



Move Utah

ACTIVE, HEALTHY, CONNECTED COMMUNITIES

Getting the Pulse: Successful Health,
Transportation, and Land Use Practices

GOLD LEVEL PARTNERS



SILVER LEVEL PARTNERS



BRONZE LEVEL PARTNERS

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STUDENT SCHOLARSHIPS

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SUMMIT FRIENDS



LOUIS ALLORO
CHAMPION OF CHANGE



SPEAKERS



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UDOT



Brett McIff
Utah Department of Health



Clint Campbell
UTA



UTDOT

 *Keeping Utah Moving*

Move Utah Summit Theme: What's at the Heart of a Healthy Community?

Getting the Pulse: Successful Health, Transportation, and Land Use Practices

Brett McIff - UDHHS

Clint Campbell - UTA

Angelo Papastamos - UDOT





The Heart of A Healthy Community

A city may be beautiful, clean, and perfectly designed, but without people it is not a city

The heart of a healthy community is its people

“You take delight not in a city's seven or seventy wonders, but in the answer it gives to a question of yours.”

— Italo Calvino, *Invisible Cities*



The Utah Department of Health & Human Services is tasked with supporting communities to develop:

- Physical Activity Friendly routes to every day destinations
- Enhanced places for physical activity
- Support to make these changes last through policy and education

THE 3 D's: DESIGN. DEVELOP. DELIVER.

A Prescription for Physically Active Communities

People need safe, convenient places to be physically active.



WHY

WHY IS THE UTAH HPI AN IMPORTANT TOOL FOR TRANSPORTATION PLANNING?

Health is part of Utah's Transportation Vision and UDOT's Mission: Quality of Life Framework



TRAVELWISE OUTCOMES

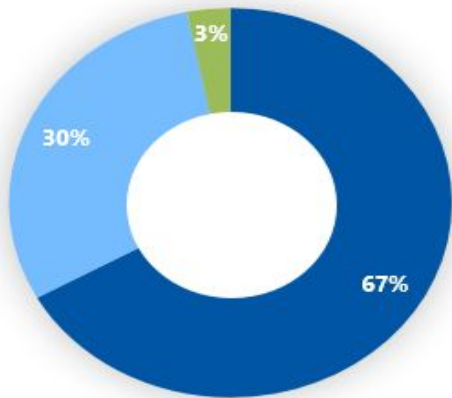
Better Health - Air Quality, Active Transportation, Mental Health, Social Connections
Enhanced Transportation Equity - More Choices, Improved Access to Opportunity
Improved Mobility for All Users - Optimized, Connected, Efficient, Accessible

TRAVELWISE: CHANGING TRAVEL BEHAVIOR



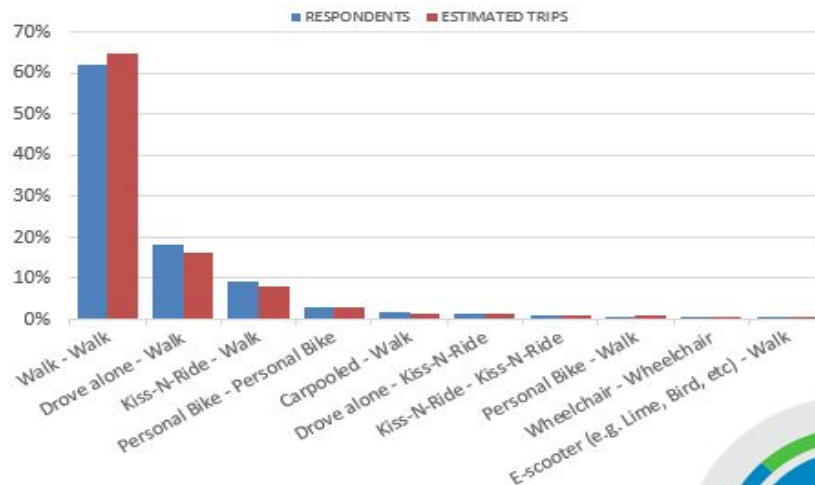
HOW DO PEOPLE GET TO AND FROM TRANSIT?

How Did Riders use AT with Transit?



■ AT Both Ends ■ AT One End; Non-AT One End
■ Non-AT Both Ends

Top 10 Ways of Getting to and from Transit (%)

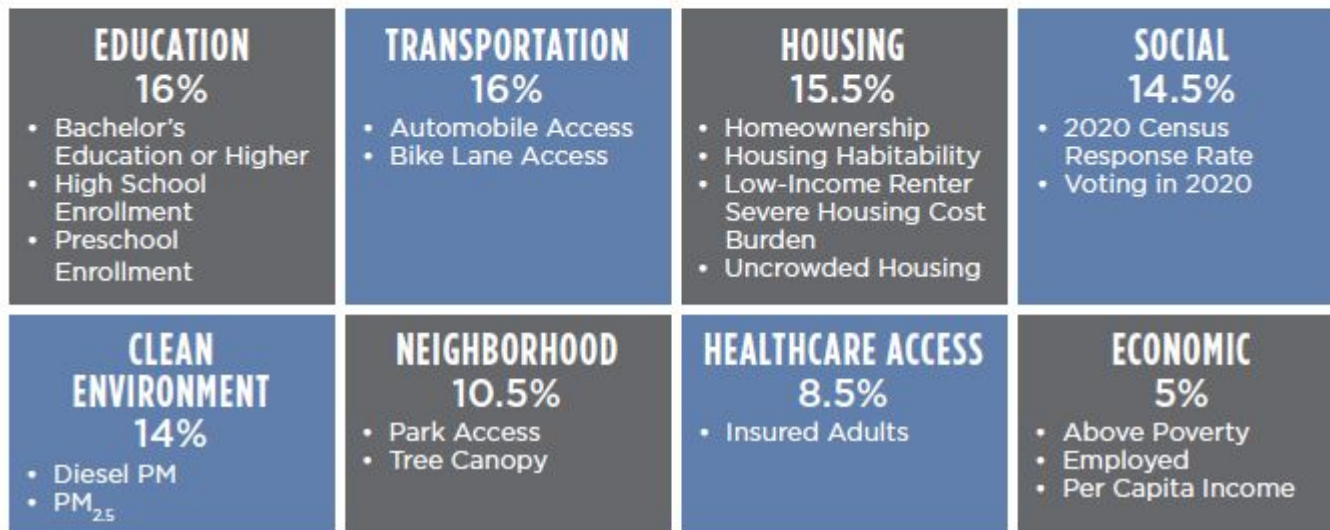


WHAT

HOW DOES THE UTAH HPI MEASURE COMMUNITY HEALTH?

The Utah HPI tool computes community health scores using eight social condition categories and a variety of key indicators. The Utah HPI tool evaluates the relationship between key drivers of health and life expectancy at birth, which can vary dramatically by neighborhood. Each social condition category (with its identified key indicators) comprises a percentage of the overall Utah HPI score for an area, as shown in the graphic below.

Neighborhood-by-neighborhood, the Utah HPI maps data on these social conditions. This data can be used by a variety of stakeholders, including community leaders, policymakers, academics, public health professionals, and other stakeholders, to compare the health and well-being of communities, identify health inequities, and quantify the factors that shape health.

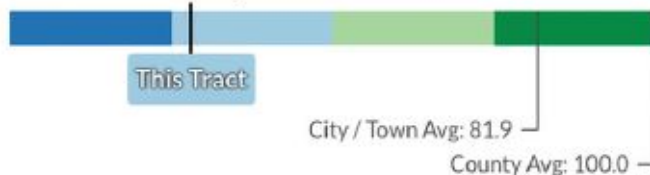


Taylorsville

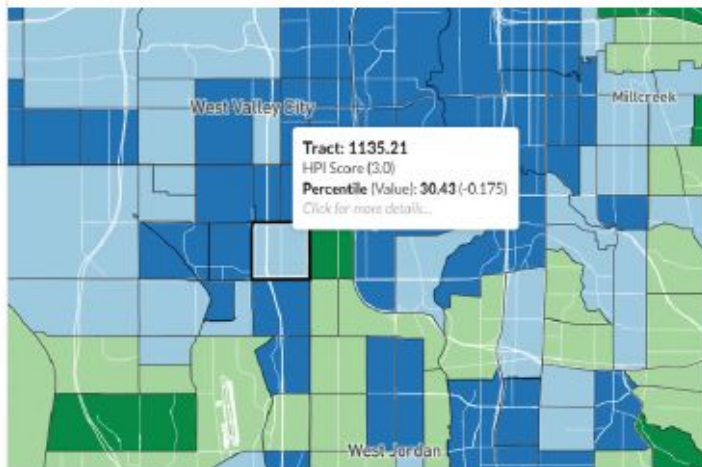
Bike Lane Access: 28.2 percentile

Value: 0.017 miles

Less → More healthy conditions



This Tract has healthier community conditions than 28.2% of other Utah Tracts.



Support Walking & Bicycling



Improve sidewalks, bicycle facilities, and first and last mile connections to public transportation to ensure that riders can travel safely in their communities.

Active Transportation Plans



Active Transportation Infrastructure



Pedestrian and Bicycle Safety Education and Encouragement Programs



Safe Routes to School Programs



Safety for all Users



Healthy Transportation Policies



Green Space Requirements for New/Revised Construction or Subdividing



Traffic Calming



Trails, Linear Parks, and Greenways



A UTAH HPI EXAMPLE AND POSSIBLE ACTIONS

The outline tract area in Taylorsville shown below illustrates that this area is deprived of bicycle lane access. This limited bike lane access compared to other Utah neighborhoods contributes to less healthy conditions for Taylorsville residents. It is important for planners and policymakers to address this because having adequate and accessible active transportation options, including bike lanes, has been linked to improved mental health, physical activity, employment outcomes, medical care, and resiliency during disasters. A variety of policy actions could be implemented, resulting in infrastructure investments and more bike lanes, which would improve overall health in Taylorsville.

THE GENEROSITY OF THE

OFFICE
OF THE
CITY
OF
MILWAUKEE
BY
THE
CITY
OF
MILWAUKEE
IN
THE
YEAR
1904

A TOWN'S
TRUE WEALTH
IS MEASURED
IN THE
VIBRANCY
OF ITS
COMMUNITY

1904



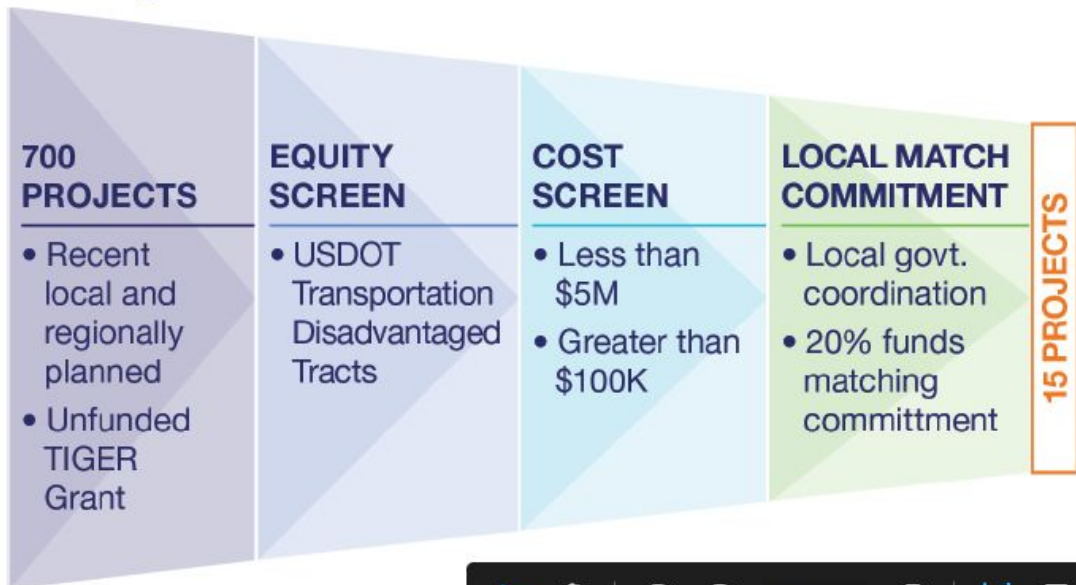
Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody.

Streets and their sidewalks-the main public

Project Selection

An initial list of over 700 potential first/last mile projects across the Wasatch Front were considered for inclusion in the grant. These projects were sourced from those unfunded from the FY 2015 TIGER Grant application, as well as recent local and regional active transportation plans. Projects then underwent a series of screening, which ultimately resulted in 15 projects totaling \$30.6 million.

Screening Process



\$30.6M

Total cost for 15 selected projects screened from 700 initial projects.

Merit Criteria

-  Safety
-  Environmental Sustainability
-  Quality of Life
-  Mobility and Community Connectivity
-  Economic Competitiveness and Opportunity
-  State of Good Repair
-  Partnership and Collaboration
-  Innovation

FY 2023 RAISE DISCRETIONARY GRANT APPLICATION

First/Last Mile Connections: Improving Communities' Quality of Life through Access to Opportunities and Healthy Transportation Connections

Purpose

The Utah Department of Transportation completed a FY 2023 RAISE Discretionary Grant application in collaboration with the Utah Transit Authority, Wasatch Front Regional Council, and Mountainland Association of Governments. The First/Last Mile Connections: Improving Communities' Quality of Life through Access to Opportunities and Healthy Transportation Connections Project will make 15 critical active transportation improvements to serve 10 light rail stations and 13 bus stops. Each of these benefited transit stations and stops are in historically disadvantaged areas along the Wasatch Front metropolitan area of Utah.



15
critical active
transportation
improvements
will serve:



10 light rail stations



13 bus stops

HOW

USE THE UTAH HPI IN TRANSPORTATION PLANNING TO:

- Better understand how Utah's current transportation network combines with other social conditions to impact life expectancy
- Inform leaders and communities on the strong ties of our transportation network to the overall health of communities and Utahns' quality of life
- Support and measure UDOT's Quality of Life Mission
- Support UDOT's Better Health Project Prioritization criteria
- Prompt transportation discussions with under-served communities
- Help direct program and planning resources to plan for, develop, and service all users of the transportation network in under-served communities, including those who cannot drive due to physical or economic limitations (see example below)
- **Identify policy opportunities to improve the overall health of a community through a better transportation network for all users (see example below)**

In Action: Understand and Inform

UTAH HEALTHY PLACES INDEX:

A Tool for Transportation Planning



UTAH HEALTHY PLACES INDEX:

A Tool for Improving Quality of Life





Land Use Practices: First and Last Mile

Is the best first & last mile no first and last mile?

Land-Use

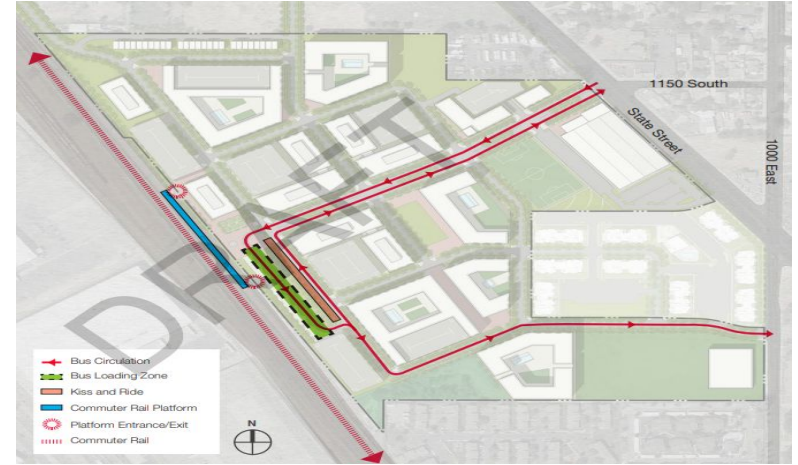
Clearfield Station will be a mixed-use neighborhood. It will contain a variety of land-uses within the overall site (horizontal mixed-use), and will also encourage a mix of uses within individual buildings as well (vertical mixed-use).

This Land-Use diagram takes the District Framework and refines it further by defining the intended land-uses for each block/parcel on the site. These designations help arrange specific uses in conjunction with the transportation and open space elements to create a cohesive and optimized neighborhood.

The land-uses shown are arranged to have the highest intensity uses near the center of the site adjacent to the platform. These uses are also assumed to generate high transit ridership.

The legend to the right contains a number showing the approximate percentage of land area that is allocated to each use. The remaining 25% of land area is allocated to streets.

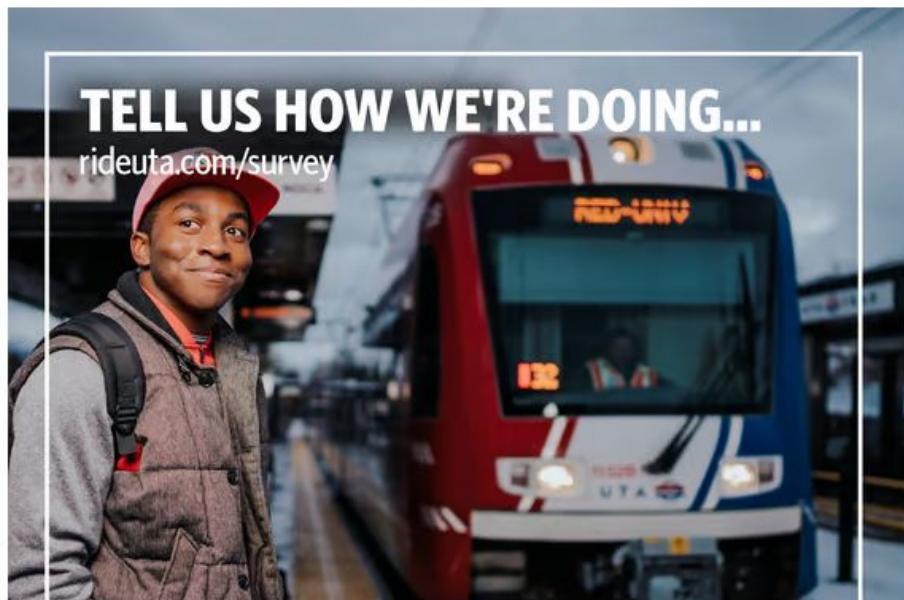
Pages 39-40 provide an overview of the nine different zones. Subsequent sections of this document contain further detailed design guidelines for development on the site.



Pause for Clint's Interpretive Dance Number



UTA's Rider Insider for March 30, 2023.



Community Engagement

On Board Survey

Equity Index

Long Range Transit Plan

5-year service plan

Active Transportation Survey

Case Studies

RAISE Grant



The 15 projects connect to transit stations and stops in historically disadvantaged areas along the Wasatch Front.

REACH Grant

- Increased access to healthier foods
- Increased policies, plans or community design changes that increase access to physical activity
- Increased access to programs that provide continuity of care for breastfeeding families
- Increased demand and access to vaccination opportunities

Focus on the community engagement aspect to address health inequities in specific data driven populations



Thank you!

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