

# Utah Planner



Vol. 31 No. 9 October 2005

American Planning Association, Utah Chapter [www.utah-apa.org](http://www.utah-apa.org)



## Presidents Message

Chuck Klingenstein, AICP

**In this Issue:** Page 4-  
The Genesis and  
Methodology of  
Alternative Futures for  
the Bear River Watershed  
Bioregional Planning  
Program Page 9- Tools  
for Planners Page 10-  
From the Archives Page  
11- Planner Spotlight  
Page 13- Active  
Transportation equals  
healthy communities  
Page 16- Funny of the  
Month Page 18-  
Student pages Page 21-  
Plan on it; Executive  
Board

Let me first welcome some new members to the Board. The Planning Students Organization at the U of U has a new President, Victoria Montoya. I am looking forward to more student involvement and coordination with the Chapter. Paul Glauser (Provo City) is joining John Janson (West Valley City) as the programs co-chair.

And speaking of programs, we recently had a successful program at the Salt Lake City Library titled "Referenda on Planning Issues" on October 12. George Shaw - The Sandy Gravel Pit Case & Sandy City Planning Director; Neil Lindberg - The Utah Supreme Court Ruling on Sandy, Provo City Council Legal Counsel Chair & Utah APA Legal Committee; and Wilf Sommerkorn - The Future of Planning Referenda in Utah Director, Davis County CED Dept. & Chair, Utah APA Legislative Committee lead the discussion. It is our goal to try and have one of these a month somewhere in the state so planners can get together more often to share ideas on timely topics and to see old friends and meet new ones. My thanks to you all for organizing this and leading the discussion. Also thanks to Keith Bartholomew for participating in the organization of this program.

As I mentioned in my last message, I was unable to attend the fall leadership meetings in Buffalo, New York. I have not received de-brief information yet, but there was apparently a lot of discussion regarding the role of APA in the wake of Hurricane Katrina. Here are some of our organizations efforts, some of which may be applicable to our own disaster planning here in Utah.

## APA'S RESPONSE TO HURRICANE KATRINA

- APA has a special "Katrina" section of the website that will allow us to continuously add both educational materials and functions. [www.planning.org/katrina.com](http://www.planning.org/katrina.com)
- A collection of research materials and articles are available on the web at <http://www.planning.org/katrina/resources.htm>
- AICP Training provided a Safe Growth workshop in Washington, D.C. in September. This workshop was originally planned as

The Utah Chapter of the American Planning Association publishes the Utah Planner. Circulation is to APA members. The Utah Planner welcomes submission of original articles, editorial letters, and any other information of interest to both professional and citizen planners. [utah-apa@utah-apa.org](mailto:utah-apa@utah-apa.org)

part of our “super topic” curriculum on Safe Growth, which has been a focus of APA for the past two years. This specific workshop curriculum was modified to focus more on disaster recovery and mitigation planning.

- The Planners Toolkit section of [Planning for Post-Disaster Recovery and Reconstruction](#), PAS Report 483/484, the first all-hazards guidance manual for local planners developing plans for post-disaster recovery and reconstruction is available for free online. This manual includes a model ordinance and case studies of five different hazard scenarios – flood, earthquake, tornado, wildfire and hurricane. The report also offers planning tools for managing long-term community recovery after a natural disaster.
- We have created a resume posting section for members and others who wish to provide pro-bono services. Many of our members have experienced floods, wildfires, earthquakes and other disasters and can offer valuable assistance to their colleagues and the communities in these states.  
<http://www.planning.org/katrina/volunteering.htm>
- Pro-bono Planning Assistance Teams of APA’s Professional Institute, AICP, will work with the impacted communities, on location, offering their assistance, expertise and knowledge. The volunteer experts will help community leaders address a variety of planning, rebuilding, hazard mitigation, and other needs.
- We are also continuing coordination of our efforts with other professional organizations and associations. As planners at the local level are making contacts with local congressional leaders, our policy staff in D.C. is making contacts as well.
- We have created a page listing offers of temporary employment for planners displaced by the hurricane. We know that many of our members have been directly affected and may need housing or jobs.  
<http://www.planning.org/katrina/tempjobs.htm>
- We offered a new audio conference called Disaster Recovery, free

for planners and others in the Gulf region on Monday, Sept. 19, 2005 at 4 p.m. EDT. More than 250 people participated. The conference focused on emergency permitting, visioning the next steps, rebuilding local businesses, historic preservation and FEMA long-term recovery planning.

- At our leadership meeting in Buffalo in late September, our national leadership worked to devise an organizational strategic framework to effectively

respond to the needs of our members and everyone in the affected areas. The Board of Directors adopted a statement outlining APA’s response to recovery from Hurricane Katrina, including key planning principles to make the recovery most effective and equitable.

**S M I T H | H A R T V I G S E N** PLLC  
ATTORNEYS AT LAW

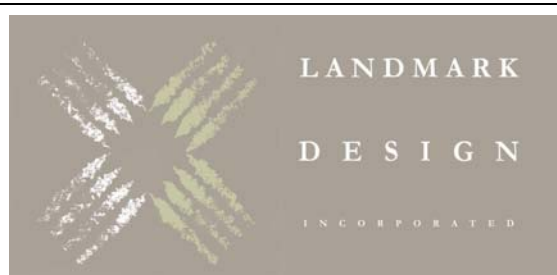
Vaughn R. Pickell, MCP, Esq.  
215 S. State Street, Suite 650  
Salt Lake City, Utah 84111  
Phone: (801) 413-1600  
Fax: (801) 413-1620  
[vaughn@smithlawonline.com](mailto:vaughn@smithlawonline.com)  
[www.smithlawonline.com](http://www.smithlawonline.com)



[www.planning.org](http://www.planning.org)

Please submit address changes to:  
Utah APA  
P.O. Box 701443  
W.V.C., UT 84170  
[utah-apa@utah-apa.org](mailto:utah-apa@utah-apa.org)  
And/Or  
American Planning Association  
122 S. Michigan Ave.  
Chicago, IL 60603-6107  
Tel: (312) 431-9100  
Fax: (312) 431-9985

- We will provide a workshop at the Louisiana Chapter Conference October 6-8, 2005 on Recovery Planning. Faculty will consist of international experts who have provided disaster recovery assistance in places such as Australia, Sri Lanka, Japan and several countries of Latin America as well as within the U.S.
- We are soliciting gifts to the Planning Foundation of APA that will be used exclusively to support the planning efforts that will be undertaken by APA and our Chapters in Louisiana and Mississippi. While we will be coordinating pro-bono efforts of members, those efforts, and others, will require financial support. Tax-deductible donations to the Planning Foundation should be noted as "Katrina relief."  
<http://www.planning.org/foundation/default.htm>
- APA is developing a special conference track for the National Planning Conference in San Antonio in April 2006, to educate our members about disaster mitigation and recovery.
- APA is providing a five-person team to evaluate and make recommendations regarding the planning function in New Orleans at the request of local officials and FEMA. The team, headed by Fort Worth Planning Director, Fernando Costa, AICP, will be in residence three weeks, working with local planners and officials. APA anticipates providing teams of this type to other impacted communities.
- APA is collaborating with congressional offices on federal legislation related to safe growth, rebuilding initiatives, and a variety of issues such as housing, transportation and the environment.
- APA will sponsor a summit of design profession organizations, to discuss how to leverage each others efforts.
- We will create a "kitchen cabinet" sounding board, for discussion of various strategies, in conjunction with Tulane University and key business leaders.
- APA will support education and constituent building (long-term support-building) using schools as "centers of community," building a planning curriculum in Gulf Coast schools, special planning projects by community members and school kids, and establishing a potential link with the Gates Foundation.
- Coordinate circuit-riding planners to assist small communities to bring the discussion to the residents in a variety of venues, utilizing volunteer planners, AICP's Fellows and so on.



[www-ldi-ut.com](http://www-ldi-ut.com)  
[markv@ldi-ut.com](mailto:markv@ldi-ut.com)



Fall 2005 Award of Merit, Plan Development; Alternative Future for the Bear River Watershed Utah State University Bioregional Planning Program

**The Genesis and Methodology of *Alternative Futures for the Bear River Watershed* Bioregional Planning Program, Department of Environment and Society, Utah State University**  
 Professor Richard Toth, Jay Baker, Clark Bryner, Jessica Evans, Katie Hinman, Kevin Kilpatrick, and Kevin Seegmiller

During the course of the 2004-2005 school year, a group of six graduate students in the Utah State University Bioregional Planning Program, under the direction of Professor Richard Toth and other faculty members, initiated and completed a large-scale study of the Bear River Watershed. The final report, *Alternative Futures for the Bear River Watershed*, was published in May 2005 and is posted for viewing online at: <http://ella.gis.usu.edu/bioregionalplanning/publications.htm>.

This article briefly details (1) the impetus and issues that lead to the conception of the study, (2) the methodology used and (3) a brief summary of the results obtained.

**Impetus and Issues**

Utah State University is a land grant institution whose mission statement focuses on teaching, research and service. The service component comprises a series of activities by which the University assists the public sector. This assistance is an outgrowth of the academic and research programs and, as such, parallels these two elements by applying the results of its research and academic activities. A primary purpose of the University’s outreach is to help various counties, towns, and public agencies in addressing major questions of future growth and development within the state and the region.

Over the past six years a number of faculty and graduate students were invited to examine future growth and development issues within the Bear River Watershed. Inquiries have been from both the public and private sector and have included the Bear River Resource Conservation and Development office, the Bear River Association of Governments, the Bear Lake Preservation Advisory Committee, Bear Lake Watch, Bear River Irrigators, the Bear River Watershed Council, the Cub River Technical Advisory Committee, U.S.F.S. Cache-Wasatch Forest, and PacifiCorp.

Since 1999, many of the future growth and development issues occurring within the watershed have been surfaced by way of public surveys, stakeholder meetings and town meetings. The essential portion of this work can still be summarized from the first Bear River Watershed Futures Study initiated in September 2000. Communities in the Bear River Watershed are currently experiencing various intensities of growth and development due to new residential, commercial and agricultural development. This



development occurs throughout many portions of the watershed and varies in its distribution and density of development. The residential development is expressed in both permanent housing and an equal amount of seasonal (summer and winter) residential construction. The commercial and service growth in the area is directed more toward the tourist/recreational growth of the region as opposed to support services for either the agricultural or full residential activities. In general, the development is distributed unevenly throughout the watershed from Evanston, Wyoming in the south to Montpelier and Garden City, in the east central valley sections around Bear Lake; Soda Springs in the north and much heavier concentrations occurring south of Grace, Idaho, continuing into Utah's Cache Valley.

In 2000, the population of the entire watershed was approximately 170,000 people. The 2025 projected population for the watershed will grow to approximately 275,000 people. Approximately 80% of this growth will take place in Box Elder and Cache Counties. Franklin County will also feel a portion of this impact due to new transportation infrastructure currently being completed between Smithfield, Utah and Preston, Idaho.

As such, in the face of a new century, many of the characteristics and values that have made the Bear River Watershed so attractive are in danger of disappearing. A number of acknowledged and emerging issues within the watershed threaten to alter the traditional values and characteristics. The issues listed below were identified in the study of the watershed and were key factors addressed in the report.

- Water Quality - with heavy agricultural and industrial impacts on the watershed, can healthy water quality be maintained or improved?
- Water Quantity - is there enough water to sustain an expected larger population?
- Quality of Life - can the watershed maintain a rural quality of life in the face of increased growth pressure?
- Growth Management - what areas are most likely to grow, and how should growth happen?
- Agriculture - how can sustainable agricultural practices continue in a dynamic economy?
- Bear Lake - what are the effects of increased recreational and residential demands on this unique resource?
- Transportation - what options are available to best facilitate the expected increase in population?
- Air Quality - what are the effects of growth on the quality of air in formerly pristine narrow mountain valleys?



Similarly, a number of the development issues within the Bear River Watershed were illuminated quite effectively in the 1999-2000 Cub

River Futures Project. Three central questions seem to persist for residents in the entire watershed. 1) How can quality of life issues for the local population be represented or defended in the face of development, 2) How can we maintain clean air and water, and 3) Can prime agricultural and a rural lifestyle be maintained, including the preservation of open space and access to public lands as well as the benefits of a small community lifestyle for its residents? To address these questions, it is important to define what form this new growth will take considering increasing demands on transportation systems, infrastructure (sewer, water, power, solid waste, emergency services) and general public health, welfare, and safety issues.

### Methodology

A condensed outline of this methodology includes six basic phases and was patterned after a land planning framework outlined by Richard Toth in 1974 and 1988. These six phases are conceptually more iterative than linear, and should be viewed as a cycle of processes which promote feedback between each other.

- 1) Pre-analysis
- 2) Data inventory/base map preparation
- 3) Full scale analysis
- 4) Evaluation criteria and environmental assessment models
- 5) Alternative futures
- 6) Concept evaluation

The strength of this methodology is its flexibility. As various portions of the region develop at varying rates, new issues will surface. These issues may vary from biophysical concerns to those dealing with settlement and culture. An iterative application of the approach mentioned above has the capacity to capture these issues over time for future analysis and resolution, either as part of this study, or as a separate alternative future analysis.

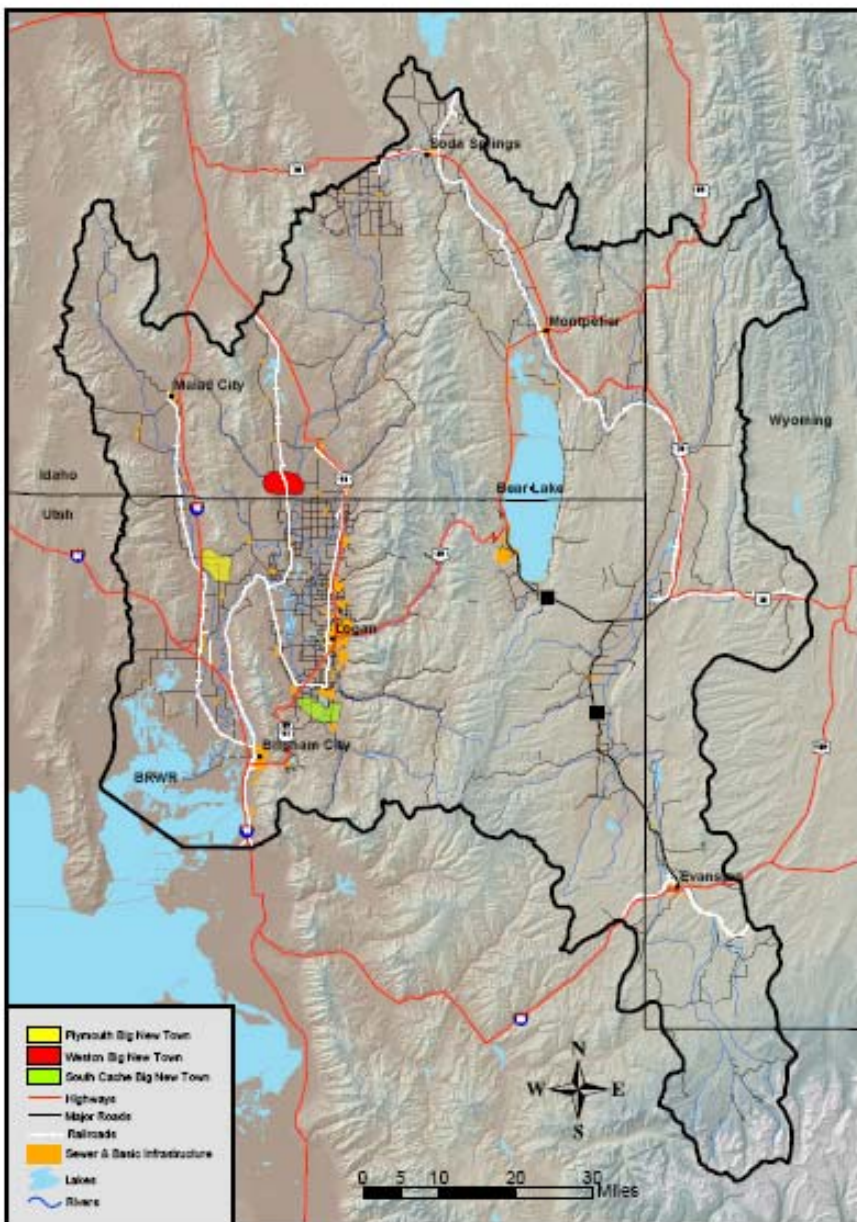


Figure 1

New Big Towns

Implementation strategies and mitigation measures may be developed to meet new and emerging issues across the study area.

## Results

*Alternative Futures of the Bear River Watershed* did not propose a single plan for the study area. Instead, a series of alternative futures were identified and allocated across the region based upon the expected 20-year growth predictions. Several of these future alternatives are very aggressive in their consumption of the landscape which is due in part to current planning and zoning policies throughout the various counties. Most of these policies have a tendency to advance low density sprawl development throughout the region. The following is a list and brief description of the future models created in this study. For more information on these models refer to the full report.

- Growth Potential - Estimate of development capacity for private lands that do not include areas within the Public Health, Welfare, and Safety assessment model.
  - Plan Trend - Predicts where new development is most likely to occur based on current trends.
  - Double Expected Population - Shows distribution of development if the population doubled.
    - Expanded Small Towns - Distributes expected growth to small towns.
    - New Town - Sites chosen for suitable new towns of 50,000 people.
    - Public Transit Oriented - Mass transit system linking many of the communities in the watershed.
    - Regional Parks and Trail System - Promotes the preservation of aesthetic and environmental qualities of the region.
      - Destination Resorts - Tourism based model.

### (Figure 1)

In order to evaluate which of the alternative futures are more fit to the landscape, a series of assessment models are used in order to analyze how and where they may compromise quality of life concerns as well as those related to public health, welfare, and safety. It is sincerely hoped that this approach will assist decision makers with appropriate future visions and the trade-offs in management and policy may be required within the region over the next 20 years.



## Jones & Stokes

9 Exchange Place, Suite 401  
Salt Lake City, UT 84111  
ph: 801.531.7668 fx: 801.531.7669  
Contact: Chuck Klingenstein  
[www.jonesandstokes.com](http://www.jonesandstokes.com)

The following models established the evaluation criteria for alternative futures models:

- Critical Lands
- Ground Water
- Infrastructure
- Public Health, Welfare and Safety
- Rural Quality of Life
- Surface Water
- Wetlands
- Wildlife

(Figure 2)

The futures described in this study are by no means comprehensive or a prescription for all of the issues that will be affecting the Bear River Watershed in the near future. Many assumptions were made regarding data, trends and what was forecast to be in demand in the future. Furthermore, an infinite number of futures could have been considered based on different assumptions. Due to limited time, only a few were selected. The information provided is useful, but it remains the duty of the public officials and residents to prioritize and decide which aspects of the watershed they want to preserve for future generations.

The ultimate goal of *Alternative Future for the Bear River Watershed* is to foster debates and discussions that will result in an educated, informed, publicly supported plan for the future of the region. Wise choices made today will result in a healthier environment, smarter development and a higher quality of life for residents of the Bear River Watershed.

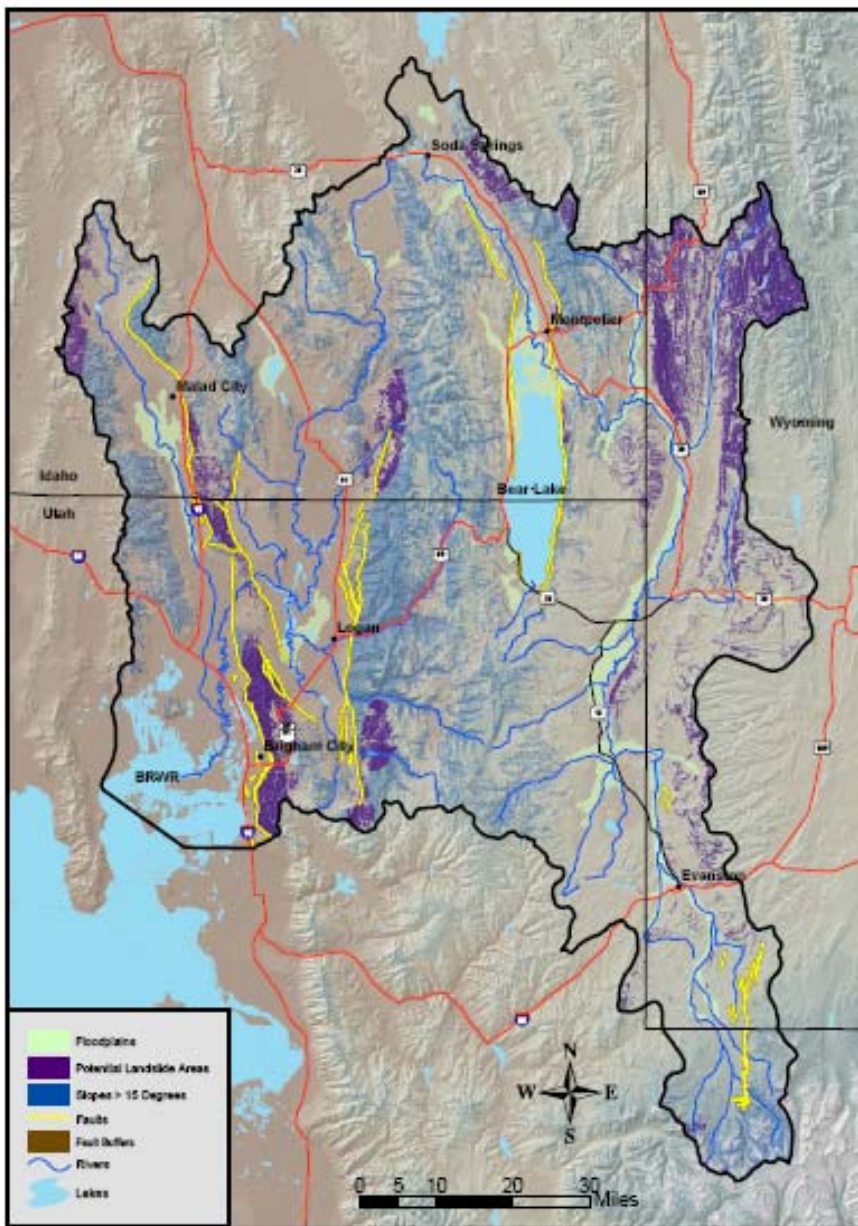


Figure 2

Public Health, Welfare and Safety



## Tools for Planners

[PlaceMatters.com](http://PlaceMatters.com)

PlaceMatters.com is a national organization working to engage communities in democratic, holistic and place-based planning. Its creation is the product of several years of discussions and national meetings on the subject of tools for community design and decision-making and represents an effort unique in the nation. PlaceMatters.com represents a coalition of community leaders and organizations interested in high performance approaches to citizen collaboration, community design and development.

PlaceMatters.com focuses on three areas: Vision-Centered Place-based planning, Civic Engagement and Tools for Community Design and Decision Making.

### **Vision-Centered Place-based planning**

Vision-Centered Place-based planning combines tools and participatory processes with an integrated approach to planning. It values the economic, social and environmental conditions of place and shifts the focus from rule-based to vision-based decision making. It helps communities move away from episodic planning to an ongoing process that creates more vibrant, effective communities and a more engaged citizenry.

### **Civic Engagement**

Developing an adaptive planning approach in a society grappling with an array of complex challenges requires techniques that are engaging, efficient in their use of citizens' limited time and varied expertise and able to handle complex, multilayered problems.

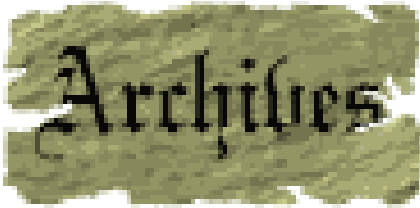
### **Tools for Community Design**

Advances in innovative modeling and visualization technologies are transforming the ways communities can use information to make local and regional decisions. A combination of impact analysis, spatial mapping, visualization and modeling tools provides community planners with a more comprehensive understanding of the links between smart growth, resource consumption and environmental quality

## Ensign Engineering

### **Ensign Engineering & Land Surveying**

Midvale, (801) 255-0529,  
davidj@ensignutah.com,  
www.ensignutah.com



The Four Corner Regional Commission has just recently announced that Sevier County and its cities and towns have been awarded a \$35,000 master planning grant. The funding was made available as a result of an application submitted to that agency last fall. The study is designed to give the local county commissioners and city officials assistance and general guidance in making important planning decisions concerning their areas future planning problems.

## From the Archival Library

From the April 1976 Newsletter:  
**\$35,000 Grant Awarded to Sevier County/Cities for Master Plan Study**

The master plan, among other things, will address items such as: - Annexation and growth problems of our cities and how to best handle the new development. - Where commercial development along the new proposed freeway arteries should probably be located. - Examination of Mountain and Valley Subdivision proposals and methods of dealing with those developments. - Proposed utility needs of the area. - Examination of energy related impact that will come to the Valley in the future. - Future housing needs. - Future recreation and housing needs. - Methods of dealing with geological hazards such as flood prone areas and earthquake potentials, etc. - Examination of the economy of the area and where and how it might be improved.

The work will be performed over an 18 month period between April 1, 1976 and September 30, 1977. A consultant selection committee comprised of elected officials through out the county has recommended to the commissioners that the firm "Associated Planning Consultants" be selected to perform the masterplan study.

This will be a non-regulatory document prepared for an in conjunction with the local county and city officials. However, some zoning and subdivision ordinance changes may be initiated by local officials, at their option, to assure consistence and to implement the findings of the new masterplan study after its completion.

Numerous meetings will be held through the county at various times during the planning period to solicit as much citizen participation and involvement as possible in an attempt to get a feeling of how county residents would like to see this new growth and expansion take place. The commissioners have expressed a very strong desire to get as much public input into county planning as possible. As is evident, Sevier County and most its communities are undergoing terrific growing pains and it is important to give that growth the proper direction as well as assuring economy of services and correct physical

development of Sevier Valley.





**Planner Spotlight**  
**Dan Udall**  
City of Taylorsville

My name is Dan Udall. I am a City Planner for the City of Taylorsville, southwest of Salt Lake City, (est. pop. 60,988). Ever since I was about 6 or 7 years old I have liked maps, ranging from street to country or world maps. I have enjoyed building architecture throughout my life. As a young child I was attracted to city life and enjoyed the outdoors. I grew up in Provo and I attended BYU and decided to first major in Cartography, but opted to major in Urban Planning. Urban Planning was attractive to me because the wide variety of work it has to offer. I have worked as an intern for the City of Orem, Utah and volunteered many hours in Orem. Indio, California (by Palm Springs) was my first job as a city planner. I also worked in Globe, Arizona (90 miles east of Phoenix), St. George, Utah at Five County Association of Governments and currently over 9 years for the City of Taylorsville. The City of Taylorsville was incorporated in July 1996 and I was hired in June of 1996.

The most satisfaction I get out of City Planning is working for the joy that a developer or an applicant feels when a successful project is built and when the jurisdiction you're working for is satisfied with the development. I get disappointed when any community or jurisdiction decides to minimally invest in their community just to keep it functioning or surviving. I feel it is important to invest funding into a community to keep it progressive and beautiful.

The most satisfied moment of my planning career was when I was hired as a Community Development Director for the City of Globe, Arizona (est. pop 6,000) 2 ½ years after I started my career in Indio. I was hired mainly to write the City of Globe's General Plan. I also was hired to direct the Community Development Department. I am also pleased that HUD stated to the City of Taylorsville that the Taylorsville Consolidated One-Year Action Plan that I have been directed to write was one of the best plans in the region.

I was hired by the City of Taylorsville mainly to write Planning Commission staff reports, write reports to (HUD) for the CDBG program, administer the code enforcement program, and answer questions on the telephone and in person. I also assist in directing the Development Review Committee or the Pre-Construction Conference, which includes engineering, fire, building and planning.

The biggest advise that I would tell a future urban planner is to have good communication skills (verbal, nonverbal and written) before you enter this profession. I would also tell a student of planning that it involves many different topics that you might never master your entire career. A topic that I would like to learn from a planner who worked many years before me is how to create a downtown or "main street."

What inspires me most is to allow a pedestrian or urban dweller to enjoy the attractive sites, sounds, landscape, amenities and attractions of a community. My planning philosophy is to create an urban framework that allows all types of transportation choices including: train, vehicle, bike, walking, bus, light rail, etc. Provide for pedestrian nodes including, mix land uses as well as parks and different housing choices. Architecture articulation is also important to distinguish an area or neighborhood. I am very dedicated to my job and I enjoy it a lot. I understand the development codes very well. I could improve my job if I was a better public speaker.



American Planning Association has assisted me to understand many planning topics. It also could help me learn additional planning topics through exhibits or visual aides and how to implement them into a community. The last city planning book I read was "The Regional City: New Urbanism & the

End of Sprawl." I would recommend the book because it explains how regional-scale planning and design can assist to direct growth wisely and to terminate urban sprawl.

Besides planning, I enjoy reading, strengthening my relationships, playing tennis, racquetball and volleyball. I also enjoy riding my bike and watching sports.



### **Connect**

Do you have a new Address? New E-mail? Comments? Questions? Want to get involved? Contact your Utah

APA

Utah APA

P.O. Box 701443

W.V.C., UT 84170

[Utah-apa@utah-apa.org](mailto:Utah-apa@utah-apa.org)



So where does the sidewalk end? What is Active Transportation and how do sidewalks connect to a relatively new planning catch phrase? A session prepared to answer these questions entitled Where the Sidewalk Ends was presented at the 2005 Western Planner Conference in Midway, Utah, by Shaunna Burbidge of Envision Utah.

Active Transportation represents familiar topics that planners routinely deal with, though usually in relative isolation. These topics are pooled together to present a fresh and articulated way of thought. As planners know, a typical day could involve aspects of property research, GIS exploration, varying modes of transportation analysis as well as the ever constant field trip, for example. But by adding the importance of individual health and integrating communities through walkable design, these and innumerable other aspects of planning are now combined with active living exercise to promote physical activity and ultimately, the overall enhancement of individual health. An important necessity of Active Transportation is to create choice for the citizen. People take well to walking and biking as major sources of physical activity, but easily bow out if the activity is too long or cumbersome, or if the path of travel is perceived as unsafe. A lack of connectivity frequently sends us scurrying for the car keys.

An overview of the current state of American health was presented as well as how planners can help improve the overall health of Americans by designing communities for an active oriented lifestyle. With the current state of overall personal health in the United States defined as poor, the truth is that over one third of Americans are obese and that obesity will soon pass smoking as the number one killer of Americans. Seventy percent of Americans don't receive sufficient exercise, defined as approximately 30 minutes a day, five days a week.

Too many Americans practice a sedentary lifestyle with the automobile being a major contributor to the lack of physical activity. We spend over four hundred hours per year in our cars, work predominantly outside our county of residence thanks to the dependence of the automobile, and overuse our vehicles on trips less than one-half mile in length. Communities are and need to continue to incorporate characteristics conducive to active living in their design to reverse these current health trends. When designing communities for active transportation planners need to be cognizant of the following characteristics:

**Active Transportation  
Equals Healthy  
Communities  
Planning for the Heart**  
Max Johnson, Planner  
Salt Lake County

An important  
necessity of  
Active  
Transportation is to  
create  
choice for  
the citizen.

### **Mixed Use**

Providing a mix of uses decreases travel distances to destinations which in turn encourages active travel.

### **Density**

Increasing density will lead to less driving and more walking.

### **Housing Design**

Decreasing residential street frontage and adding front porches and rear yard parking promote walking and biking. As buildings are built closer, they also appear safer.

### **Street Design**

Streets that are oriented to a smaller scale with slower speeds attract pedestrian traffic. Traffic calming techniques should be employed to increase, enhance and thereby promote pedestrian activity.

### **Sidewalks**

A wide pleasant sidewalk encourages individuals to walk to their destination. Wide sidewalks foster and increase activity. They can provide large buffers that are more aesthetic and convey safety, to which passersby feel separated and protected from the automobile. The same can be said for bikers. Enhancements in safety equal an increase in Active Transportation.

### **Open Space**

Open space along a travel route provides contact with nature and various opportunities for exercise as well as aesthetic value.

### **Access to Transit**

Proximity to transit correlates to an intensification of walking and biking. People are more likely to walk and bike near transit oriented development. Because residents are not forced to drive, alternative modes of transportation are more convenient and thus, more attractive.

### **Infrastructure**

When walking trails and bike lanes are readily available, people are more likely to travel actively.

### **Connectivity**

Grid streets and those networked as grid streets, are great for connectivity. They promote active travel by providing direct routes. Cul-de-sacs, however, are poor examples of connectivity but do serve as good traffic calming devices.

If Active Transportation has its way the sidewalk won't end, but will provide an interconnection to neighborhoods to help foster a healthy, safer and more sustainable community.

### Aesthetics

People are more inclined to walk or bike in an area they find visually appealing, well kept and properly lighted. Street trees enhance the walking or biking experience and encourage Active Transportation.

An important aspect propelling Active Transportation is that a significant portion of the general population does not have access to an automobile. Active Transportation improves mobility for these residents. Large demographic groups that fit this description include the elderly and those under the legal driving age. Other fringe benefits of Active Transportation include:

- 1- Harnessing and lessening the affects of sprawl.
- 2- Improving one's quality of life directly through increased physical activity.
- 3- Improving one's quality of life indirectly through cleaner air.
- 4- Providing an intensified street presence which increases social interaction with neighbors and strengthens community and citizen interaction.
- 5- Increases accessibility and use of public transportation.
- 6- Reduces fossil fuel consumption.
- 7- Improves and enhances neighborhood safety.

Active Transportation will not eliminate the automobile, but should be designed to utilize the automobile efficiently and to reduce needless, careless and redundant automobile trips, while helping us improve our overall health. The automobile should be used when lengthy trips are required. Therefore, we should work toward eliminating the needless trips that foolishly waste fossil fuels and keep us sedentary. Communities looking to promote active living can begin by:

- 1- Initiating master plan revisions.
- 2- Conducting a walkability audit.
- 3- Inventory the existing infrastructure.
- 4- Involve the community through workshops and other informational opportunities to keep the community in the loop.

Active Transportation relies on a concept known as "Complete Streets." Complete Streets refers to infrastructure that is designed and built with active modes of transportation in mind as well as traditional ones. Complete Streets makes efficient use of new infrastructure while accommodating bicycles and pedestrians in a safe, well designed and effective manner.

If Active Transportation has its way the sidewalk won't end, but will provide an interconnection to neighborhoods to help foster a healthy, safer and more sustainable community.

#### Resources

Active Living: <http://www.activeliving.org>

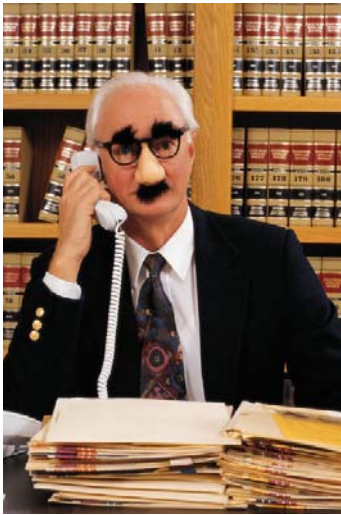
Santa Barbara Bicycle Coalition:

<http://www.sbbike.org/index.html>



You can live in Phoenix, Arizona where.....

1. You are willing to park 3 blocks away because you found shade.
2. You can open and drive your car without touching the car door or the steering wheel.
3. You would give anything to be able to splash cold water on your face.
4. You can attend any function wearing shorts and a tank top.
5. "Dress Code" is meaningless at high schools and universities. Picture lingerie ads.
6. You can drive for 4 hours in one direction and never leave town.
7. You have over 100 recipes for Mexican food.
8. The 4 seasons are: tolerable, hot, really hot, and ARE YOU KIDDING ME??!!



### Funny of the Month

#### DECIDING WHERE TO LIVE

You can Live in California where...

1. You make over \$250,000 and you still can't afford to buy a house.
2. The high school quarterback calls a time-out to answer his cell phone.
3. The fastest part of your commute is going down your driveway.
4. You drive your rented Mercedes to your neighborhood block party.

You can Live in New York City where...

1. You have never been to the Statue of Liberty or the Empire State Building.
2. You can get into a four-hour argument about how to get from Columbus Circle to Battery Park, but can't find Wisconsin on a map.
3. You think Central Park is "nature."
4. You believe that being able to swear at people in their own language makes you multi-lingual.
5. You've worn out a car horn.
6. You think eye contact is an act of aggression.

You can Live in Maine where...

1. You only have four spices: salt, pepper, ketchup, and Tabasco.
2. Halloween costumes fit over parkas.
3. You have more than one recipe for moose.

4. Sexy lingerie is anything flannel with less than eight buttons.
5. The four seasons are: winter, still winter, almost winter, and construction.

You can Live in the Deep South where...

1. You can rent a movie and buy bait in the same store.
2. "Y'all" is singular and "all y'all" is plural.
3. After five years you still hear, "You ain't from ' round here, are Ya?"
4. "He needed killin' " is a valid defense.
5. Everyone has 2 first names: Billy Bob, Jimmy Bob, Mary Sue, Betty Jean, Mary Beth, etc.

You can live in Colorado where...

1. You carry your \$3,000 mountain bike atop your \$500 car.
2. You tell your husband to pick up Granola on his way home and he stops at the day care center.
3. A pass does not involve a football or dating.
4. The top of your head is bald, but you still have a pony tail.

You can live in the Midwest where...

1. You've never meet any celebrities, but the mayor knows your name.
2. Your idea of a traffic jam is ten cars waiting to pass a tractor.
3. You have had to switch from "heat" to "A/C" on the same day.
4. You end sentences with a preposition: "Where's my coat at?"
5. When asked how your trip was to any exotic place, you say, "It was different!"

AND You can live in Florida where...

1. You eat dinner at 3:15 in the afternoon
2. All purchases include a coupon of some kind -- even houses and cars.
3. Everyone can recommend an excellent dermatologist.
4. Road construction never ends anywhere in the state.
5. Cars in front of you are often driven by headless people

Do you have a funny photo, story, etc?

Please submit you're funny of the month to [Utah-apa@utah-apa.org](mailto:Utah-apa@utah-apa.org).



### Plan on it!

2006 March 9, 10 - Land Use Conference; Denver

2006 May 18, 19 - Spring Conference - Vernal Utah

2006 September 27, 28, 29 - Fall Conference



## Student Pages

### *Issues in Walkability, Programs for Children and Adults By Elisa Hamblin*

Railvolution 2005, Salt Lake City, Utah

This year Salt Lake City had the great opportunity to host the annual Railvolution Conference. This was a great chance for students, planners and people from all over the state to interact with and learn from other professionals and planners. There were a number of students from the University of Utah that attended the conference. Many had the opportunity to attend because of scholarships, organizations they worked for, or through volunteering their time at the conference. Here are some of their comments:

“Railvolution was a great opportunity to see the new trends in transportation developments across the country. It was great to see new, innovative ideas that we can apply to our own region.” - Mark Morris

“I loved the session on ‘First mile, Last mile’ commuting ideas. The speakers had very innovative solutions and it was a lot of fun to see so much creativity in urban planning.” - Megan Brown

“Railvolution taught me many things. I wish I could have it in India too.” - Ananth babu Domatoti

“It was impressive how much support Railvolution got from public and private groups . . . not only were the seminars/workshops worthwhile in content, they were worthwhile for networking purposes in an array of planning dimensions (transportation and mores).” - Hannah Dick

“Railvolution was a great opportunity to share ideas on transit with a variety of people from a wide range of communities.” - Brent Moore

“I was impressed by the breadth of case studies from different cities. Especially interesting were the presentations on housing near transit.” - Fran Fillerup

“As a citizen turned graduate student in the Urban Planning at the U, Railvolution was exciting and a solid educational experience. It only makes sense that transportation and land use are planned together, but that is hard to achieve in instances where conditions are optimal for such development. The take away from the conference for me was ideas for transit oriented development in my local community of Sugar House. At Railvolution, it was good to see developers, planners,

elected and appointed officials and citizens come together to discuss ways to make communities more sustainable.” - Helen Peters

I also had the opportunity to attend the Railvolution Conference and several worthwhile workshops. Two workshops, in particular, caught my attention and I think that the ideas that were discussed are valuable to share with fellow members of the Utah APA.

It only  
makes sense  
that  
transportation and land  
use are  
planned  
together

The first session was titled “Environments that Support Walking to Day-to-Day Destinations.” My favorite speaker at this session was Rich Cassidy. He talked about the Ten Toes program, a walking campaign in Portland, Oregon sponsored by Kaiser Permanente and the EPA. Its goals include:

- increase walking as a transportation choice
- change health of the residents
- change lifestyles that lead to obesity, especially in children

For this campaign 13,000 residents were mailed surveys in one quadrant of Portland. Those that responded and were interested were then mailed a walking kit. This kit was awesome! It really did its job to encourage walking, through a number of methods. The kit was based on four main ideas to get residents involved and offered items based on those ideas. Here is what was included:

- Incentives: pedometer, walking log, free wellness exam
- Resources: walking map of neighborhood, wellness brochure
- Activities: scheduled escorted walks and bike rides with other community members
- Rewards: coupons for local businesses, notepads

The one main item in the walking kit is the walking map of the neighborhood. The map was specialized for the community participating and had a number of features on it. Points of interest were marked, accessibility was noted, and the distance and number of steps to a certain location was also displayed.

As part of this program advertisements were also placed in local newspapers for promotion. There was also outreach and distribution to schools. In this way the program was meant to contact and involve as many people in the community as possible.

Rich noted that as a transportation program it was very successful. People who participated ultimately took one or more extra walking trip a week than they did before. At the end residents also responded through a survey as to their feelings and reactions. Here are some of those results:

- 81% discovered new neighborhoods
- 76% felt the program helped them stay active

- 71% met new people
- 58% discovered new parks
- 49% discovered new businesses

Overall this program was successful in increasing walking activity in those that participated and also in creating a better awareness of amenities and businesses in the neighborhood.

For more information you can email Rich Cassidy at [rich.cassidy@pdxtrans.org](mailto:rich.cassidy@pdxtrans.org).

The second session that caught my attention was titled “Keeping Our Children Moving” and dealt with walkability issues. The speaker was Jacky Kennedy, the program manager for Green Communities / Active and Safe Routes to School, a non-profit organization. The focus of this session was the Ontario case study of a program designed to create active and safe routes to school. The program was initiated in 1996. It started with three schools participating with the program and has now moved to over 1,000.

The goals for this project include: healthier lifestyles, increase activity levels, reduce greenhouse gas emissions, displace local vehicle trips, visibility and child safety, raise awareness about children’s health and transportation, and allow for greater independence of children. The need for this program is there. Often communities don’t consider children’s mobility or needs in design.

The key with this project was a community based approach to implementation and adaptation for each. Small steps were built on each other to lead to success. The program also provided easy-to-implement curriculum linked to program activities. For instance, students were taught geography by a map showing how far around the world they could walk with the number of steps they took. This way the students were participating in a worthwhile program to improve their health, but also learning information for their studies at school.

A three step program was used in order to get cooperation and involvement of the parents. After completion or adjustment to all three steps then the families would be more accustomed to walking more and continuing with the program.

- 1<sup>st</sup> step – turn off the engine, no idling
- 2<sup>nd</sup> step – park further away and walk a little
- 3<sup>rd</sup> step – walking Wednesdays

Less than 25% of children get any type of physical activity on any given day, this has adverse health effects. Walking to school is good physical activity and can encourage activity the whole day. Additionally, the

Less than  
25% of  
children  
get any  
type of  
physical  
activity in  
any give  
day

**2005 Utah APA  
Executive Board**

[utah-apa@utah-apa.org](mailto:utah-apa@utah-apa.org)

Utah APA  
P.O. Box 701443  
W.V.C., UT 84170

*President:*

Chuck Klingenstein,  
AICP

*Vice President/Membership:*

John Janson, AICP

*Secretary:*

Sherrie Christensen,  
AICP

*Treasurer:*

Laura Hanson

*Past President/Legal*

*Committee:*

Neil Lindberg, AICP

*Legislative Committee Chair:*

Wilf Sommerkorn

*Small Cities/Rural Areas:*

Nicole Cline, AICP

*Professional Development*

*Officer:*

John Nepstad, AICP

*Program Committee Co-*

*Chairs:*

John Janson, AICP &

Paul Glauser

*Awards Committee Chair:*

*Education*

*Committee/Historian:*

Keith Bartholomew

*Professional*

*Affiliations/Western*

*Planner Liaison/Conference*

*Coordinator:*

George Ramjoue, AICP

*Planning Official*

*Development Officer:*

Soren Simonsen, AICP

*Internet webmaster*

Aric Jenson

*Student Representative:*

Victoria Montoya

*Sponsorship:*

Cameron Duncan

*Contract Manager*

Mirinda Schiele

physical well-being of students has a direct impact on their ability to achieve academically.

This program created strong community ties and also increased the daily physical activity of students. It also helped to reduce emissions and local pollution generation. The project directly addresses personal and traffic safety issues. For additional information please visit the following websites: [www.walktoschool-usa.org](http://www.walktoschool-usa.org), [www.saferoutestoschool.ca](http://www.saferoutestoschool.ca).

Both of these programs are very innovative. They are also obtainable in Utah! We can alter and adapt these types of programs to fit our needs. Walking as part of our everyday activities is good for our health, our sanity, our children, and our community. I would encourage you all to think about these ideas and how to implement them within your city or town.



**Plan on it!**

2006 March 9, 10 – Land Use Conference; Denver

2006 May 18, 19 – Spring Conference; Vernal Utah

2006 September 27, 28, 29 – Fall Conference