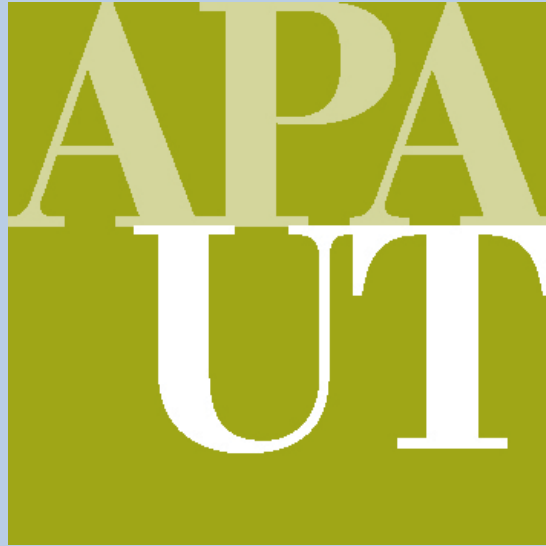


APA Utah 2020 Awards Ceremony



APA Utah Awards Committee Members

Big Thanks!

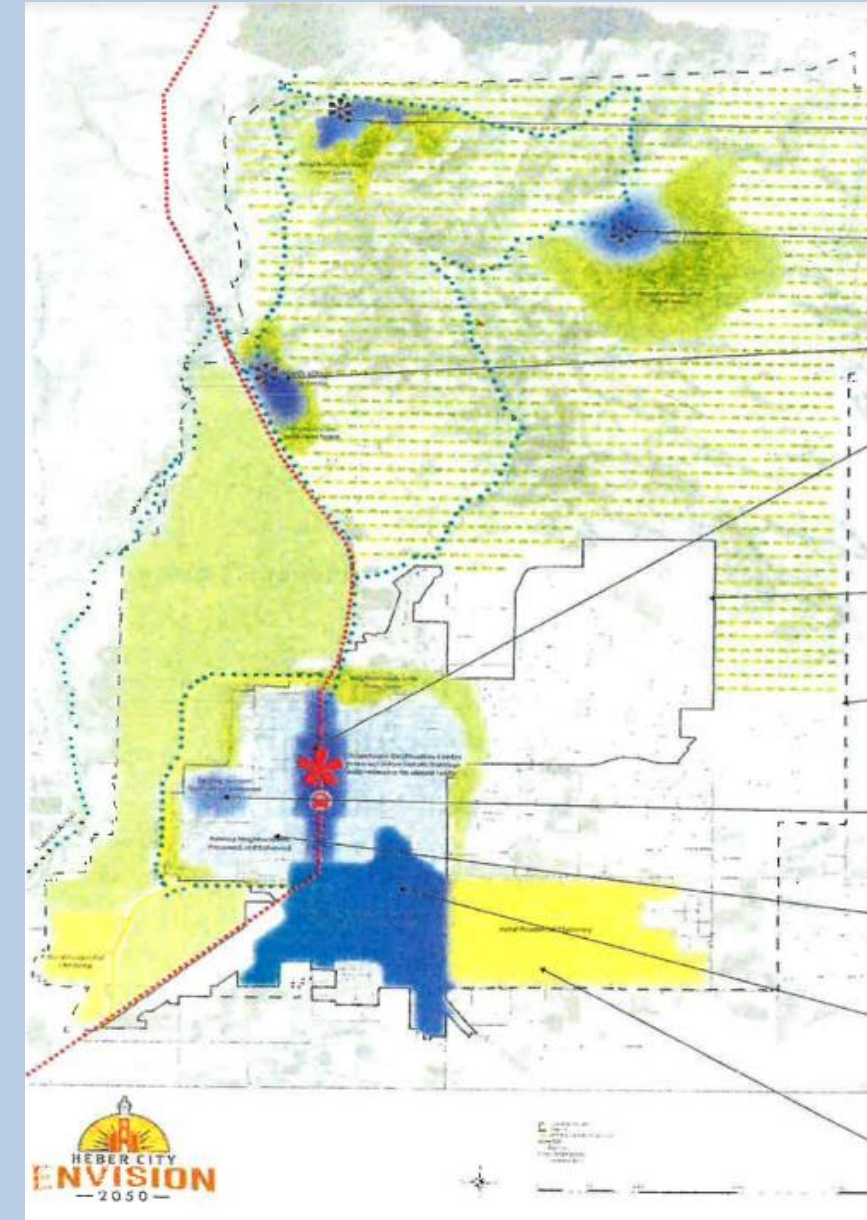
- Blaine Gehring
- Michael Johnson
- Emily Guffin
- Andrea Garfinkel-Castro
- Amy Zaref
- Amir Caus
- Daniel Cardenas
- Morgan Brim

- Mack McDonald
- Michael Bryant
- Michael Florence
- Jon Nepstad
- Lars Erickson
- David Gellner

Special thanks to
Judi Pickell and Ted Knowlton

Heber City General Plan Comprehensive Plan High Achievement Award

25 Maps Created by Groups of Citizens





Wasatch Canyons General Plan Comprehensive Plan High Achievement Award



We Are Stockton: Stockton General Plan 2020 Comprehensive Plan High Achievement Award



Small Town + Resort Planning Students, and their instructor Bruce Parker, ACP (back row, left), on their first visit to Stockton Town. Image taken in front of the Stockton Jail, erected 1902.



WE
ARE
STOCKTON.



The General Plan of the Town of

The Mayor leads planning students on a tour of Stockton Town.



Example Education Panel and Public Outreach Blurb

Connectivity

What Is Planning for 'Connectivity'?

Transportation is a means to an end. And in Stockton, the end that we envision is a community where people, regardless of age, income, or ability, can access their daily needs and participate fully in civic life. Planning for connectivity means providing all residents with the infrastructure or programs they need in order to:



This section considers all forms of transportation networks, recognizing that many of Stockton's residents do not have access to a personal vehicle or the ability to drive.

More than any other item, survey respondents claimed that 'roads and services' in Stockton were in most need of improvement. Eight survey respondents (44%) marked that they strongly desire the addition of sidewalks or a multi-use path in town.

- From the Stockton Development and Opportunities Survey 2020.

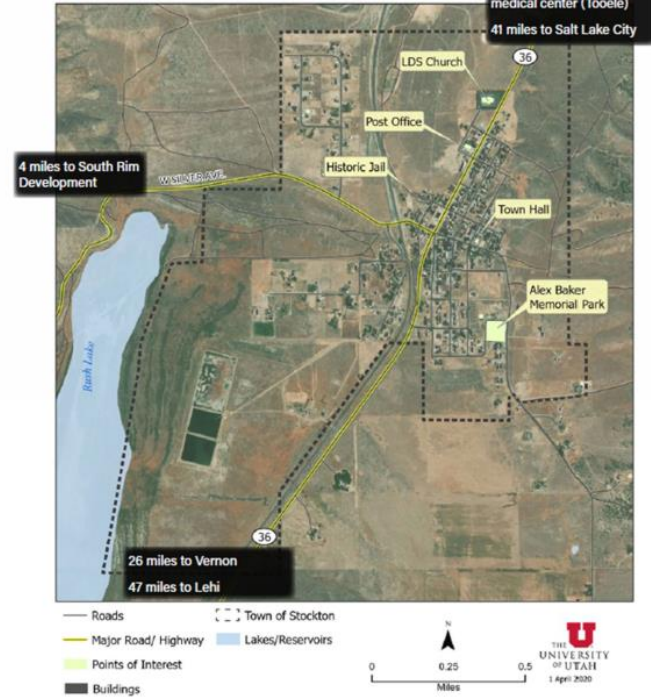
EXISTING CONDITIONS

Most of the places that Stockton residents frequent on a daily basis (schools, medical facilities, grocery stores, . . .) are accessible only by car. The nearest grocery store is almost 8 miles from Stockton's Town Hall, and the nearest elementary school is nearly 6 miles away. Both of these destinations are located within the City of Tooele. Within Stockton's town limits, residents visit the Post Office daily to pick-up their mail. They also take advantage of Stockton's recreational assets, including the newly improved Alex Baker Memorial Park.

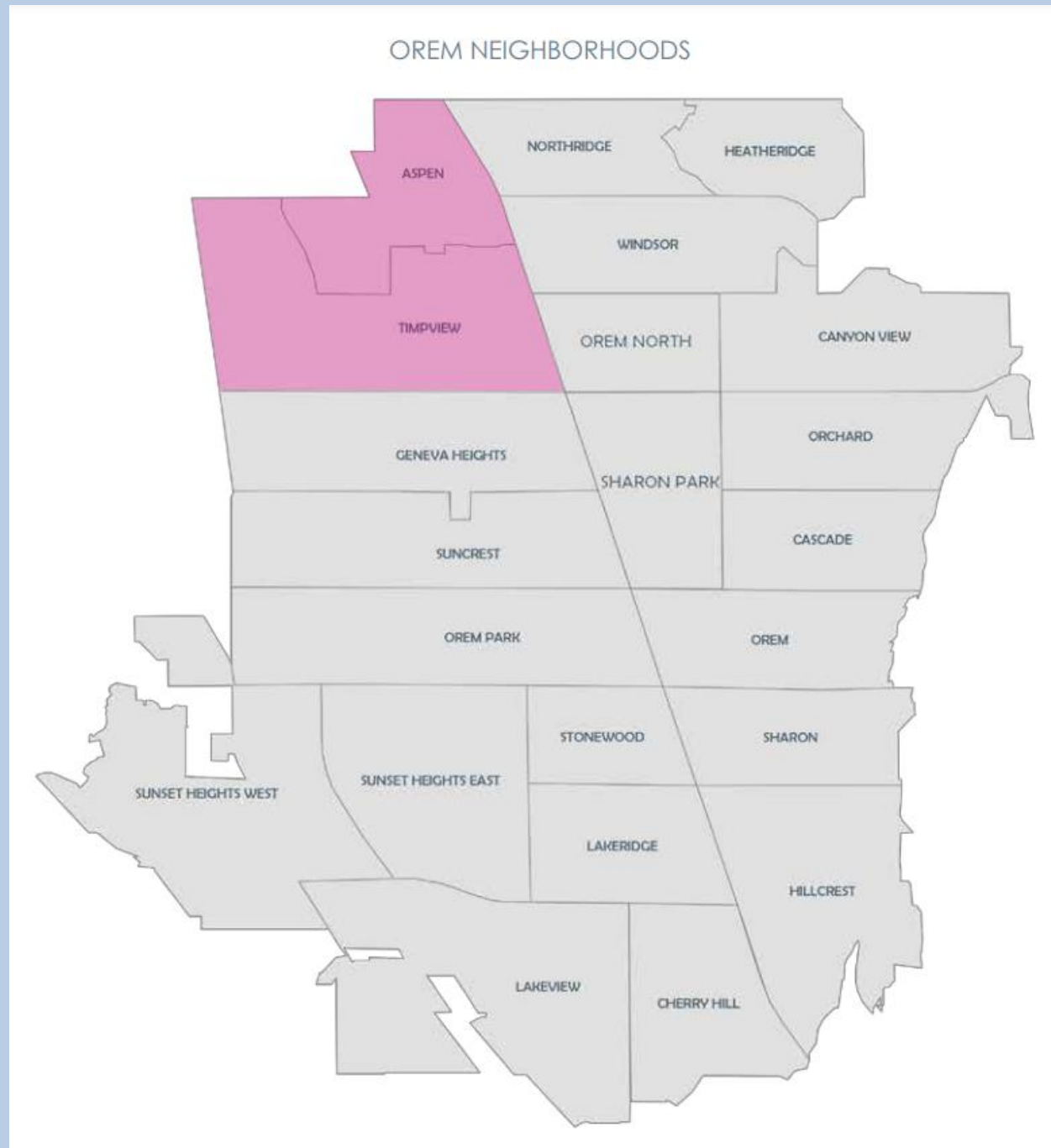
The main corridor through town is State Highway 36, also called Connor Avenue (Stockton's Main Street). The highway receives an annual average daily traffic (AADT) load of 5,600 vehicles (UDOT 2016). It acts as a barrier to walking and biking activity between the east and west sides of town. Not a single pedestrian crossing existed on the highway as it passed through Stockton at the time of this plan's development. Silver Avenue, which connects Stockton with the South Rim Development to the west, receives an AADT of 1,000 vehicles per day (UDOT 2016). This number is likely to increase as more housing is developed in South Rim.

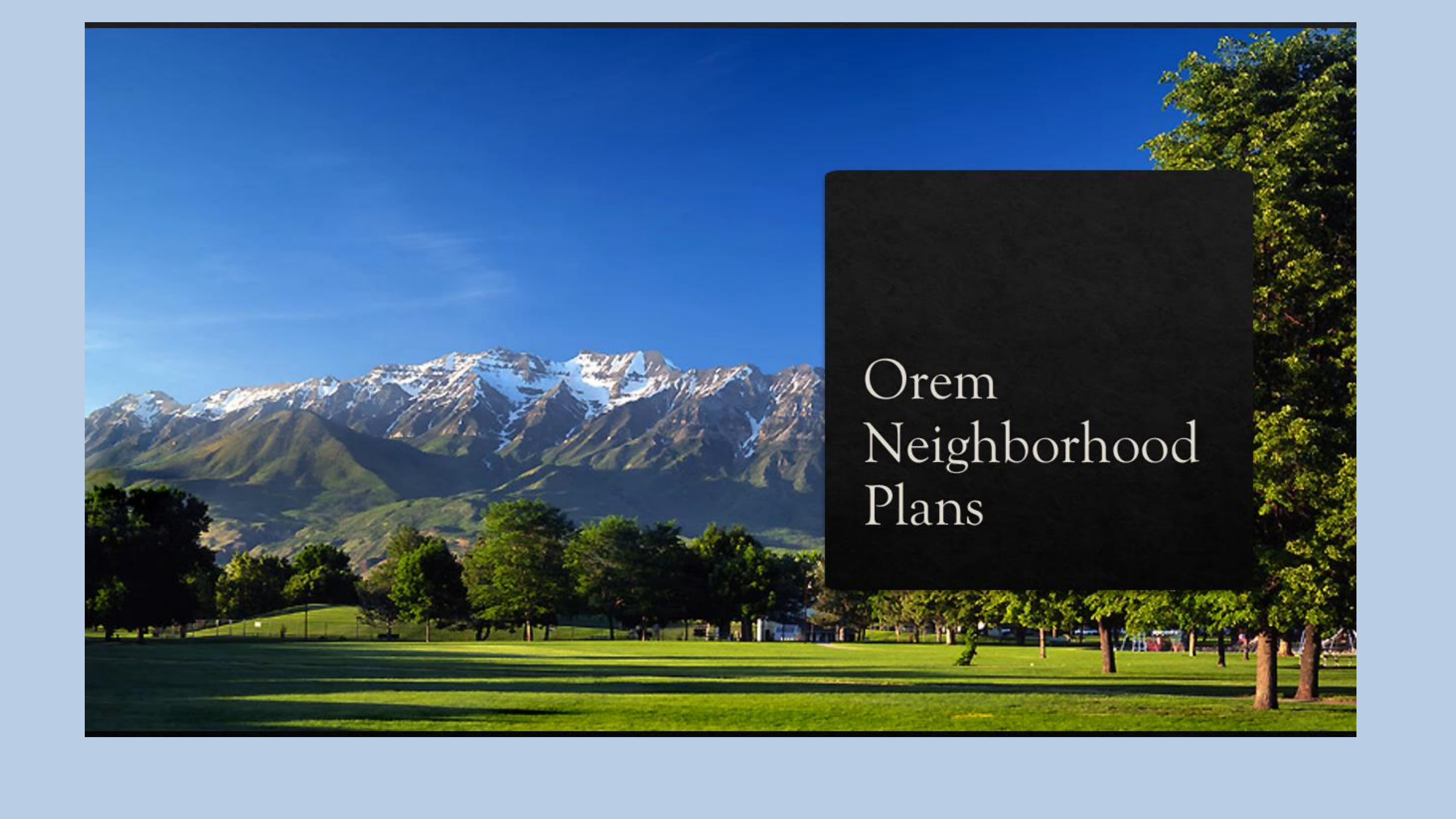
Sidewalks line both sides of Highway 36 through Stockton from Kings Ave (north) to Silver Ave (south). In other areas of town, the availability of sidewalk is sporadic, and where it is available, it has often not been maintained. Currently, no bike lanes exist through Stockton. But several of the roads could become bicycle-friendly with minor improvements. There are no fixed bus routes through town, but demand-response bus services are provided on a limited basis through Tooele County. The majority of these services are only available to seniors and persons with disabilities (Tooele County Transportation 2020).

TOWN OF STOCKTON - POINTS OF INTEREST -



Orem Neighborhood Plans General Plan Element High Achievement Award

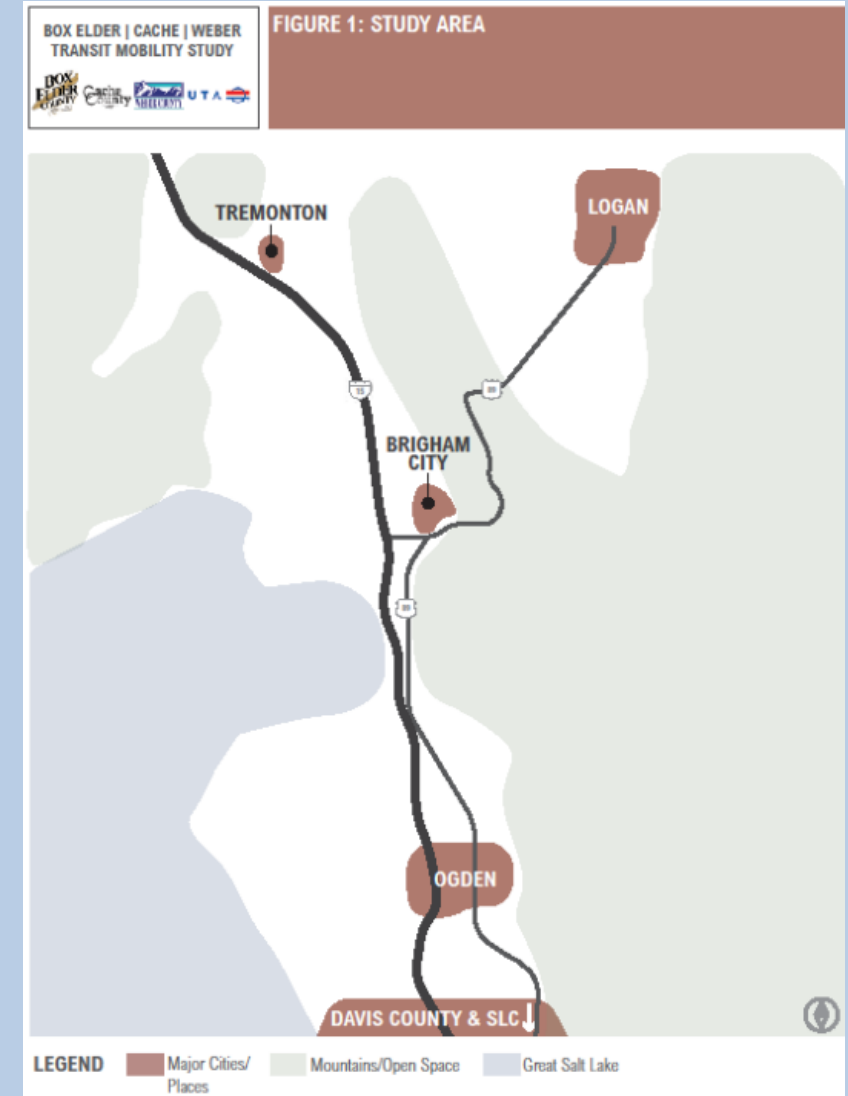
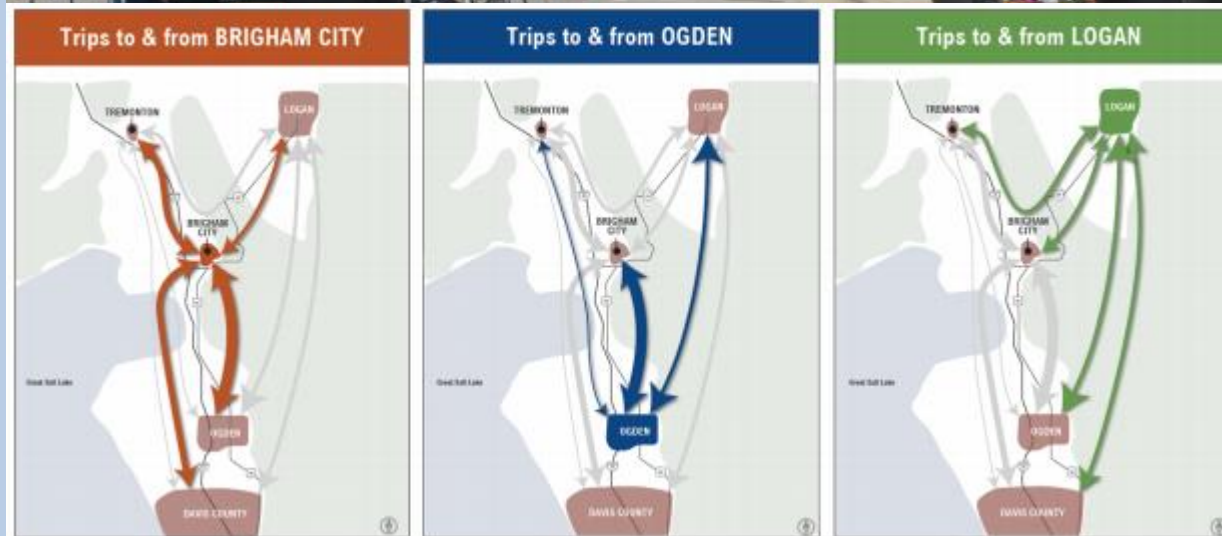




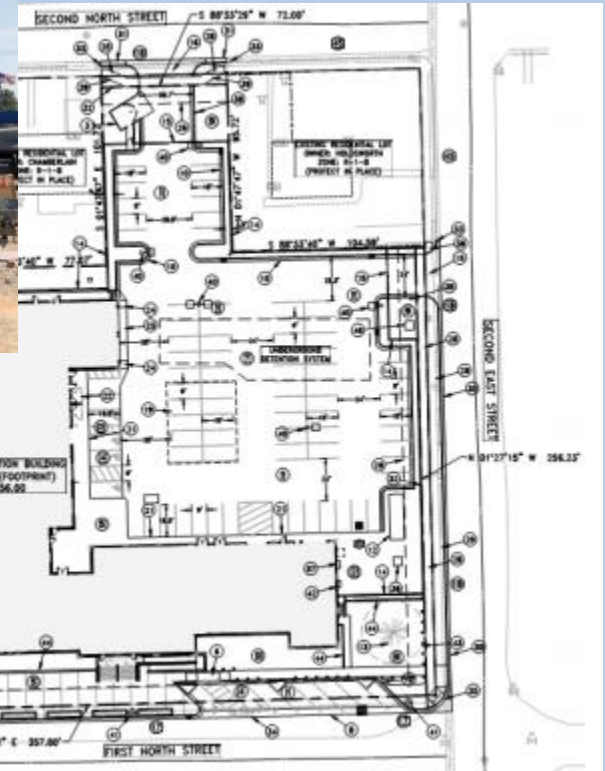
Orem Neighborhood Plans

Box Elder Transit Study

Regional Plan High Achievement Award



Lehi City Public Safety Building Planning Study High Achievement Award



Lehi City Street Connectivity Standards Regulation High Achievement Award

LEHI'S STREET CONNECTIVITY STANDARDS

Lehi City recognized the importance of street connectivity and undertook 1.5-year process to create and adopt street connectivity standards.

In late 2014, staff began the process by researching connectivity metrics to determine the right fit for Lehi. Planning staff worked closely with

Section 37.050, Connectivity Standards

(New 04/28/16)

A. **Purpose.** These standards are intended to create a connected transportation system between neighborhoods and commercial areas within the City. The specific purposes of this Section include:

1. Promoting walkability through additional connections and shorter block lengths.
2. Improving emergency response time.
3. Increasing effectiveness of delivery access.

links and nodes that serves as a metric for measuring the level of connectivity.

4. **Cul-de-sac Length** – The distance from the street intersection to the throat of the cul-de-sac bulb (see Figure 26).



locations if it will increase the connectivity within an adjacent property.

4. A circulation plan will be required for proposed developments with more than one acre in project size or with more than ten (10) units. The Planning Director and City Engineer may waive the requirement for a circulation plan on a case-by-case basis.

D. **Connectivity Index Calculation.** The required connectivity index is calculated by dividing the total number of links by the total number of nodes (see Figure 27).



Figure 27. Example connectivity index calculation. This example shows 23 links divided by 13 nodes, resulting in a connectivity index of 1.77.

1. For the purposes of calculation of total links, one link beyond the intersection shall be included in the connectivity index calculation. Street stubs that provide future properties or streets that are considered links.
2. An additional 1/2 link shall be included in the connectivity index calculation for the following:
 - (a) Hard surface pedestrian path through a cul-de-sac with a minimum width of ten (10) feet including a two (2) foot soft shoulder on each side (see Figure 28);
 - (b) Hard surface master street connection with a minimum width of ten (10) feet including an additional two (2) foot soft shoulder on each side (see Figure 29);
 - (c) Internal hard surface trail segment connecting two roads with a minimum width of ten (10) feet including an additional two (2) foot soft shoulder on each side (see Figure 30).

Lehi Connectivity Standards - Implementation



accessibility for emergency response.

City Engineer may require changes to stub road



Southern Parkway Active Transportation Plan Regional Plan High Achievement Award



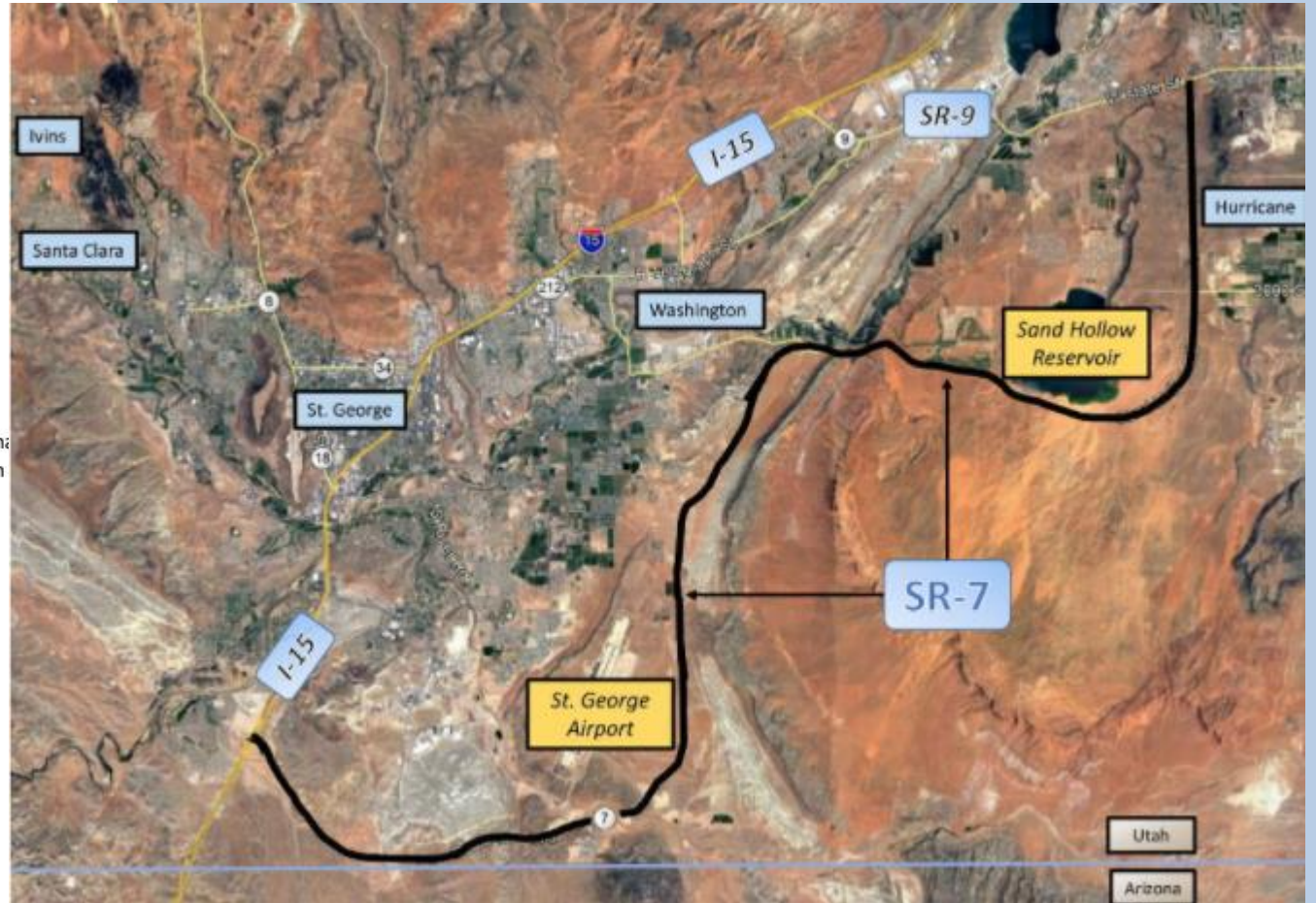
SOUTHERN PARKWAY ACTIVE TRANSPORTATION PLAN

ABSTRACT

Award nomination for the Utah Chapter of the American Planning Association

Jeff Sanders

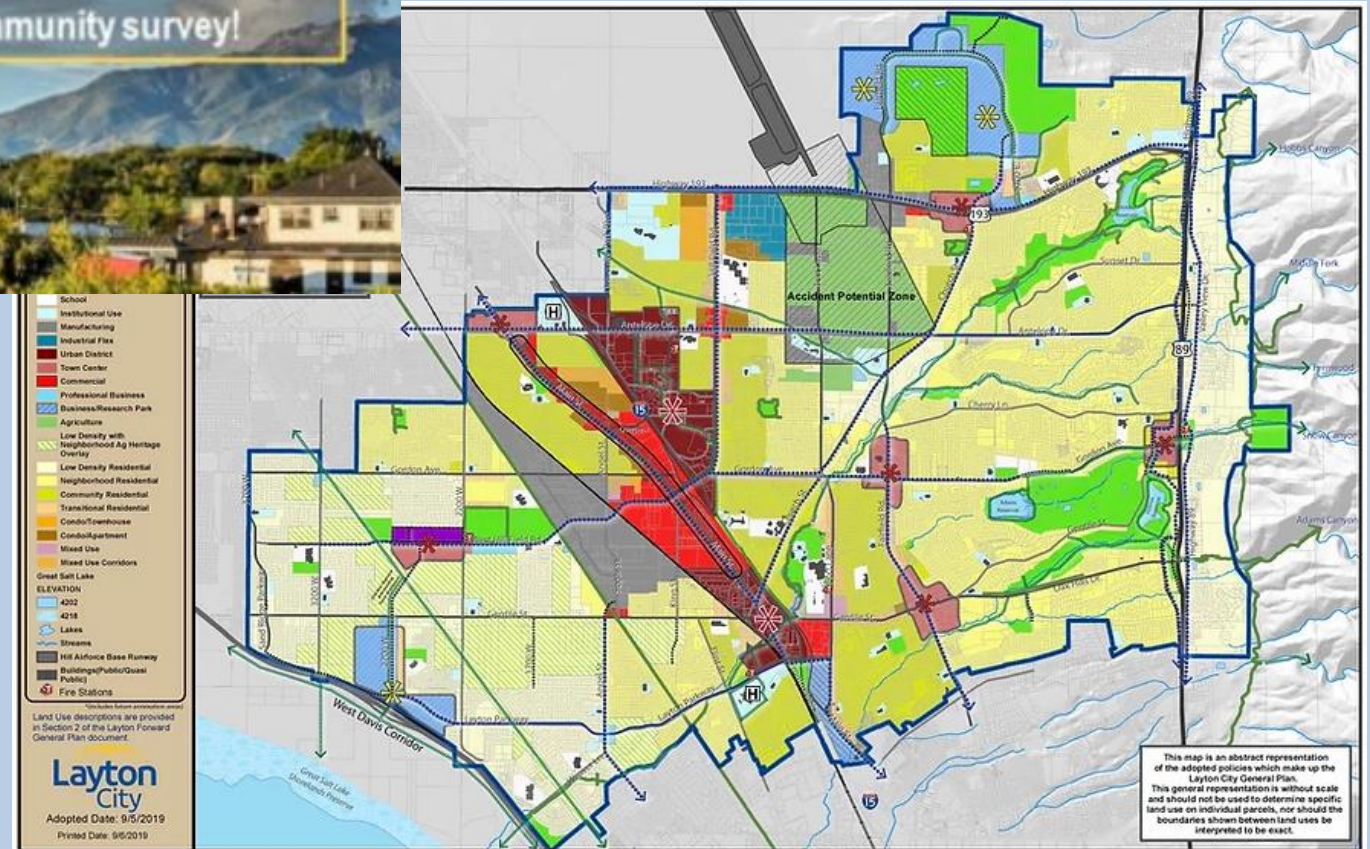
Region Planning Manager, Utah
Department of Transportation



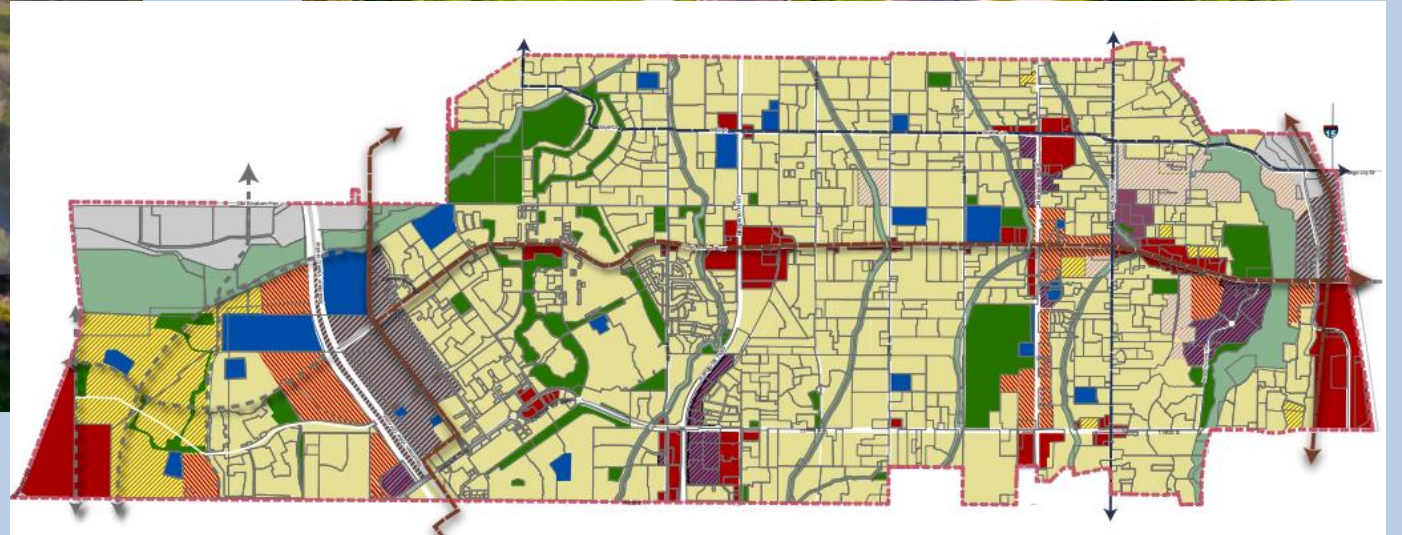
Southern Parkway Active Transportation Plan



Layton Forward – General Plan Update Comprehensive Plan Merit Award

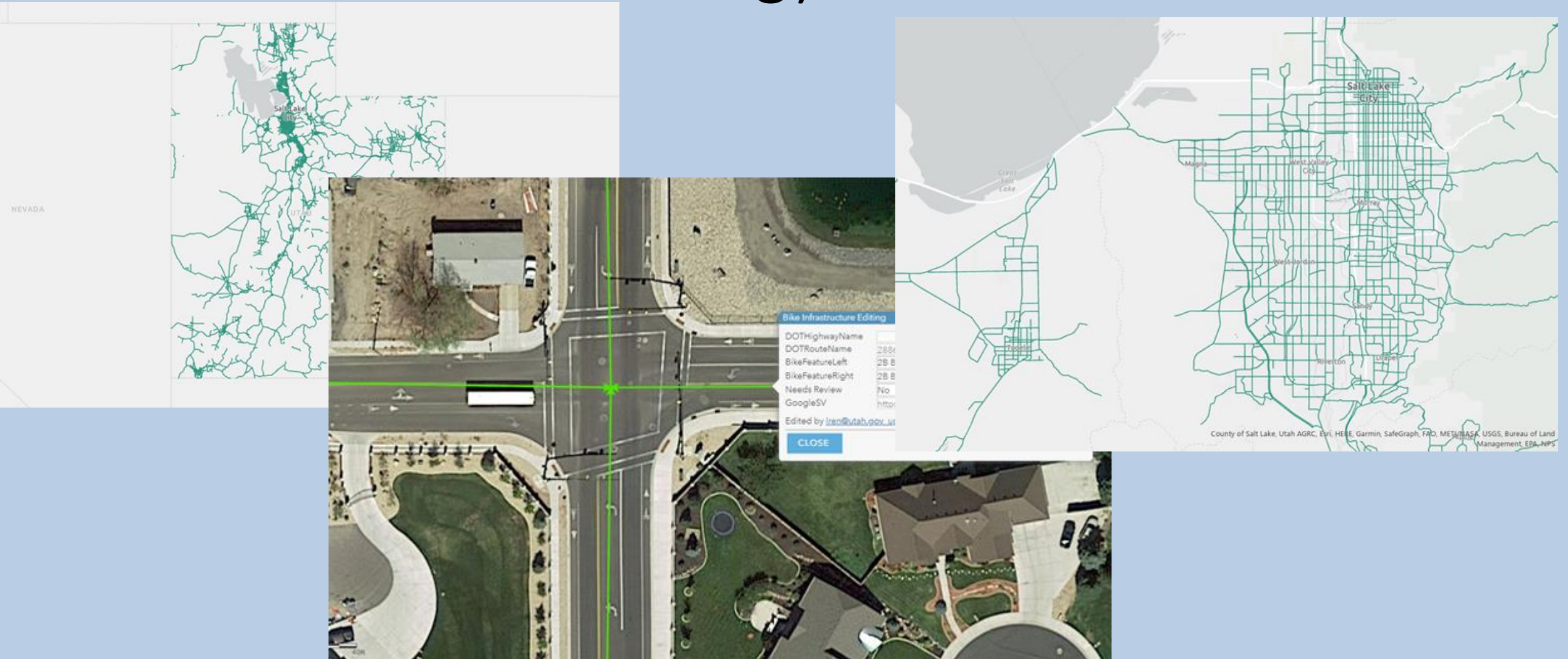


South Jordan General Plan Comprehensive General Plan Merit Award



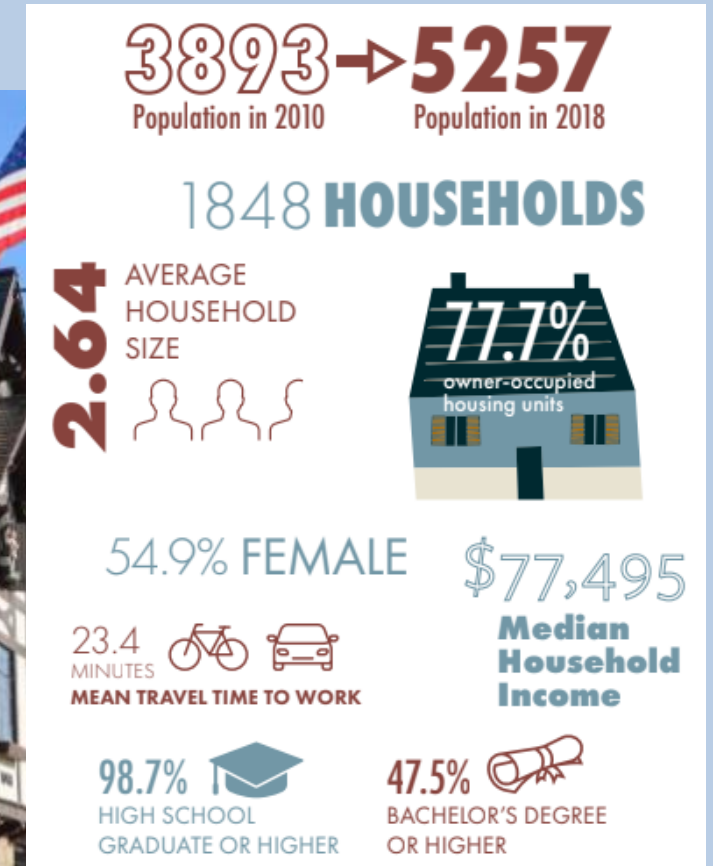


UDOT Bike Infrastructure Data Collection Information Technology Merit Award



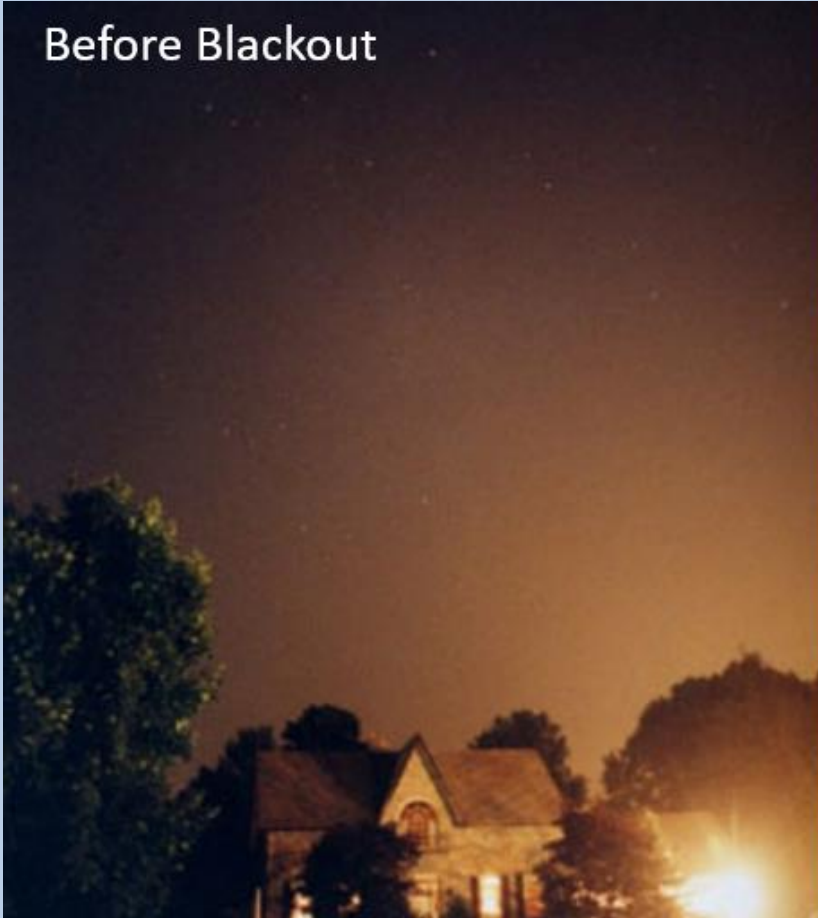
Midway Town Square Analysis & Opportunities Report

Planning Study Merit Award

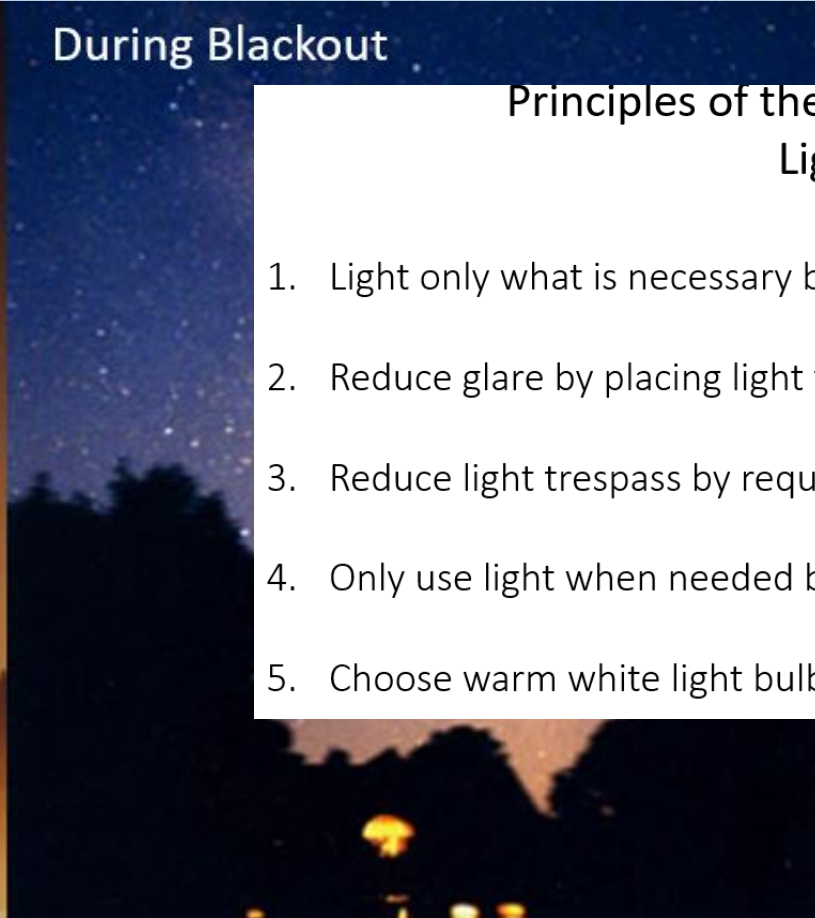


Cottonwood Heights Dark Sky Ordinance Ordinance Merit Award

Before Blackout



During Blackout



Principles of the Cottonwood Heights Outdoor Lighting Ordinance

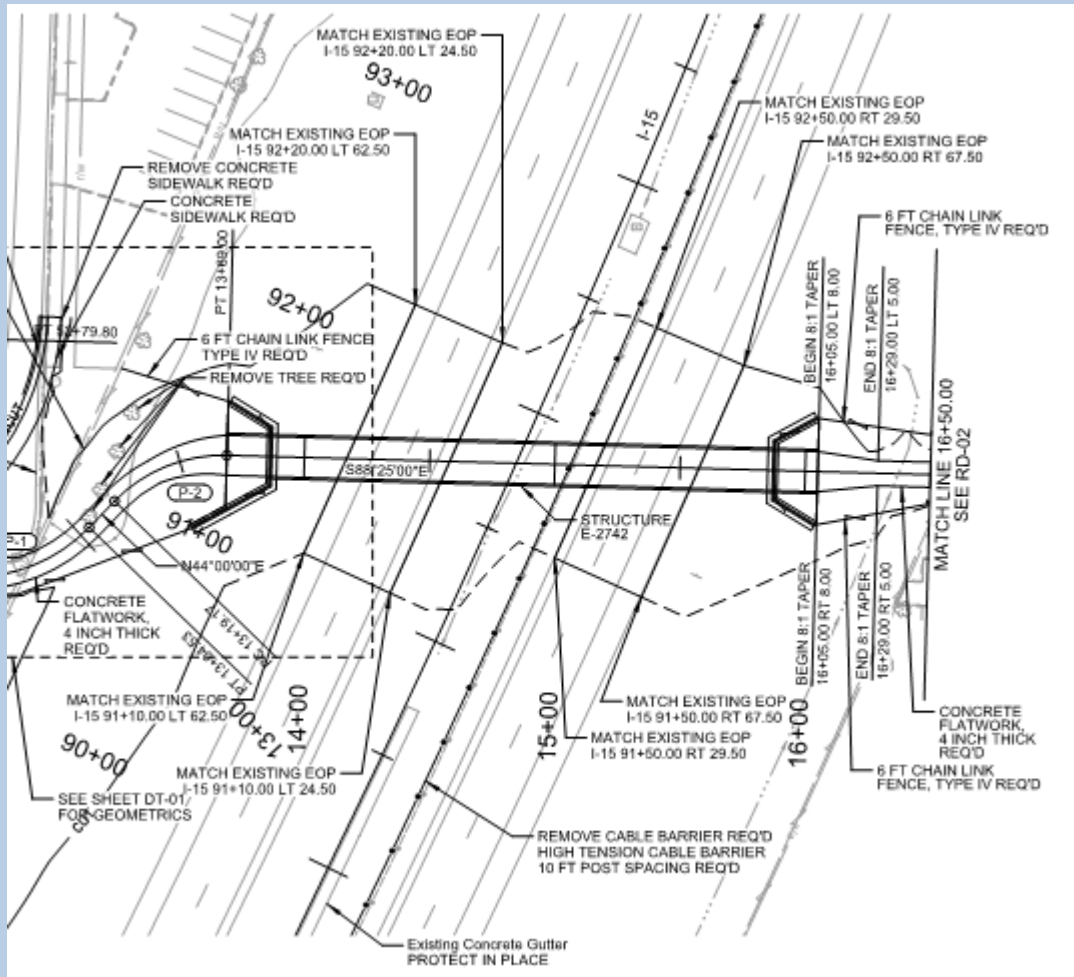
1. Light only what is necessary by limiting the amount of lumens allowed per lot.
2. Reduce glare by placing light fixtures no higher than 12 feet.
3. Reduce light trespass by requiring full cutoff and downward oriented fixtures.
4. Only use light when needed by incorporating lighting timers.
5. Choose warm white light bulbs by limiting the strength of kelvins per fixture.

University of Utah Campus Mobility Hub Plan Regional Plan Merit Award





400 South Active Transportation Underpass Implementation Plan Merit Award



400 South Active Transportation Underpass Implementation Plan Merit Award

<https://www.facebook.com/watch/?v=381278259457997>

Individual Awards

Harold Woodruff, AIA Gene Moser Award



Harold Woodruff, bottom left, with fellow Planning Commissioners circa 2009



Bret Hosler Meritorious Planner Award



