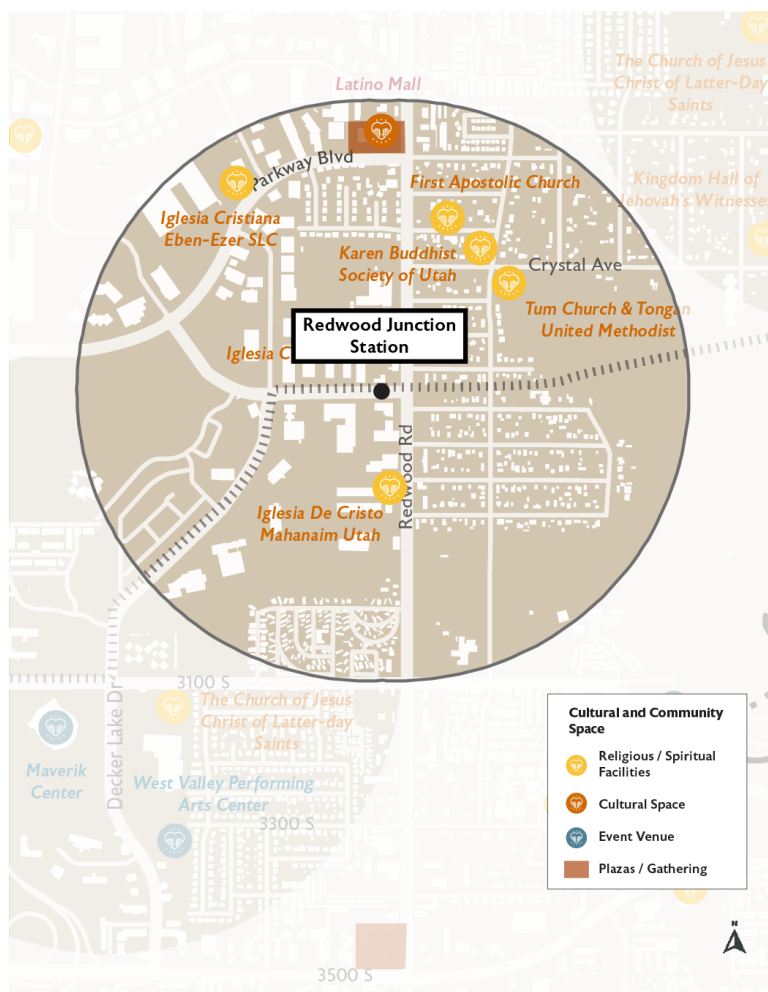
Source: Homeland Infrastructure Foundation-Level Data, Google Maps.

Redwood Junction Station Area

There are seven religious/spiritual facilities which include Iglesia Cristiana Eben-Ezer SLC, First Apostolic Church, Karen Buddhist Society of Utah, Tum Church, Tongan United Methodist, Iglesia Cristiana Dara, and Iglesia De Cristo Mahanaim Utah. At the northwest corner of Redwood Road and Parkway Boulevard is a cultural space, the Latino Mall.

- **Challenges:** There is existing signage for these cultural and community spaces; however, they are either faded or small. This wayfinding update may benefit community members, visitors, and new residents by providing navigation and visual appeal.
- **Opportunities:** Each facility has a unique architectural design and art aiding in navigation for community members and visitors. Improvements to the pedestrian realm and building frontage may increase the area's aesthetic, while maintaining the unique characteristics of each cultural facility. The building upgrades add a visual appeal and add interest to visitors.

Figure 46: Religious and Spiritual Facilities within and near Redwood Junction Station



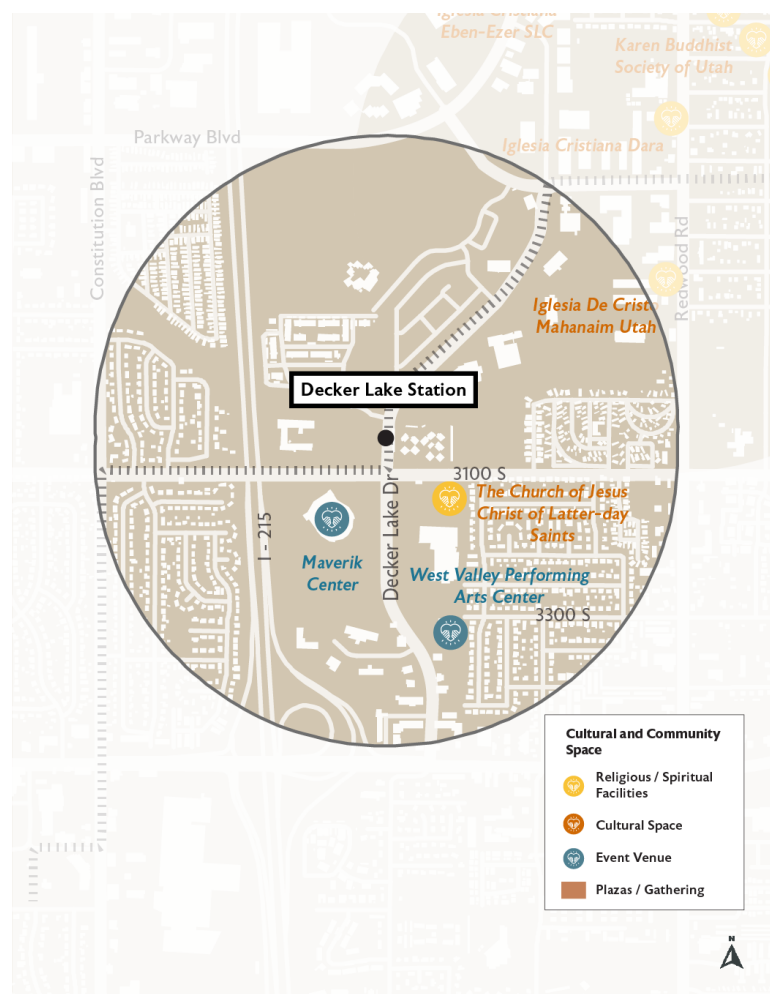
Source: Homeland Infrastructure Foundation-Level Data, Google Maps.

Decker Lake Station Area

Within walking distance from the Decker Lake Station are two event centers to the south--the Maverik Center and West Valley Performing Arts Center. In addition, the Church of Jesus Christ of Latter-Day Saints is located on 3100 South.

- **Challenges:** Large parking lot and block length from the Maverik Center may discourage active transportation such as walking and biking. Also, the event centers create vehicular congestion and noise since it brings individuals in from the region. The congestion disrupts families and individuals living in residential spaces; the increase in foot and vehicle traffic may raise privacy and safety concerns.
- **Opportunities:** Improvements to public transportation may decrease congestion from the event centers. The large parking lot could be programmed as a flexible space for other events and markets. In addition, landscaping and plants around residential areas may reduce noise and increase comfort for visitors passing by and privacy for residents.

Figure 47: Religious and Spiritual Facilities within and near Decker Lake Station

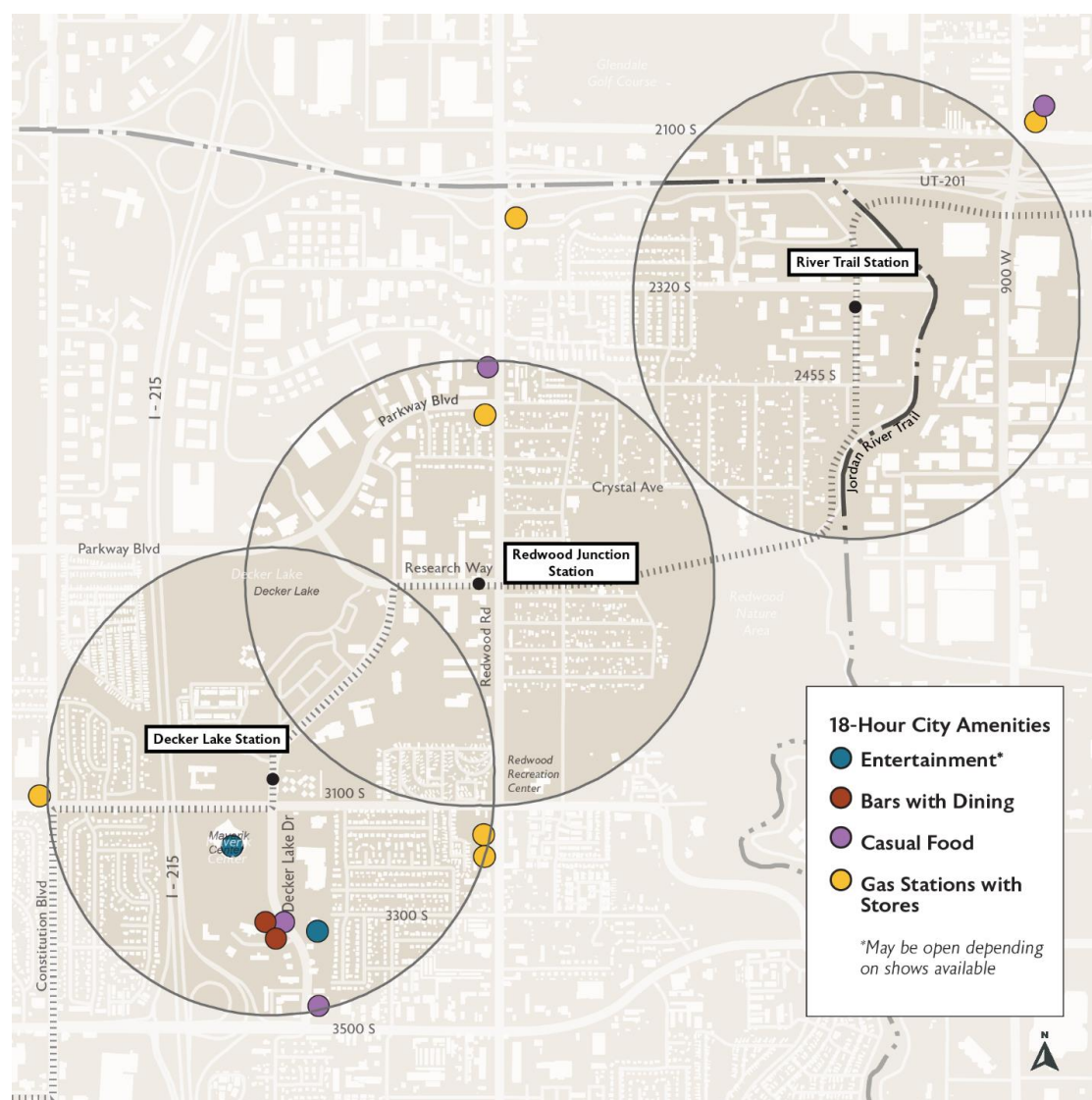


Source: Homeland Infrastructure Foundation-Level Data, Google Maps.

18-Hour City Amenities

Characteristics of an 18-hour city draw residents and visitors into the area for activities, food places, and other destinations which keeps the housing and commercial areas vibrant and convenient. These cities offer a variety of services later into the night to accommodate dining, entertainment, recreation, and places to socialize past usual nine-to-five working hours. This is especially attractive to younger professionals and those working later shifts. Over twelve businesses in the area have multi-shift operations with services related to building maintenance and cleaning, manufacturing, hotels, customer service, and fast-food located along Redwood Road, Decker Lake Drive, and 2320 South. The overall mix of uses and affordable housing makes a city uniquely positioned for economic and social growth, accommodating the needs of many more people, and developing a distinctive culture.

Figure 48: 18-Hour City Amenities within the Station Areas



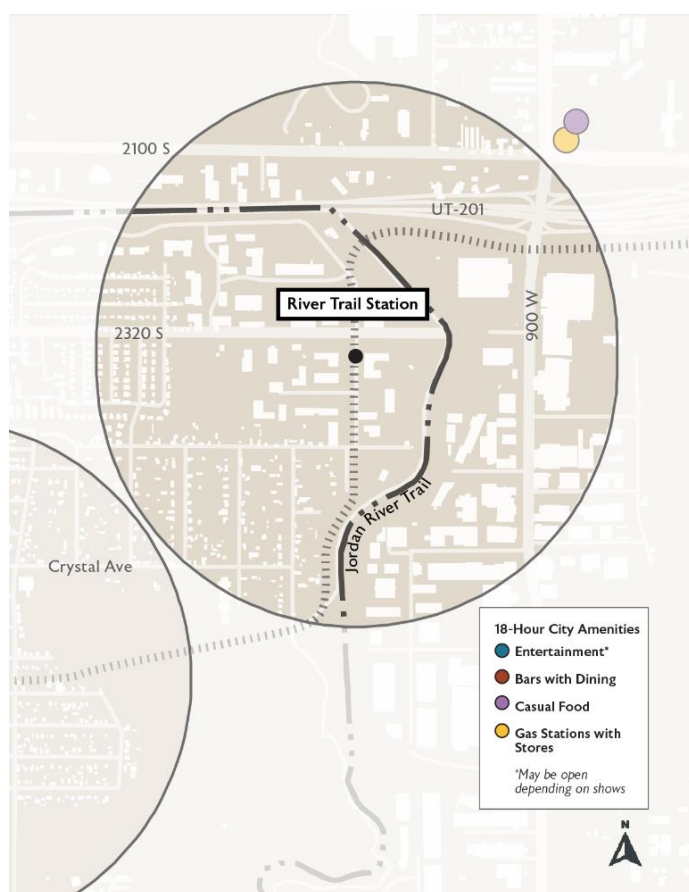
Source: Google Earth, MHTN.

River Trail Station Area

There are no late-night amenities for food, services, or entertainment within a half-mile of the TRAX station open past 5 p.m. One gas station and one fast-food service are available a little outside the station area within South Salt Lake.

- **Challenges:** The station area has no amenities that are open past 5 p.m.
- **Opportunities:** If some of the buildings are redeveloped, encouraging spaces with mixed-use or services that will incorporate food, retail, or some form of small-scale social gathering space could enhance the station area, especially with the Redwood Trail Park and Jordan River Trail as nearby community spaces.

Figure 49: 18-Hour City Amenities within the River Trail Station



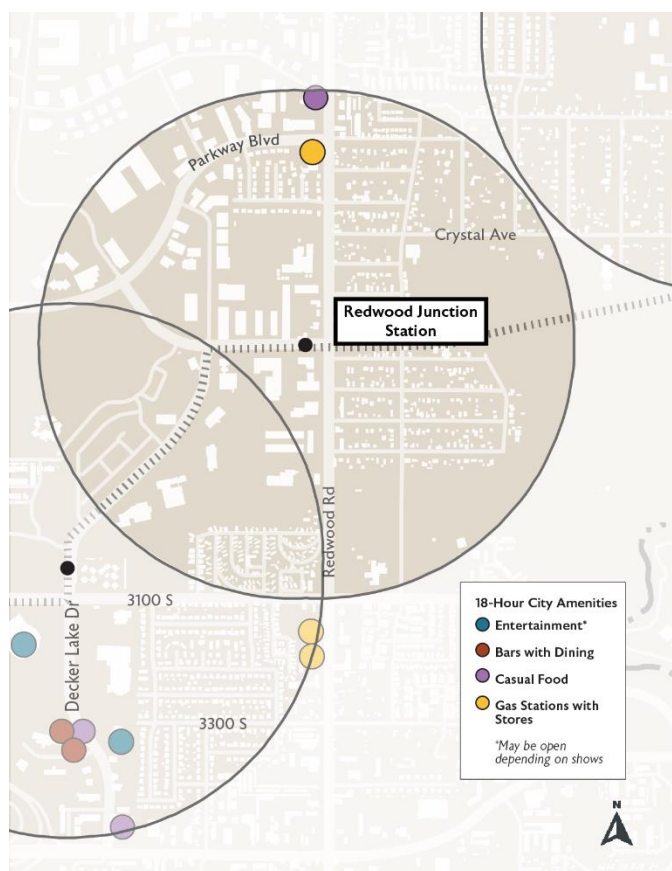
Source: Google Earth, MHTN.

Redwood Junction Station Area

There are two locations with services open late at night. One is a gas station convenience store, and the other is a fast-food service available on Redwood Road. There are no other forms of entertainment or dining in the station area.

- **Challenges:** The station area lacks a variety of amenities and services that are open past 5 p.m.
- **Opportunities:** If some of the buildings are redeveloped, encouraging spaces with mixed-use or services that will incorporate food, retail, or some form of small-scale social gathering space could enhance the station area.

Figure 50: 18-Hour City Amenities within the Redwood Junction Station



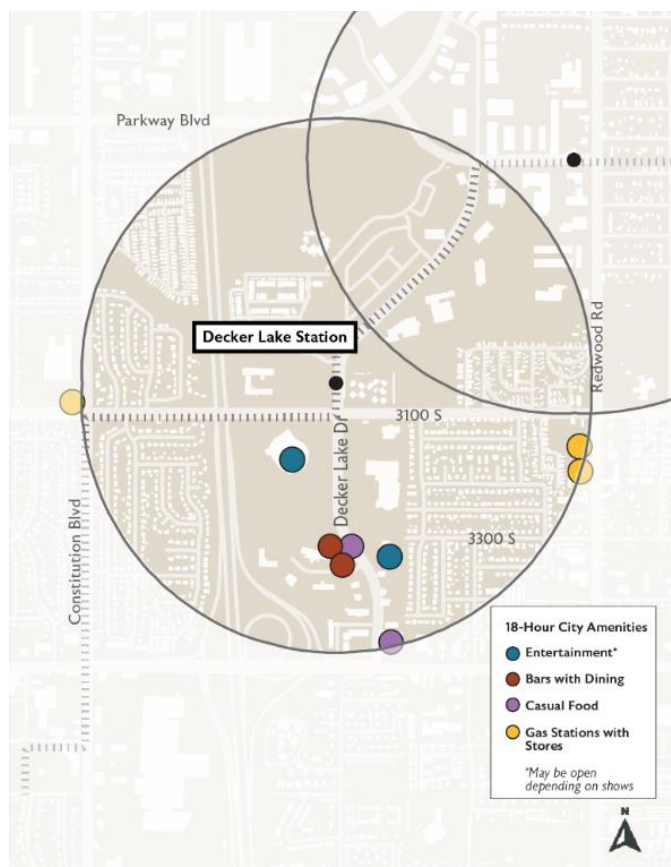
Source: Google Earth, MHTN.

Decker Lake Station Area

The station area has some variety in 18-hour city amenities. Two bars with dining and two casual food options, mostly fast food, or chain restaurants, are within walking distance of the Maverik Center and West Valley Performing Arts Center. Three gas stations with convenience stores are also within the area and is another option for quick food and drinks.

- **Challenges:** Pedestrian activity at the Maverik Center and West Valley Performing Arts Center may vary due to whenever performances are scheduled. This may be challenging for businesses that open later in the night when there are no consistent activities happening.
- **Opportunities:** If some of the buildings are redeveloped, encouraging spaces with mixed-use or services that will incorporate food, retail, or some form of small-scale social gathering space could enhance the station area. By leveraging the pedestrian activity near the two event centers, the area could benefit from more outdoor social spaces to increase placemaking and cohesion between all the late-night destinations.

Figure 51: 18-Hour City Amenities within the Decker Lake Station



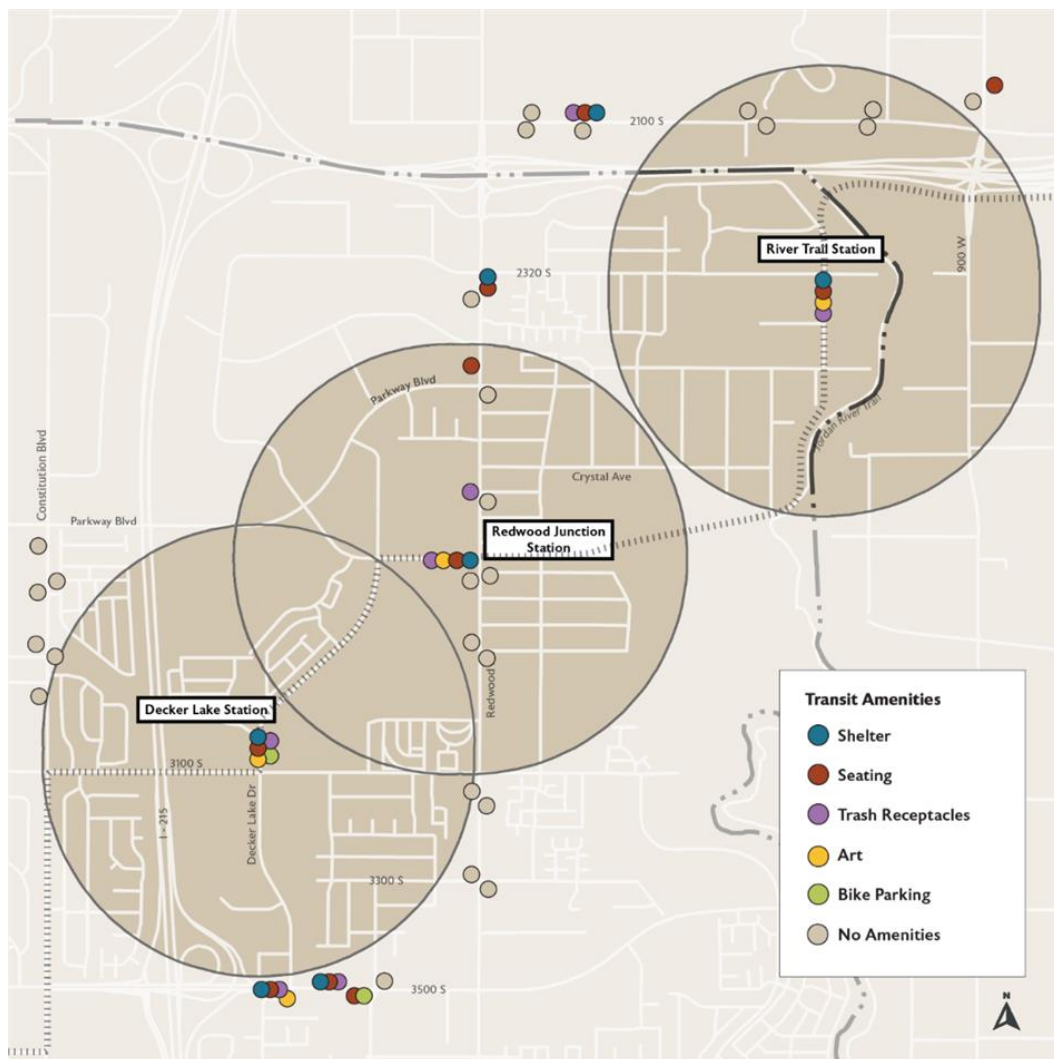
Source: Google Earth.

Transit Amenities

Transit amenities play a role in enhancing the transit user experience by providing comfort, convenience, and safety. Well-designed amenities such as shelters, seating, bike parking, micromobility options, art/wayfinding and clean facilities make public transportation more attractive and accessible.

Overall, most bus stops within or near the station areas do not have amenities for transit riders. Very few bus stops include either seating or shade shelters.

Figure 52: Transit Amenities within the Station Areas



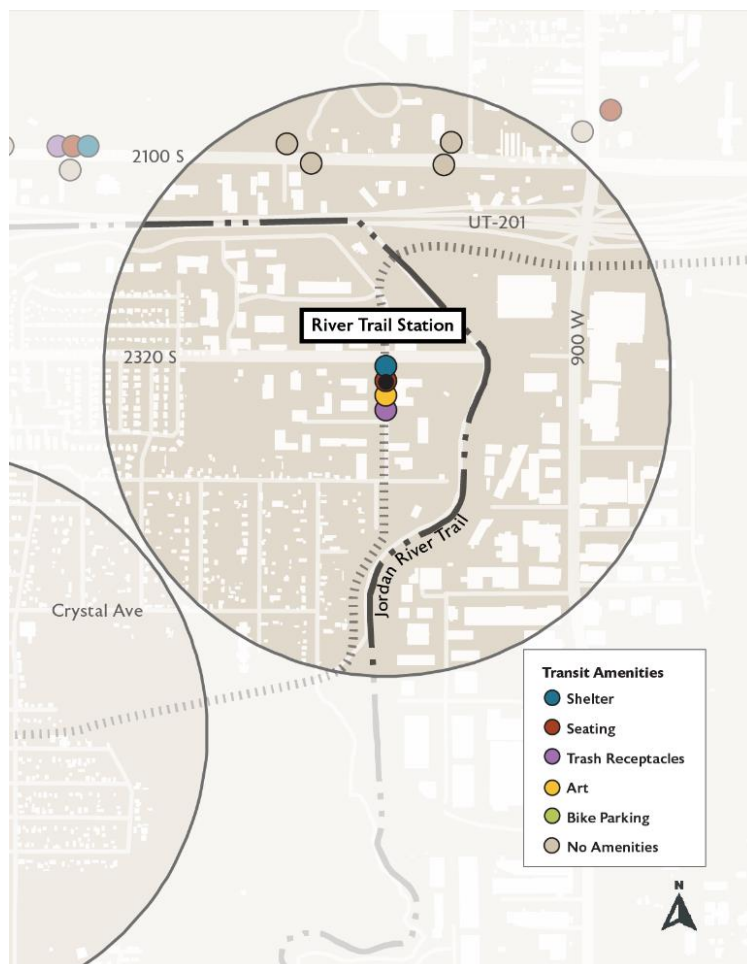
Source: Google Earth.

River Trail Station Area

The River Trail TRAX Station incorporates most of the transit amenities, including nature-themed art on the shelter windows, seating, trash receptables, and ample waiting spaces like the other stations. There are few bus stops in the station area.

- **Challenges:** Overall, there is an overall lack of transit amenities for bus stops in the station area, as well as no bus stops within the West Valley City boundary of the station area.
- **Opportunities:** The TRAX station could benefit from amenities related to micromobility. Options for bike parking, e-scooter parking, bike repair stations, etc. could support movement to and from the Jordan River Trail, nearby businesses, and neighborhoods.

Figure 53: Transit Amenities within the River Trail Station



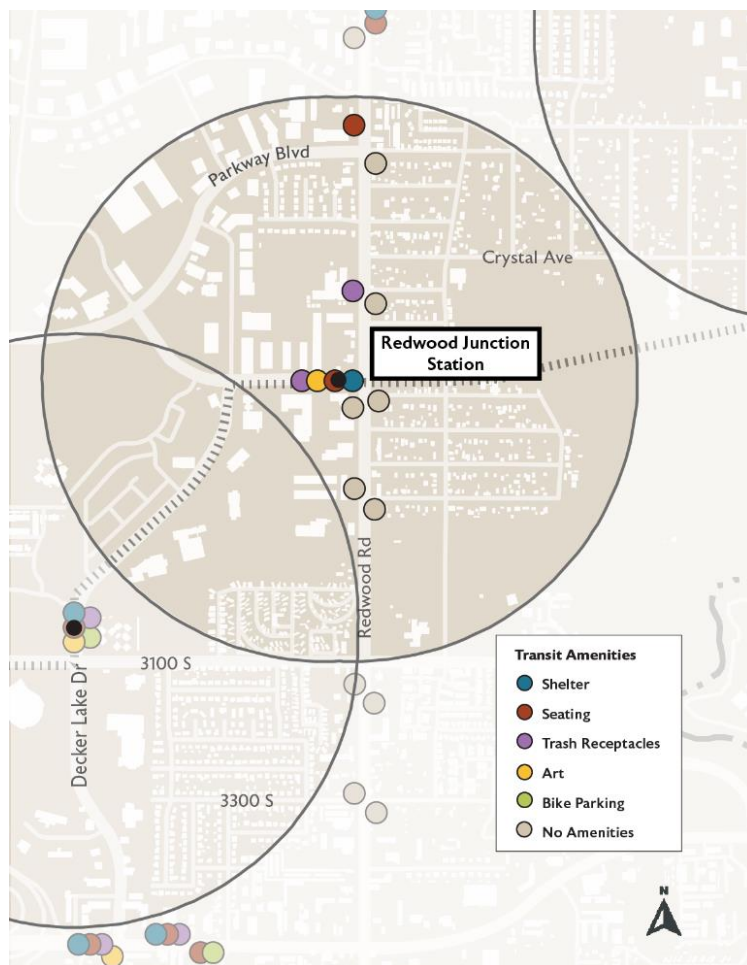
Source: Google Earth.

Redwood Junction Station Area

There are approximately eight bus stops within Redwood Junction Station Area, mostly along Redwood Road. Of these, only one has seating with tree coverage and another with a trash receptacle. Like the other station areas on the TRAX stations, all these amenities are available, except for bike parking.

- **Challenges:** Overall, there is a lack of amenities at the bus stops. This may make transit riders uncomfortable or less encouraged to use transit.
- **Opportunities:** There is a major opportunity to incorporate more amenities, art, or gateway signage at the TRAX station and bus stops, especially with the many services and activities already taking place along Redwood Road. Adding designated spaces for bike parking or additional micromobility options (i.e., bike share, e-scooters) could improve first-and last-mile connections and make traveling and visiting these destinations more convenient.

Figure 54: Transit Amenities within the Redwood Junction Station



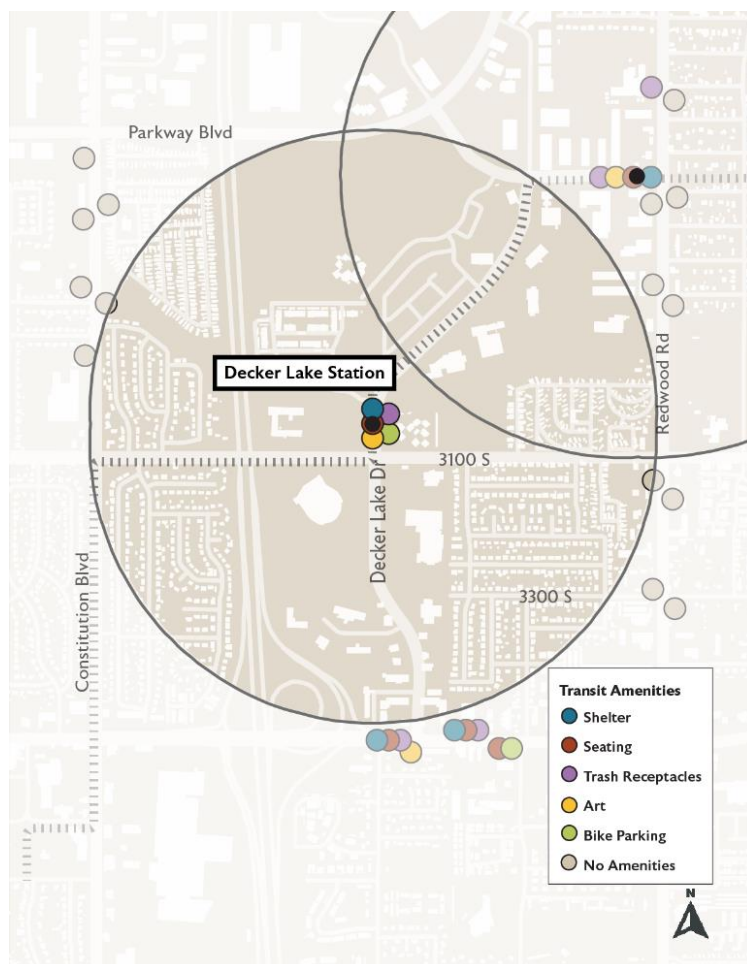
Source: Google Earth.

Decker Lake Station Area

Although there are no bus stops directly within the station area, several bus stops are nearby along 3500 South, south of the Decker Lake Station Area, which have adequate amenities and space for art. Decker Lake Station also has adequate amenities and is located near a larger park-and-ride area with bike parking.

- **Challenges:** The presence of art, wayfinding, or City branding is lacking in the station area. These amenities and placemaking elements may be beneficial near the TRAX station and near the two event centers.
- **Opportunities:** Adding designated spaces for bike parking or additional micromobility options (i.e., bike share, e-scooters) could improve first-and last-mile connections and make traveling and visiting the event spaces and restaurants more convenient.

Figure 55: Transit Amenities within the Decker Lake Station



Source: Google Earth.

Figure 56: Decker Lake Station Shelter Window Art



Source: Google Earth.

Figure 57: 3500 South / Decker Lake Drive with Kinetic Art Display and Other Amenities



Source: Google Earth.

Section 3: Crime Analysis

Incorporating "eyes on the street" involves designing neighborhoods with mixed uses and varying hours of operation, which encourages pedestrian activity and perceived safety. By fostering environments where shops, residences, and public spaces interact, there can be natural surveillance and a sense of collective responsibility for safety.

For this analysis, crime classifications terms from the UTA Police Department and the West Valley City Police Department database in the graphs have been grouped by similar cases. Data from 2019, 2022, 2023, and 2024 has been used in the analysis. Several crime classifications have been categorized as "Other" because they are case-specific and/or not related to physical damage. The times of the day mentioned in this analysis are early morning (12:00 a.m. – 6:00 a.m.), morning (6:00 a.m. – 12:00 p.m.), afternoon (12:00 p.m. – 6:00 p.m.), and night (6:00 p.m. – 12:00 a.m.).

- **Assault** (includes Aggravated Assault, Assault, Sexual Assault, Threats)
- **Theft** (includes Theft, Robbery, Stolen Item, Stolen Vehicle, Fare Evasion)
- **Public Peace** (includes Suspicious Activity and Disorderly Conduct)
- **Traffic Violations** (includes Ordinance Violations, Parking Violations, Moving and Non-Moving Violations, Abandoned Car)
- **Damaged Property** (includes Graffiti, Damage to UTA Property, and Private Property)
- **Other** (i.e. Morals/Decency, Drugs, Health and Safety, Obstruct Justice, Trespassing/Privacy, Warrant, Animals/ Conservation, Fraud, Possession of a Weapon, Public Order, Trespassing)

Trends and Opportunities

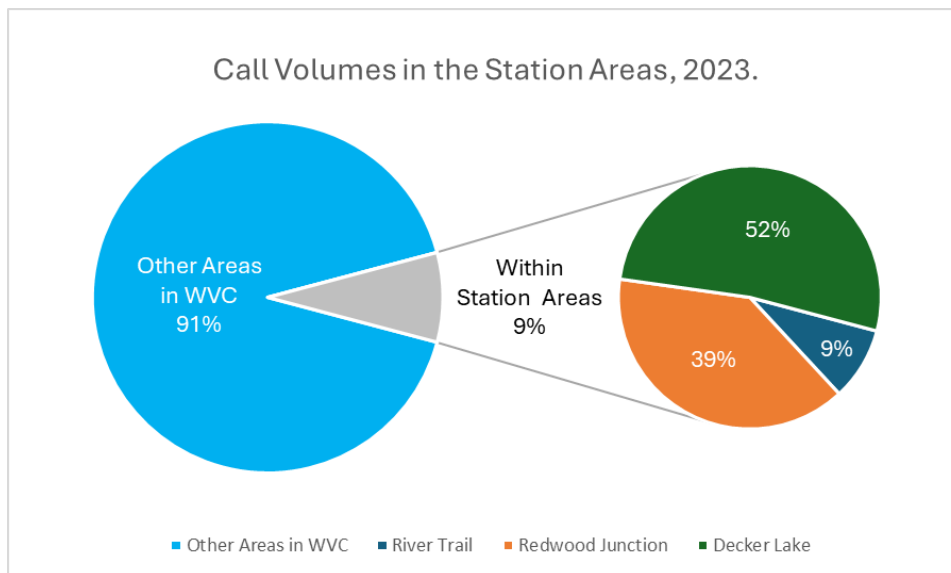
Many of the police call reports were categorized as "Other" and related to individual cases (e.g. trespassing, drug possession, obstructions to police, warrants, etc.), and health and safety concerns related to unhoused individuals near the station areas. Across the station areas, prominent crimes reported were disturbances to public peace, traffic violations, and theft.

Based on data from the West Valley City Police Department, calls have increased between 2022 and 2023 and are predicted to increase in 2024. All crime types have steadily increased over the years. Calls related to traffic violations have increased and are predominately reported within the Redwood Junction Station Area. In 2023, Decker Lake (52% of calls in station areas) and Redwood Junction (39%) Station Areas had more calls than the River Trail Station Area (9%). Approximately 9% of total calls in West Valley City were made within the station areas.

In 2023, calls to the UTA Police Department were mostly made on weekdays during the afternoon and night times (between 12:00 p.m. to 12:00 a.m.). However, at the River Trail Station, calls were made during the morning and afternoon (6:00 a.m. to 6:00 p.m.). From 2023 to 2024, there is an increase in calls related to disturbance of public peace, traffic violations, theft, and assault. Most cases related to theft and traffic violations were individuals evading UTA transit fares, reports of stolen vehicles, or traffic incidents involving UTA buses or occurred on UTA property. There is a general decrease in calls about overall damaged property.

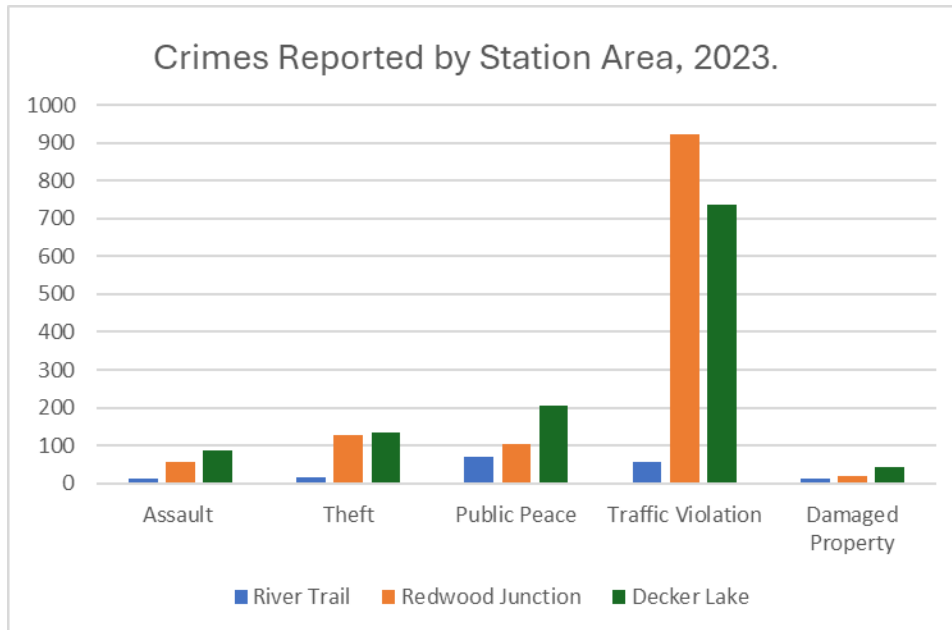
Overall, there is more to understand about crime and safety in the station areas. Effective strategies may include integrating ample lighting, allowing clear sightlines, and creating active street fronts to enhance visibility and natural surveillance and following other Crime Prevention Through Environmental Design (CPTED) strategies.

Figure 58: WVC Police Department, Call Volumes during 2023



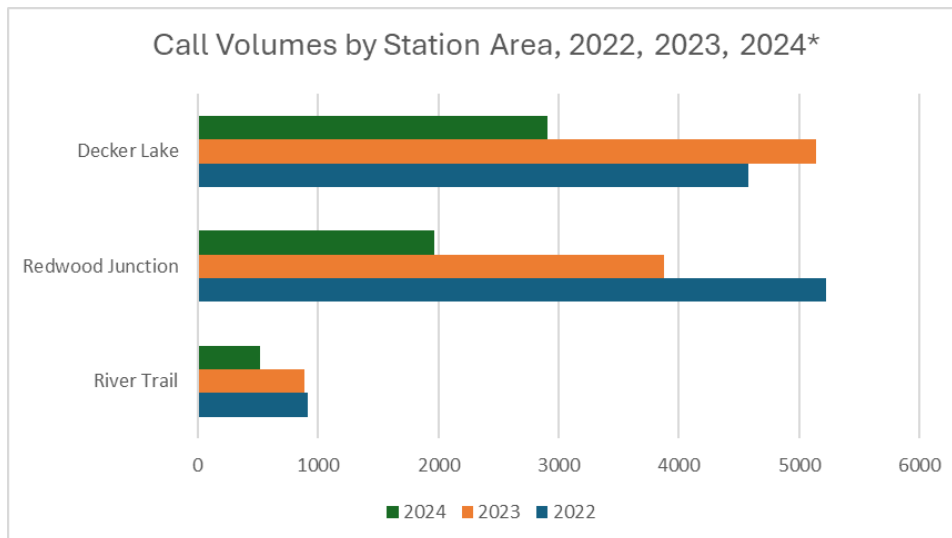
Source: WVC Police Department.

Figure 59: WVC Police Department, Crimes Reported during 2023



Source: WVC Police Department.

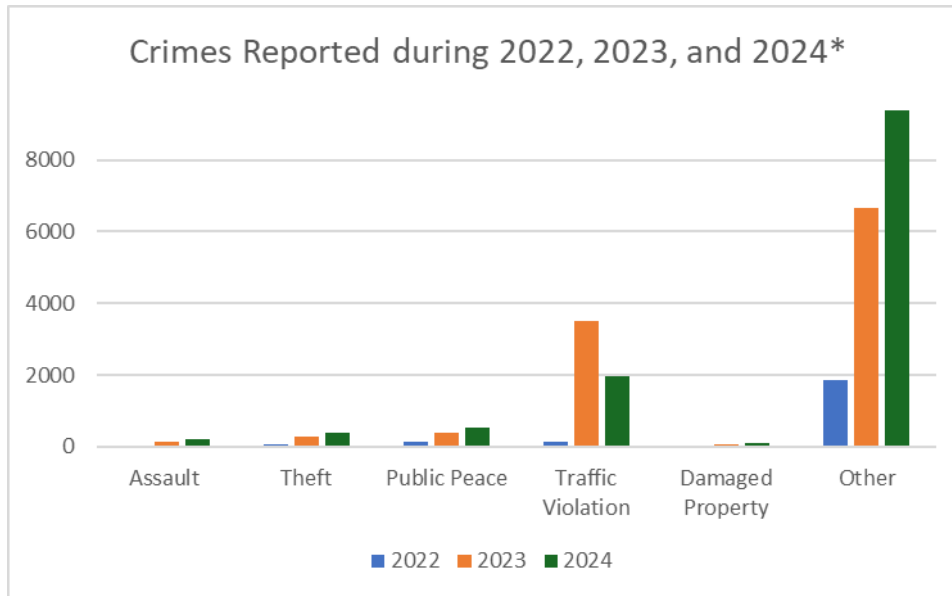
Figure 60: WVC Police Department, Call Volumes during 2022, 2023, and 2024*



Source: WVC Police Department.

*2024 data is based on a six-month period between January and July 2024

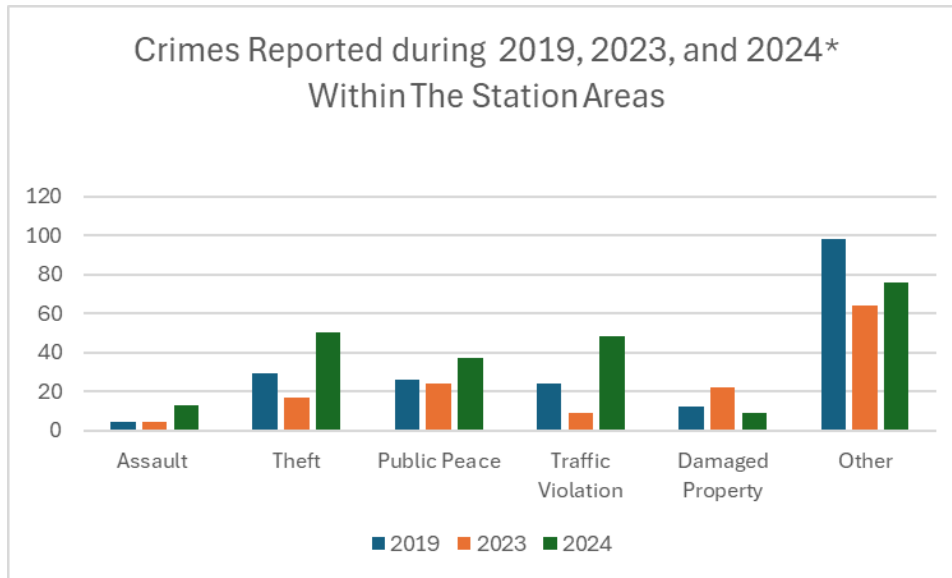
Figure 61: West Valley City Police Department, Crimes Reported during 2022, 2023, and 2024*



Source: WVC Police Department.

*2024 data is based on a six-month period between January and July 2024

Figure 62: UTA Police Department, Crimes Reported during 2019, 2023, and 2024*



Source: UTA Police Department.

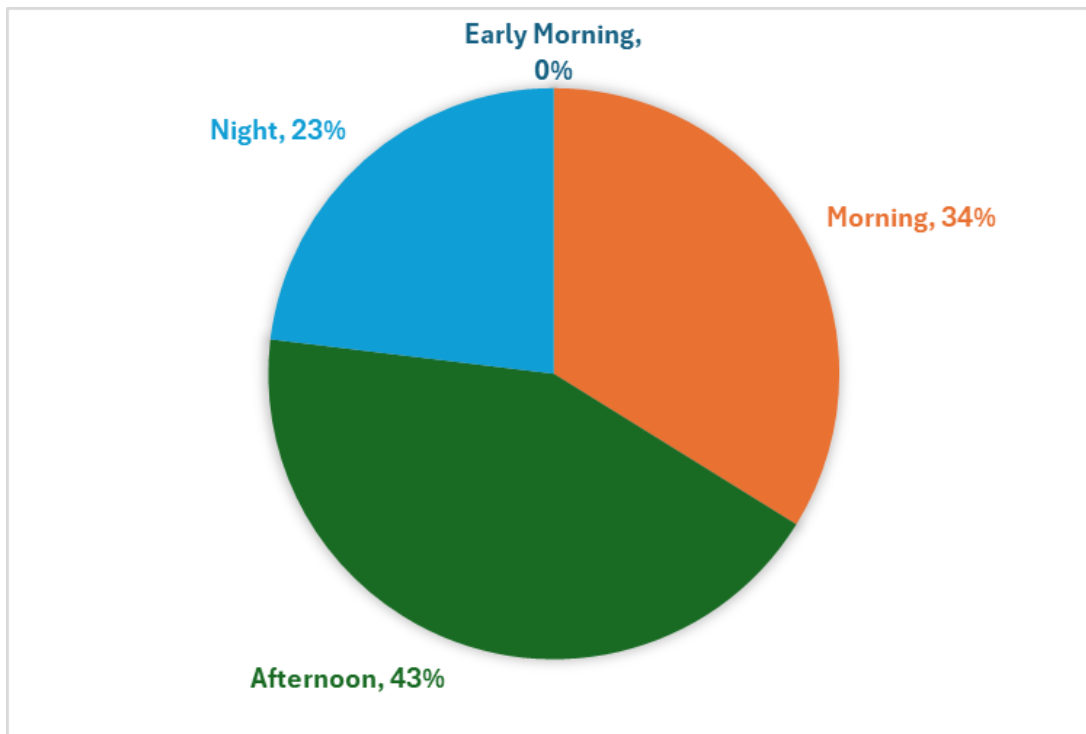
*2024 data is based on a six-month period between January and June 2024

River Trail Station Area

In 2023, sixty-five police calls were made within the station area, most of the crimes were reported during the afternoon (43%) and morning (34%) in addition to more calls during the weekdays. This may be correlated with the higher transit use between the hours of 8:00 a.m. to 6:00 p.m. for individuals commuting to and from work and school. Fewer calls were documented during night and early morning hours.

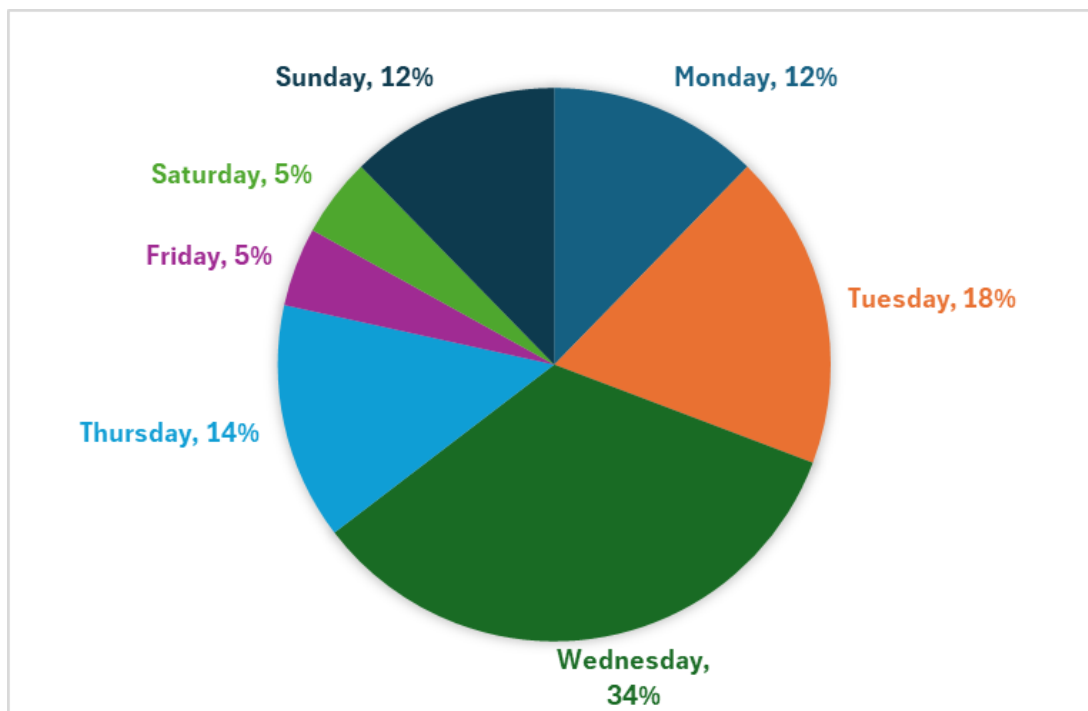
Crimes reported aside from the “Other” category were disturbance of public peace (17%) and damaged property (17%). This includes suspicious person(s) or activities, disorderly conduct, damage to UTA property, and graffiti.

Figure 63: Crimes Reported by Time of the Day in the River Trail Station Area, 2023



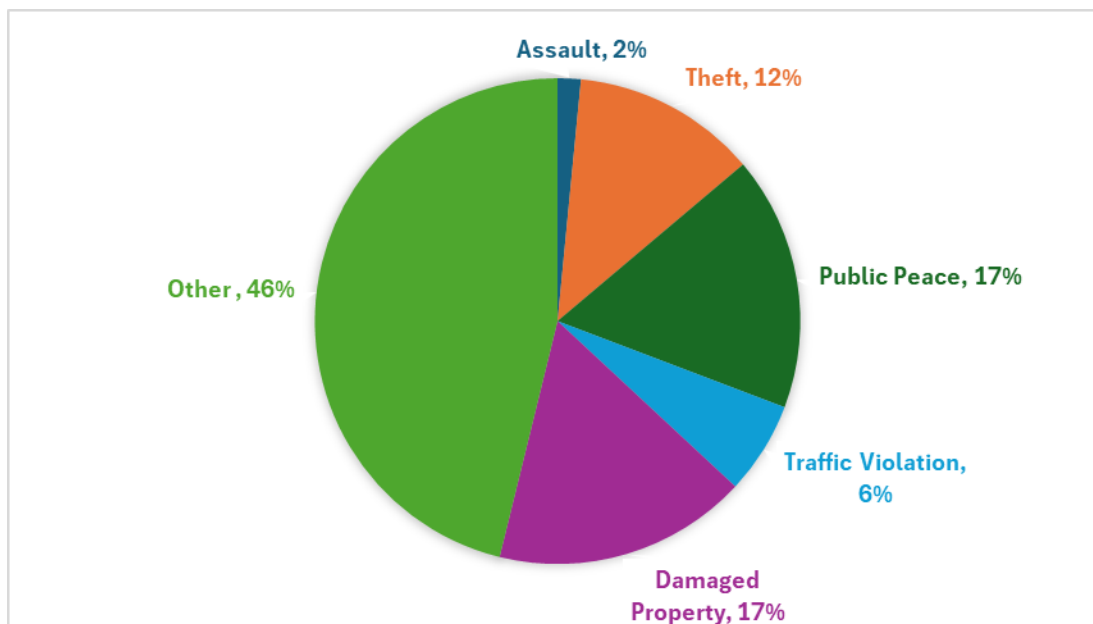
Source: UTA Police Department.

Figure 64: Crimes Reported by Time of the Week in the River Trail Station Area, 2023



Source: UTA Police Department.

Figure 65: Crimes Classifications Reported in the River Trail Station Area, 2023



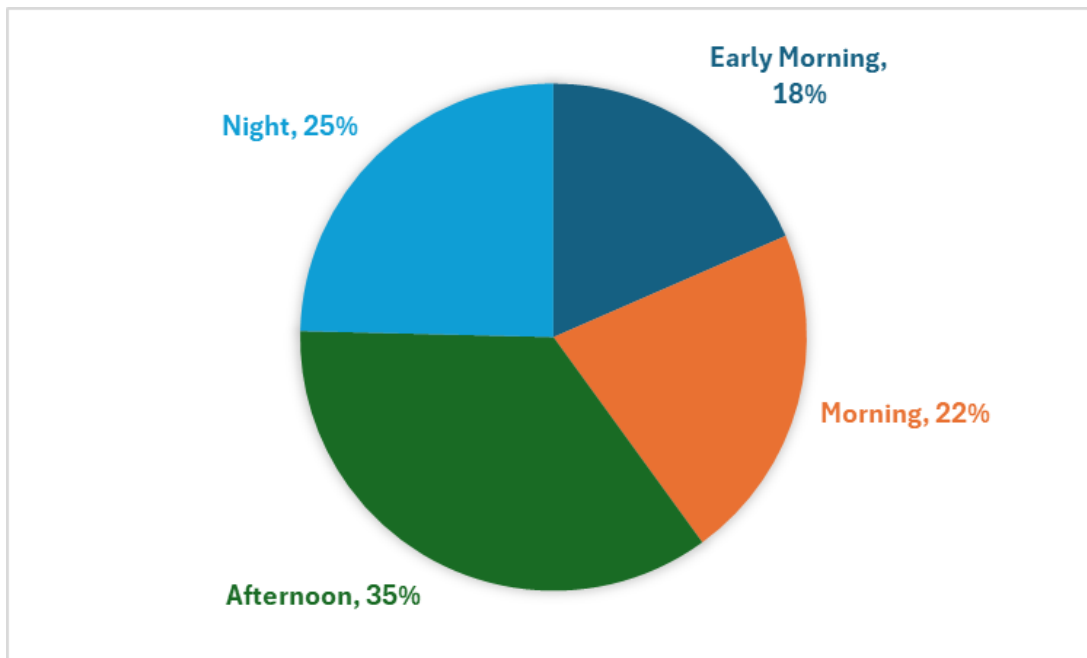
Source: UTA Police Department.

Redwood Junction Station Area

In 2023, sixty-five police calls were made in the Redwood Junction Station Area. The calls were predominantly made in the afternoon (35%) followed by night (25%) and morning (22%). Fewer calls were documented during early morning hours (18%). This may be correlated with the higher transit use between the hours of 8:00 a.m. to 6:00 p.m. for individuals commuting to and from work and school.

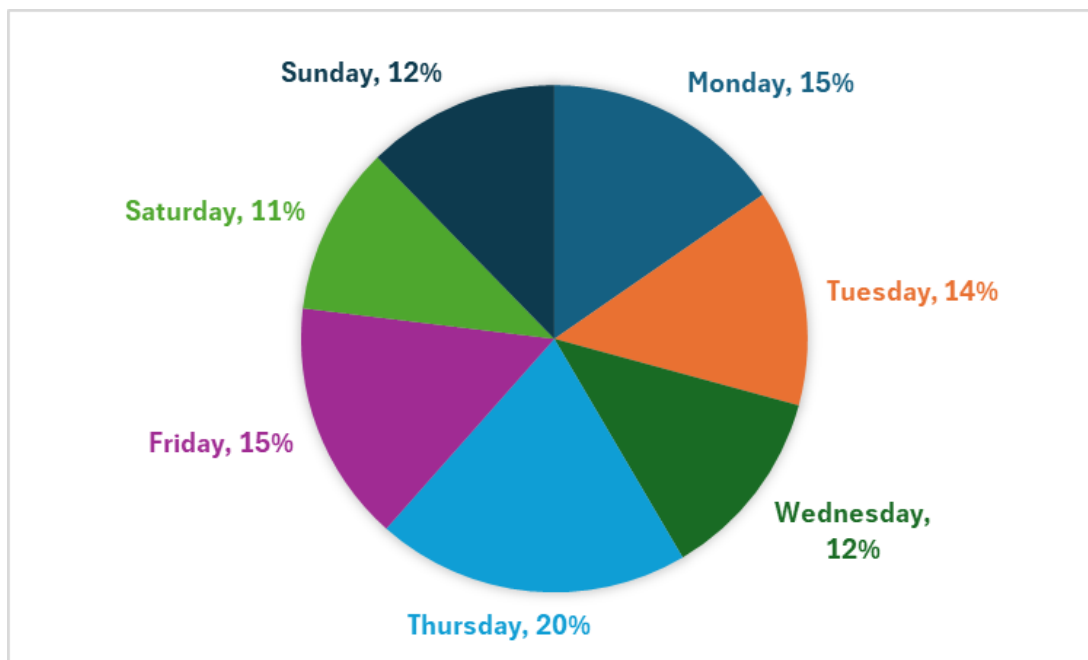
Police calls were also spread throughout the week with slightly more calls on Thursdays (20%). Fewer calls were documented during early morning hours. Crimes reported in the station aside from the "Other" category were disturbance of public peace (18%), damaged property (14%), and theft (14%). This includes suspicious person(s) or activities, disorderly conduct, damage to UTA property, graffiti, and UTA fare evasion.

Figure 63: Crimes Reported by Time of the Day in the Redwood Junction Station Area, 2023



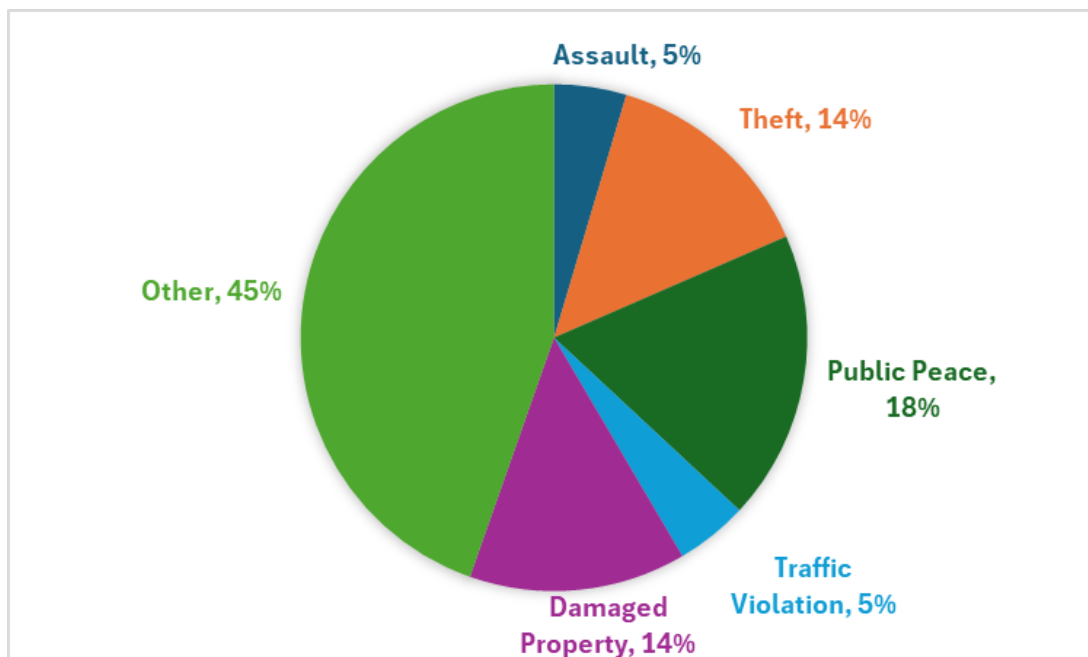
Source: UTA Police Department.

Figure 66: Crimes Reported by Time of the Week in the Redwood Junction Station Area, 2023



Source: UTA Police Department.

Figure 67: Crimes Classifications Reported in the Redwood Junction Station Area, 2023



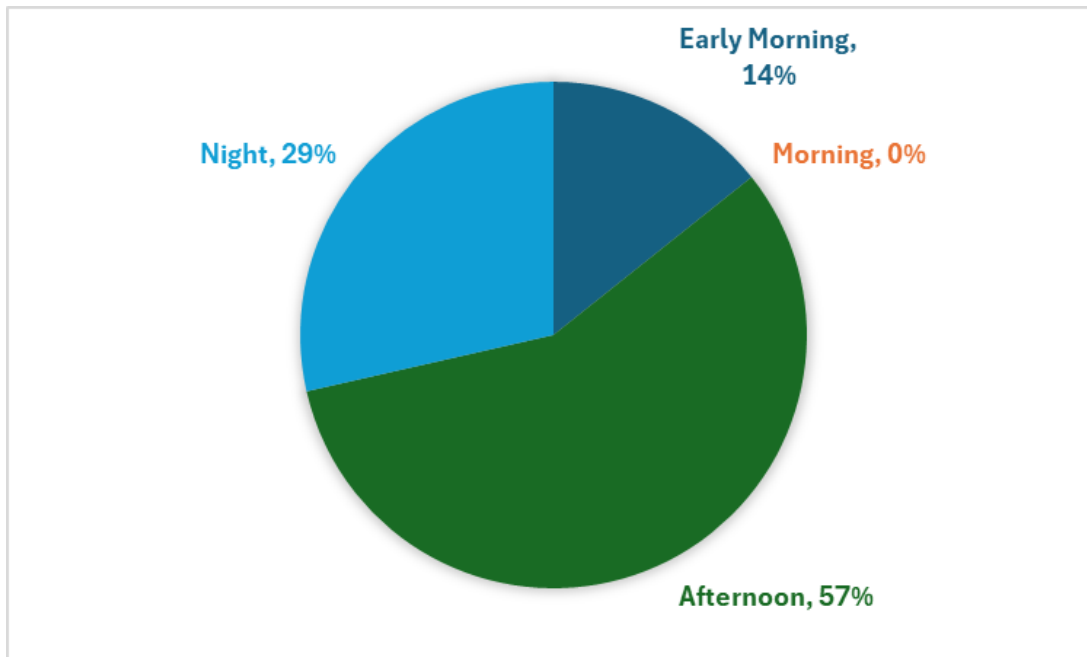
Source: UTA Police Department.

Decker Lake Station Area

In 2023, the Decker Lake Station Area had seven police calls. Reports were largely made in the afternoon (57%) followed by night (29%) and some in the early morning (14%). This may be correlated with the higher transit use between the hours of 8:00 a.m. to 6:00 p.m. for individuals commuting to and from work and school.

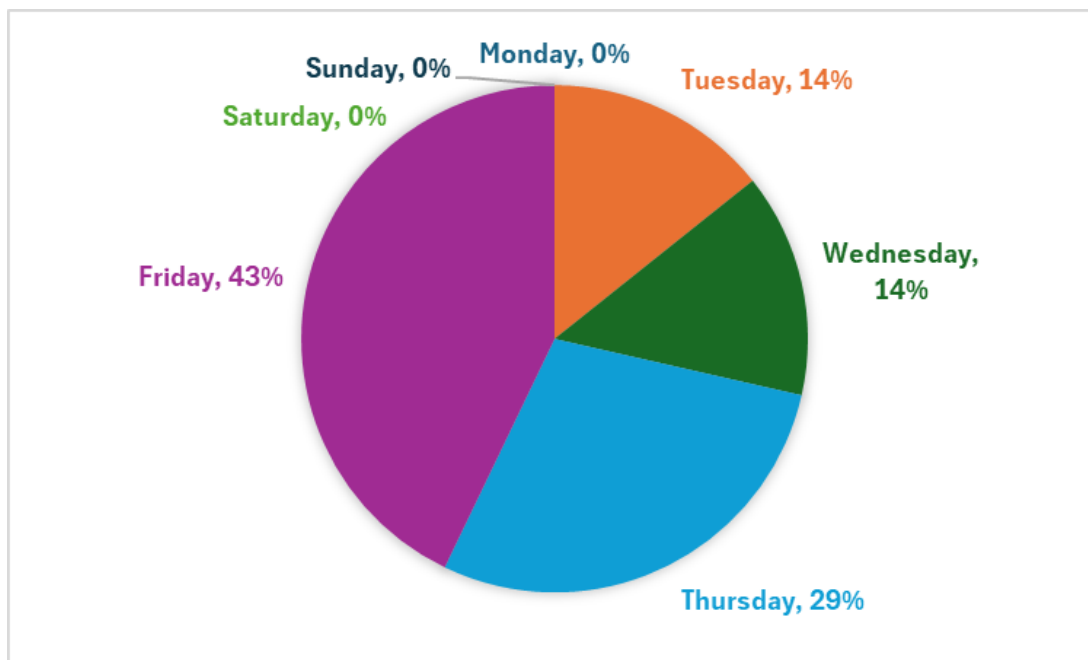
Police calls were mostly documented on Fridays (43%) and Thursdays (29%). Aside from calls in the "Other" category reports were related to damaged property (29%), disturbances to public peace (14%), and traffic violations (14%). This includes damage to UTA property, graffiti, disorderly conduct, and accidents involving UTA buses.

Figure 68: Crimes Reported by Time of the Day in the Decker Lake Station Area, 2023



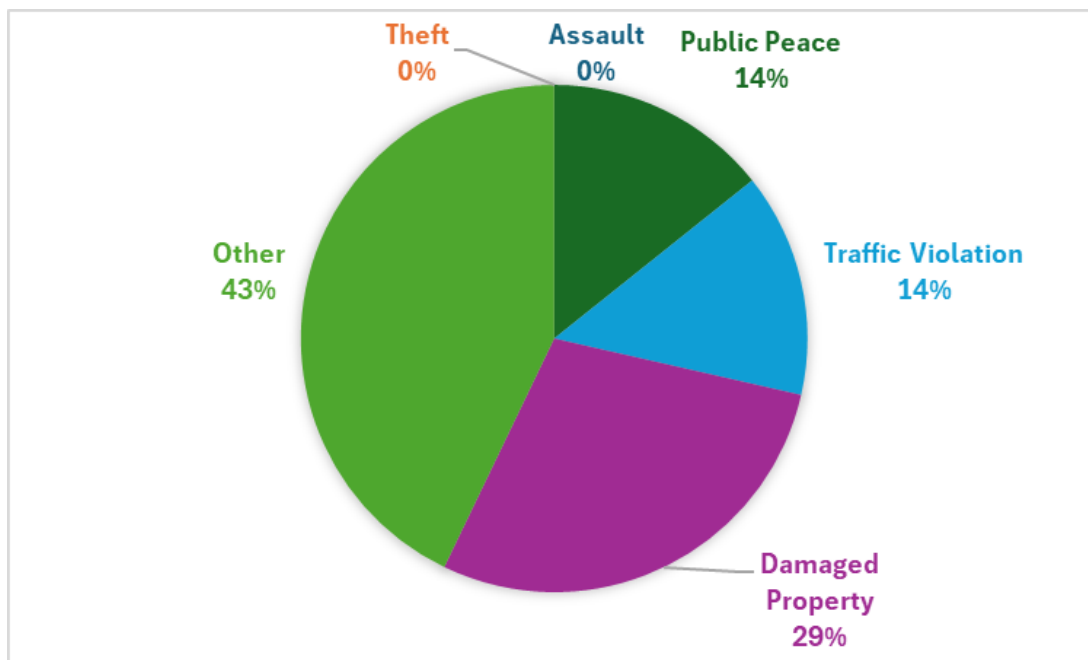
Source: UTA Police Department.

Figure 69: Crimes Reported by Time of the Week in the Decker Lake Station Area, 2023



Source: UTA Police Department.

Figure 70: Crimes Classifications Reported in the Decker Lake Station Area, 2023



Source: UTA Police Department.