APA Utah 2020 Awards Ceremony
APA Utah Awards Committee Members
Big Thanks!

• Blaine Gehring
• Michael Johnson
• Emily Guffin
• Andrea Garfinkel-Castro
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• Mack McDonald
• Michael Bryant
• Michael Florence
• Jon Nepstad
• Lars Erickson
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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, AICP (back row, left), on their first visit to Stockton Town. Image taken in front of the Stockton Jail, erected 1902.
What Is Planning for Connectivity?

Transportation is a means to an end, not 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 of programs they need in order to:

- Go
- Get Goods
- Afford School
- Access healthcare
- Afford Church
- Shopping
- Social
- Much More

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 (15%) 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 automobile. The nearest elementary school is nearly 5 miles away. Both of these destinations are located within the City of Stockton. In Stockton, residents visit the Post Office daily, just up the road. They also take advantage of Stockton’s recreational assets, including the newly improved Alex Belok Memorial Park.

The main corridor through town is State Highway 36, also called Down Avenue (Stockton Main Street). The highway receives an annual average daily traffic (AADT) count of 1600 vehicles (USDOT 2018). It acts as a barrier to walking and biking activity between the east and west sides of town. Not a single pedestrian crossing exists on the highway as it passed through Stockton at the time of this plan development. Silver Avenue, which connects Stockton with the South Olive Development to the west, receives an AADT of 1200 vehicles per day (USDOT 2018). This number is likely to increase as more housing is developed in South Olive.

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. However, much 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 Twentynine Palms. The majority of these services are only available to seniors and persons with disabilities through Twentynine Palms Transportation 2020.
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
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

[Map showing the Southern Parkway area with roads and places like Hurricane, Sand Hollow Reservoir, St. George Airport, and SR-7.]
Southern Parkway
Active Transportation Plan

LTDOT
Keeping Utah Moving

HORROCKS ENGINEERS
Layton Forward – General Plan Update
Comprehensive Plan Merit Award
UDOT Bike Infrastructure Data Collection
Information Technology Merit Award
Midway Town Square Analysis & Opportunities Report
Planning Study Merit Award

Population in 2010: 1,848
Population in 2018: 3,893 → 5,257
Households: 2,648
Average Household Size: 2.64
Female: 54.9%
Median Household Income: $77,495

23.4 Mean Travel Time to Work
98.7% High School Graduate or Higher
47.5% Bachelor's Degree or Higher
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
Bret Hosler
Meritorious Planner Award