

STATE OF UTAH

**POINT OF THE MOUNTAIN
DEVELOPMENT COMMISSION**

Purposes of the Effort (HB 318)

- Maximizing job creation
- Ensuring a high quality of life for residents in and surrounding the project area
- Strategic residential and commercial growth
- Preservation of natural lands and expansion of recreational opportunities
- Provision of a variety of community and housing types that match workforce needs
- Planning for future transportation infrastructure and other investments to enhance mobility and protect the environment

Phase 1

Listening & Research

COMPLETED

Phase 2

Scenarios & Vision

COMPLETED

Phase 3

Financing

NOW

Meetings

- 4 public workshops
- 21 small group, advisory group, and subgroup meetings to discuss specific topics
- 2 major stakeholder phase kick-offs
- Regular check-in meetings with transportation agencies
- Numerous meetings with stakeholders, landowners, and interested citizens

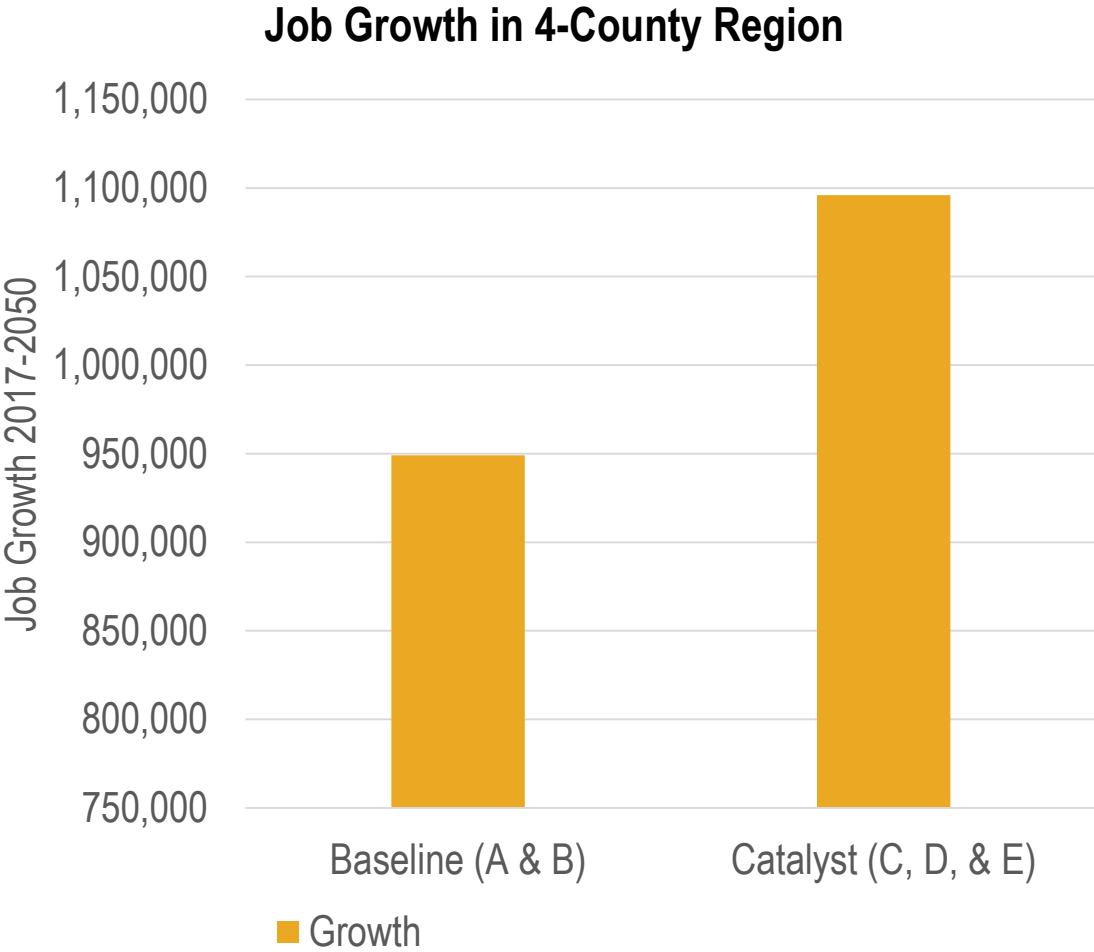


Stakeholder and Public Input

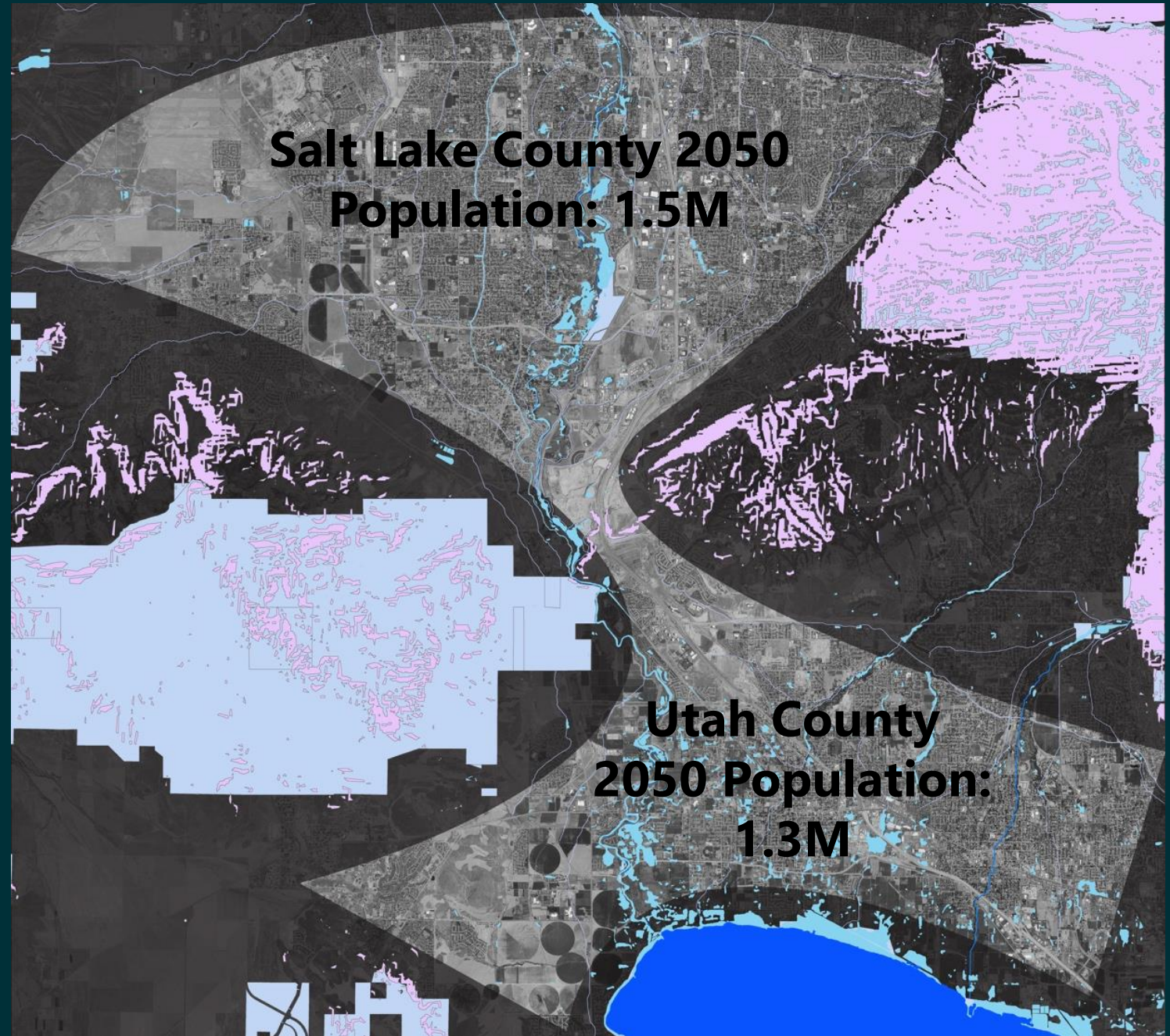
- Over 4,200 responses collected informing critical points and decisions throughout the process:
 - Employee Survey: 1224 responses
 - Point of the Mountain Workshop Survey: 625 responses
 - Phase 1 Report Detailed Feedback: 16 responses
 - Phase 2 Scenario Variable Ranking: 48 responses
 - Baseline Scenario Comments: 14 responses
 - Point of the Mountain Website Feedback: 354
 - Phase 2 Scenario Workshop Feedback: 350
 - Phase 2 Scenario Online Feedback: 1733

JOB FORECAST

150,000 ADDITIONAL JOBS; HIGHER QUALITY JOB GROWTH



The Bottleneck Between the State's Two Largest Counties is a State-Level Issue



REGIONAL VISION FOR THE POINT OF THE MOUNTAIN

STATE OF UTAH
POINT OF THE MOUNTAIN
DEVELOPMENT COMMISSION

Envision
Utah
How we grow matters.

JOBS



1 Highly-trained workforce
The quality of Utah's workforce is the number one factor in attracting, retaining, and growing high-paying "innovation economy" jobs. The desired workforce is diverse and highly educated, with a focus on in-demand fields. While a portion of this workforce will undoubtedly be generated by attracting workers from out of state, Utahns can fill the bulk of these jobs if they have the required skills.

ENVIRONMENT

2 Improved air quality & reduced resource use
Employers and Utahns increasingly demand a sustainable approach to natural resources like air, water, and energy. The Point of the Mountain can demonstrate sustainability by facilitating electric vehicle use, promoting non-automobile travel, reducing air emissions and energy use in buildings, using water-wise landscaping, and implementing new technologies.



3 Connected trails, parks, and open space
The Point of the Mountain is already home to extensive open spaces and trails, paragliding, and the Jordan River. Continued implementation of thoughtful and ambitious trail, park, and open space planning will establish a world-class network for people and wildlife, connecting the mountain ranges and the Jordan River.

COMMUNITY DESIGN

4 Vibrant urban centers
Vibrant places include housing, jobs, shops, amenities, and open space. They bring destinations closer to home, shorten driving trips, increase the convenience of walking and biking, and improve affordability by diversifying housing types. The prison and other large sites at the Point of the Mountain are ideal for the creation of major urban centers, without disrupting existing single-family neighborhoods.



5 Jobs close to where people live
Jobs and housing in close proximity reduce commuting distances, decrease traffic volumes during peak hours, improve air quality, lower travel times and expenditures, and enhance quality of life. While housing is needed in proximity to east-side jobs in both Utah and Salt Lake counties, jobs are needed in proximity to west-side housing in both counties. Completing west-side infrastructure like the Mountain View Corridor will improve the west side's attractiveness for jobs.

6 A variety of community and housing types
A variety of community and housing types ensures housing affordability and a high quality of life that matches what Utahns want and can afford. Such variety includes single-family suburbs and walkable communities in neighborhood, community, and urban centers.



LEGEND	
Major Centers	Light blue shaded area
TRAX Line	Solid blue line
New TRAX Line	Dashed blue line
FrontRunner	Solid purple line
Transit Corridor	Dashed purple line
Rapid Transit	Dashed pink line
Camp Williams	Light green shaded area
Microtransit Circulator	Dotted black line
North-South Boulevard	Solid dark blue line
Freeways	Solid orange line
Major Roads	Solid yellow line
Open Space	Light green shaded area
Trail Connections	Solid green line

TRANSPORTATION

7 New north-south boulevard
A new north-south road from Bangerter Highway in Draper to 2100 North in Lehi will serve as an alternative to I-15. Mountain View, and Redwood Road. This new boulevard or main street will include public transportation in a dedicated right-of-way. It will encourage active transportation, stimulate growth of urban centers, and provide an alternative for shorter, local trips.

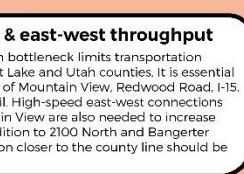


8 Connected street network
Street networks efficiently move people and goods. Connected arterials, collectors, and local streets provide multiple alternative travel routes and enhance walking and biking. Additional crossings of the Jordan River and I-15 will be necessary.

9 World-class public transit
Public transportation moves people, addresses air quality, fosters high-quality urban centers, improves affordability, and attracts "innovation economy" employers and employees. As connected, shared, and autonomous vehicles revolutionize travel, FrontRunner will increasingly serve as a backbone for long-distance trips. Light rail and/or "micro-transit" options will improve local mobility.



10 North-south & east-west throughput
The Point of the Mountain bottleneck limits transportation connections between Salt Lake and Utah counties. It is essential to maximize the capacity of Mountain View, Redwood Road, I-15, FrontRunner, and light rail. High-speed east-west connections between I-15 and Mountain View are also needed to increase east-west capacity. In addition to 2100 North and Bangerter Highway, a new connection closer to the county line should be explored.



PRISON SITE

11 Catalytic center at the prison site
The Draper prison site's 700 acres hold tremendous opportunity for catalyzing growth in high-paying jobs by (1) establishing a nationally-known research and university presence, (2) attracting marquee employers, and (3) creating a high-quality urban center that attracts employers and employees.



12 Research and university presence
Establishing a nationally-recognized research and university presence will catalyze growth in high-paying jobs by strengthening the innovation workforce, spurring research and technology transfer, and creating a "wow" factor to brand the area and the state as a place to be.

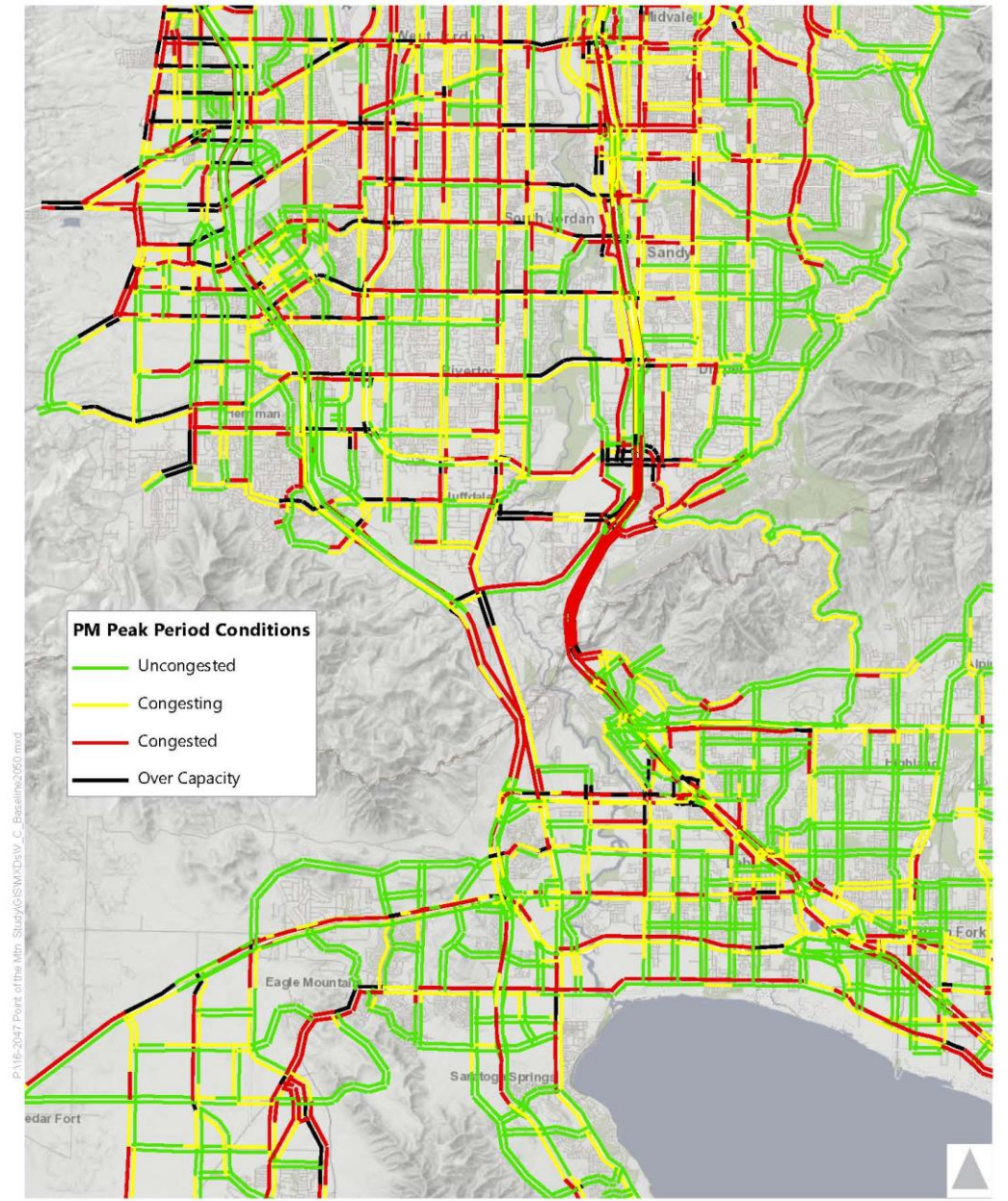
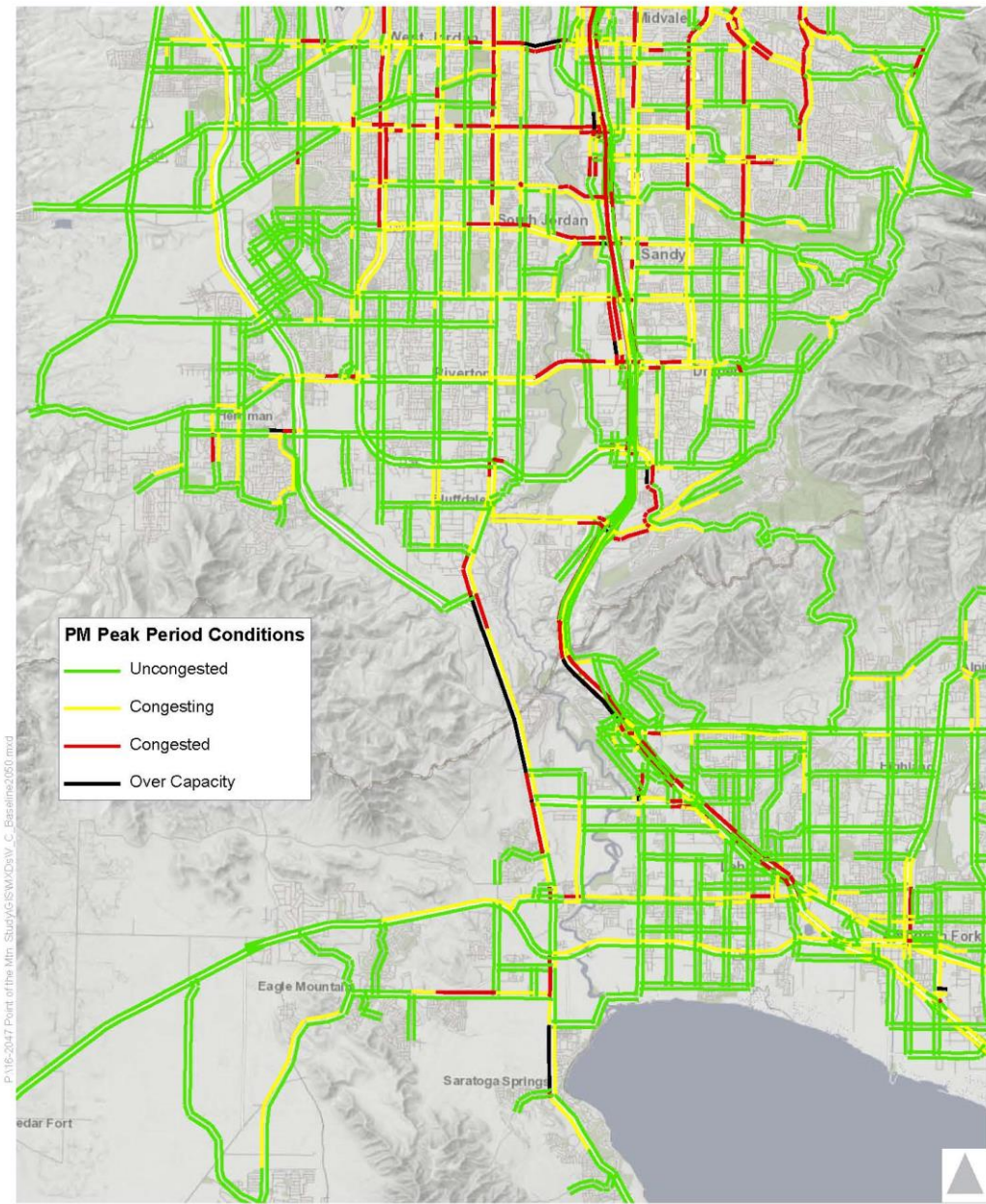


Figure
Volume to Capacity - POM (2014)

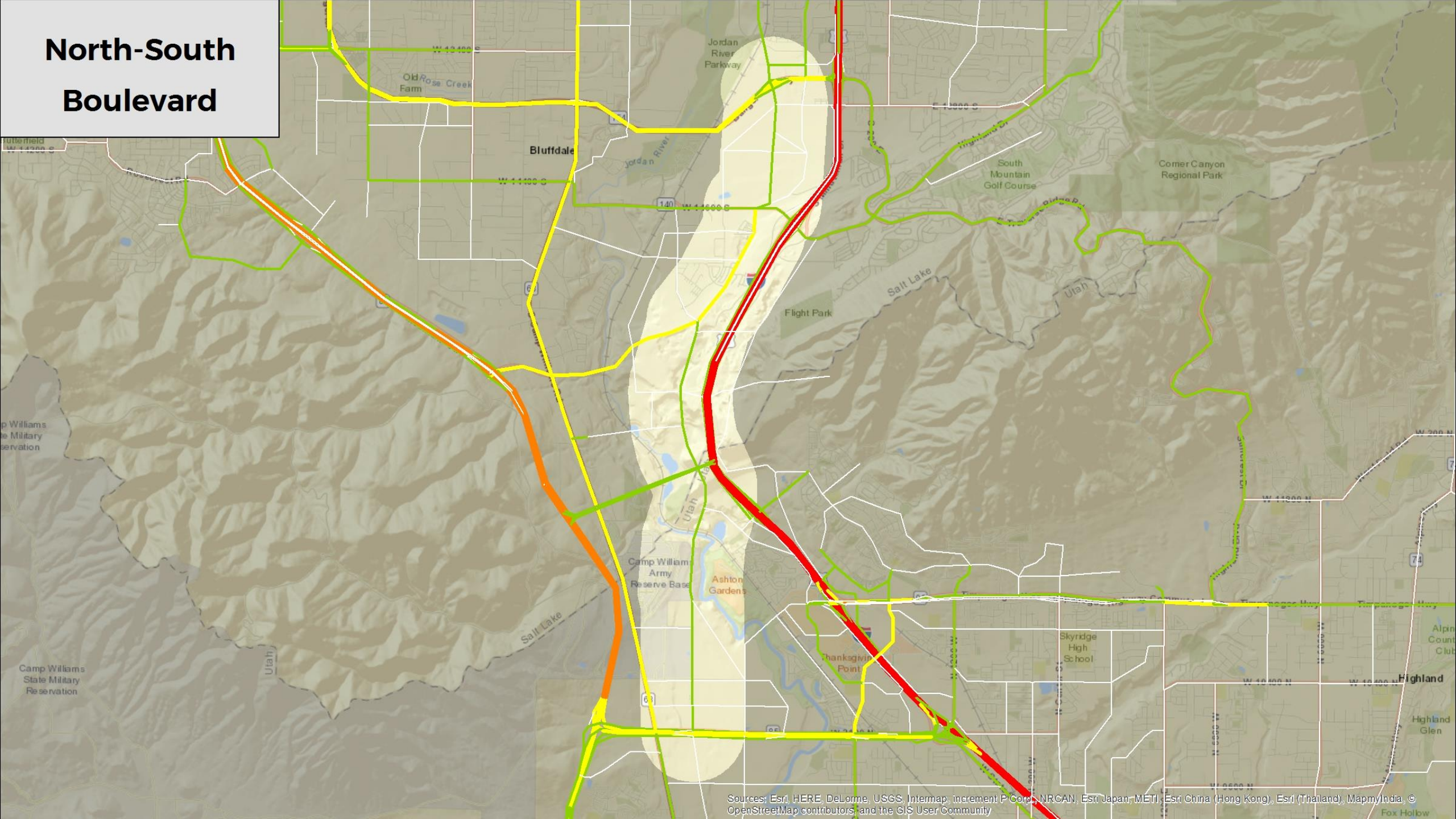


Figure
Volume to Capacity - Baseline POM (2050)

New North-South Boulevard

A new north-south road from Bangerter Highway in Draper to 2100 North in Lehi will serve as an alternative to I-15, Mountain View, and Redwood Road. This new boulevard or main street will include public transportation in a dedicated right-of-way. It will encourage active transportation, stimulate growth of urban centers, and provide an alternative for shorter, local trips.

North-South Boulevard



An aerial photograph of a residential street grid in Lehi, Utah. The map shows a grid of streets with labels such as W 600 N, E 600 N, N 300 E, N 200 E, E 500 N St, E 300 N, and E 200 N. A red location pin is placed on the map, labeled 'Lehi'. A green triangle is also visible on the map, located in the upper central area. The text 'A Connected Street Network' is overlaid on the left side of the map.

A Connected Street Network

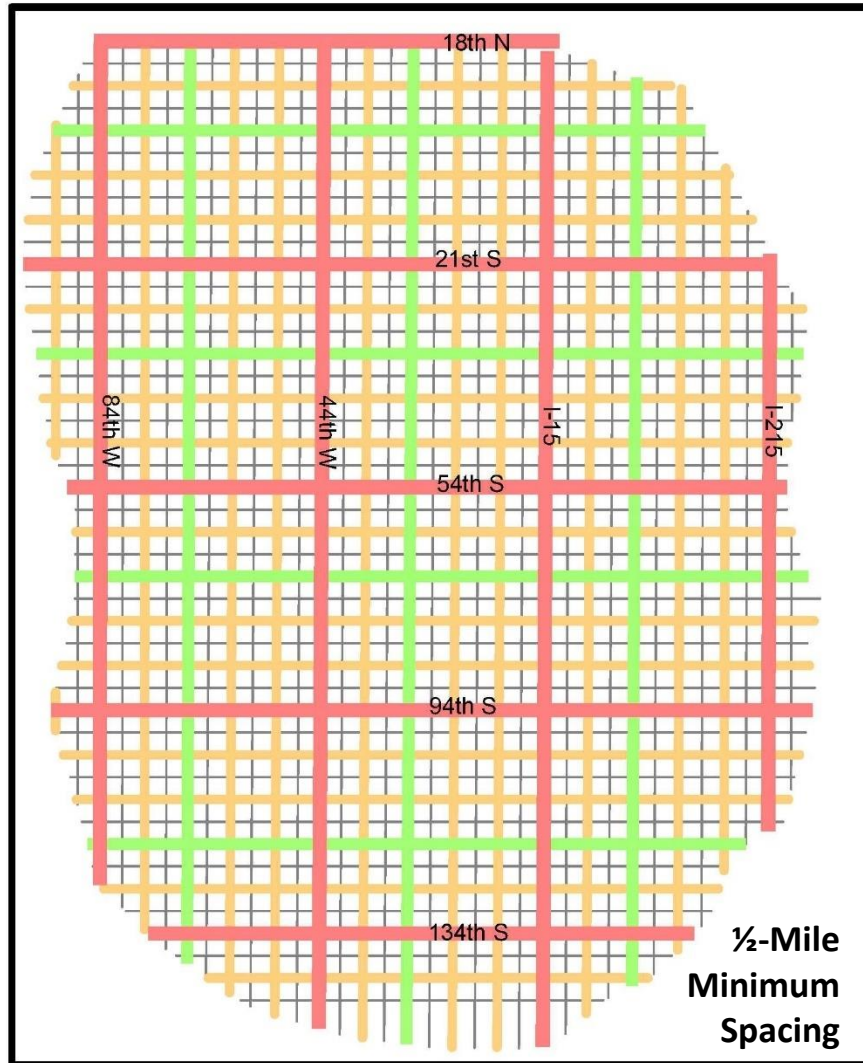
Street networks efficiently move people and goods. Connected arterials, collectors, and local streets provide multiple alternative travel routes and enhance walking and biking. Additional crossings of the Jordan River and I-15 will be necessary.

ITE Ideal Spacing vs. SL County Actual

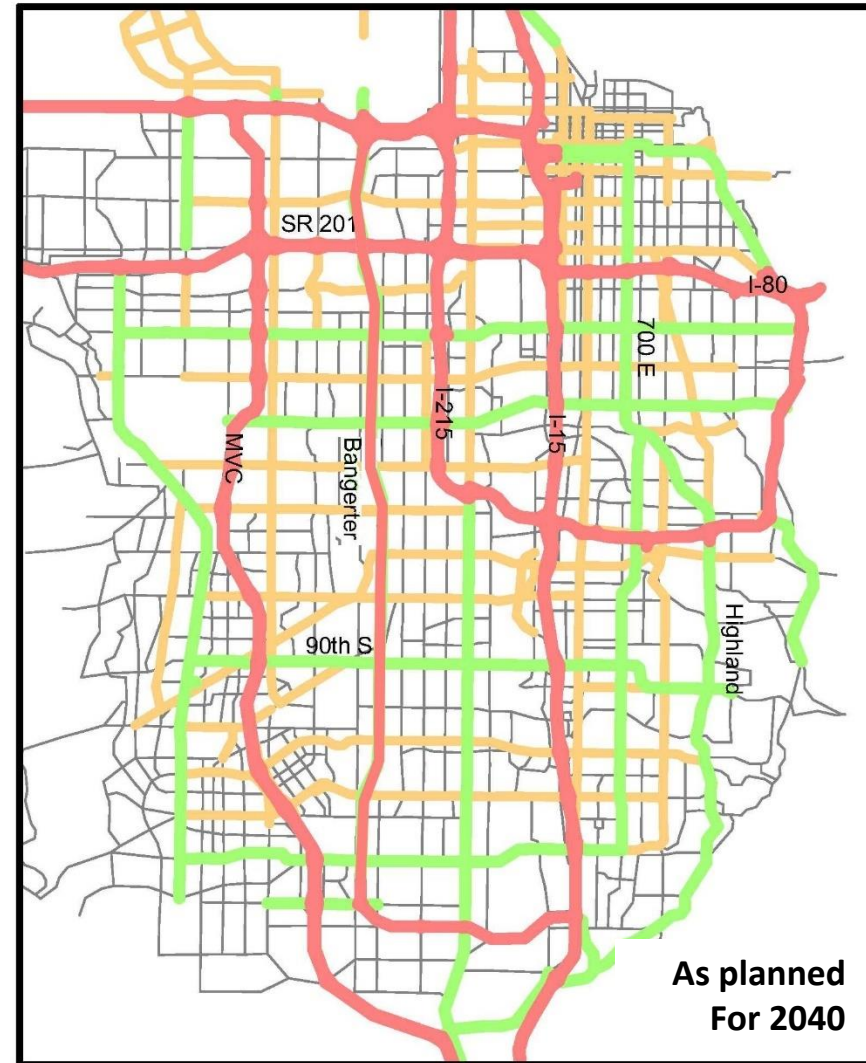
Freeways 5-miles (pink)
Arterials 1-mile (green, orange)
Collectors ½ mile (grey)



Applied as recommended in ITE's Transportation Planning Handbook, 1st Edition, 2.2.3.5 Spacing, pg 37



0 2.5 5 10 15 Miles



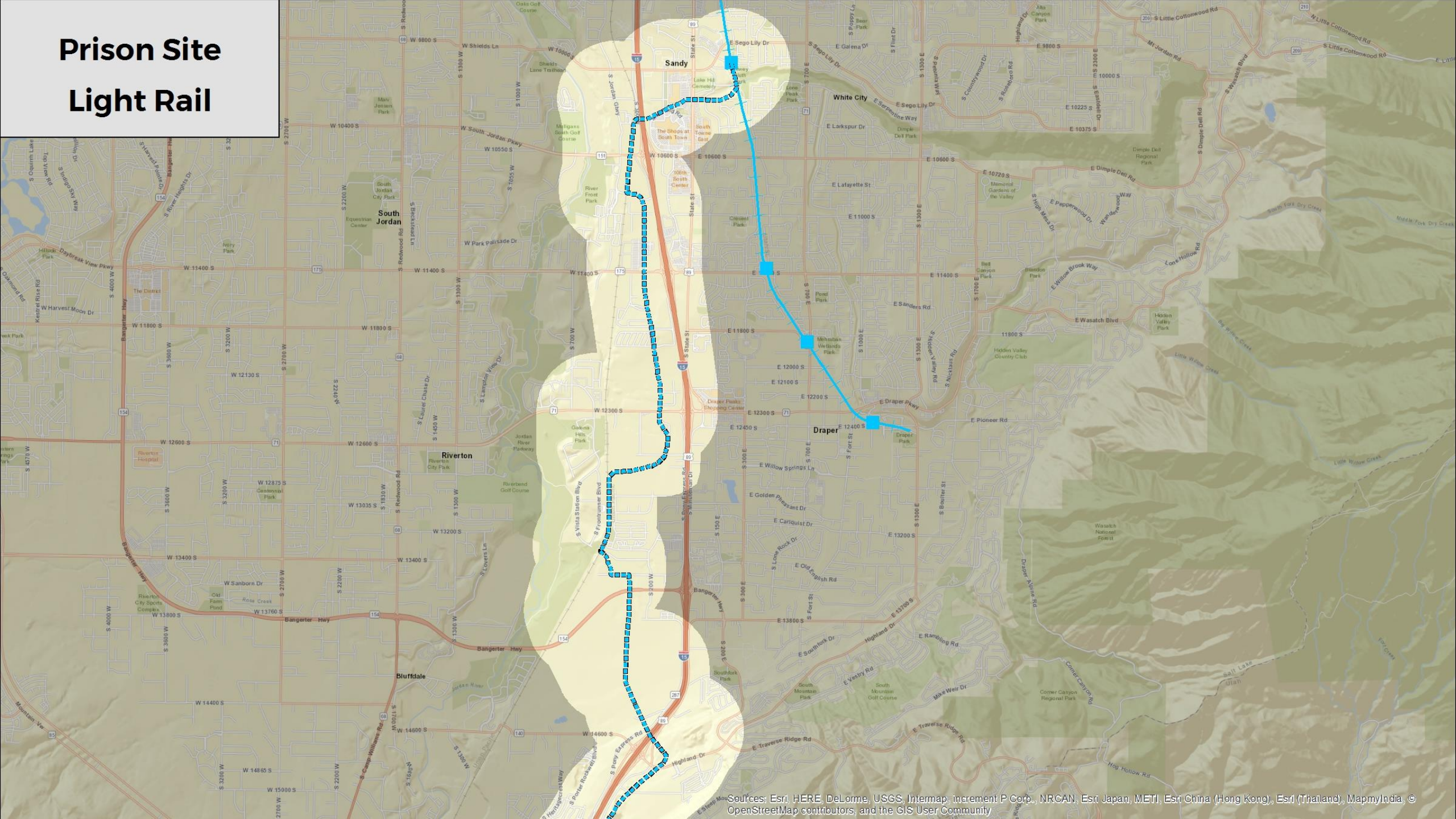
0 2.5 5 10 15 Miles

A blue and white high-speed train is stopped at a station platform. A sign above the platform reads "LATCH". The train is positioned on tracks, and the platform has a yellow tactile strip. The background shows a clear sky and some distant hills.

World-Class Public Transportation

Public transportation moves people, addresses air quality, fosters high-quality urban centers, improves affordability, and attracts “innovation economy” employers and employees. Connected, shared, and autonomous vehicles will revolutionize travel. FrontRunner will increasingly serve as a backbone for long-distance trips. Light rail and/or “micro-transit” options will improve local mobility.

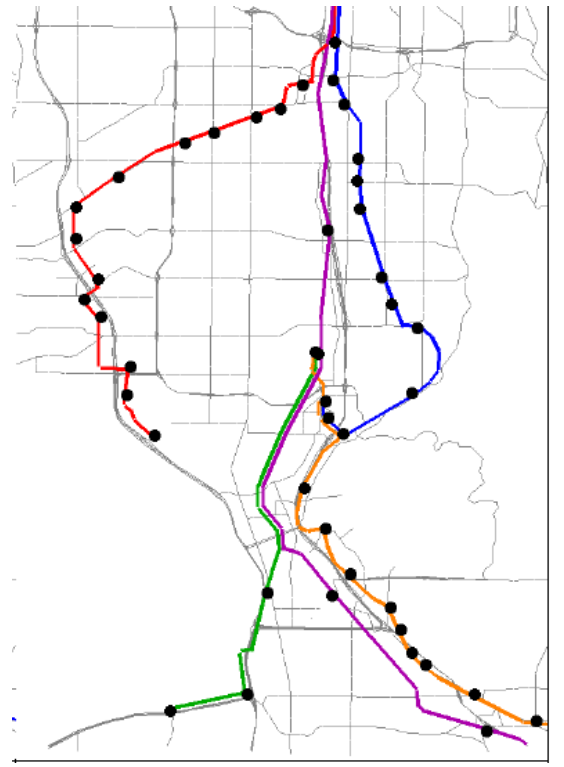
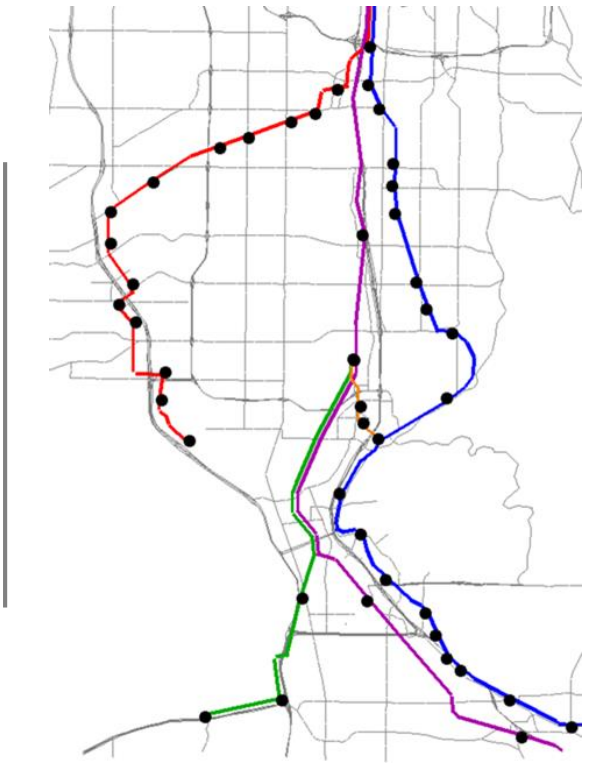
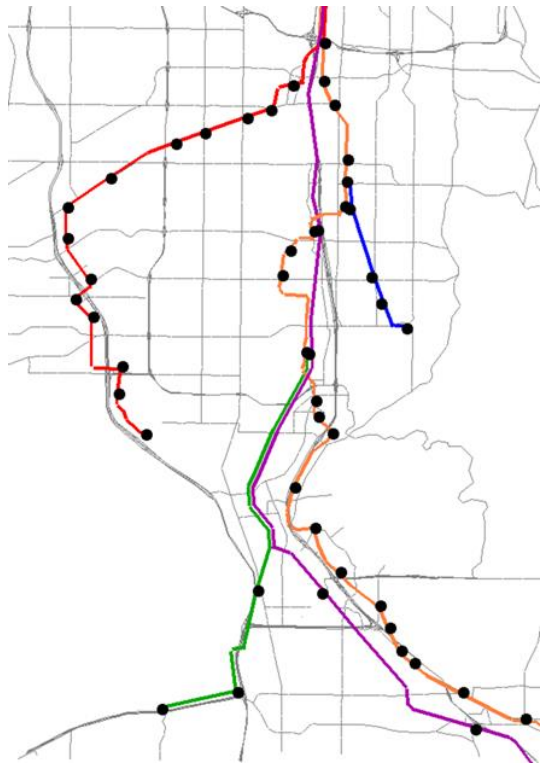
Prison Site Light Rail



MIXED-USE TOWN CENTER

LIGHT RAIL TRANSIT



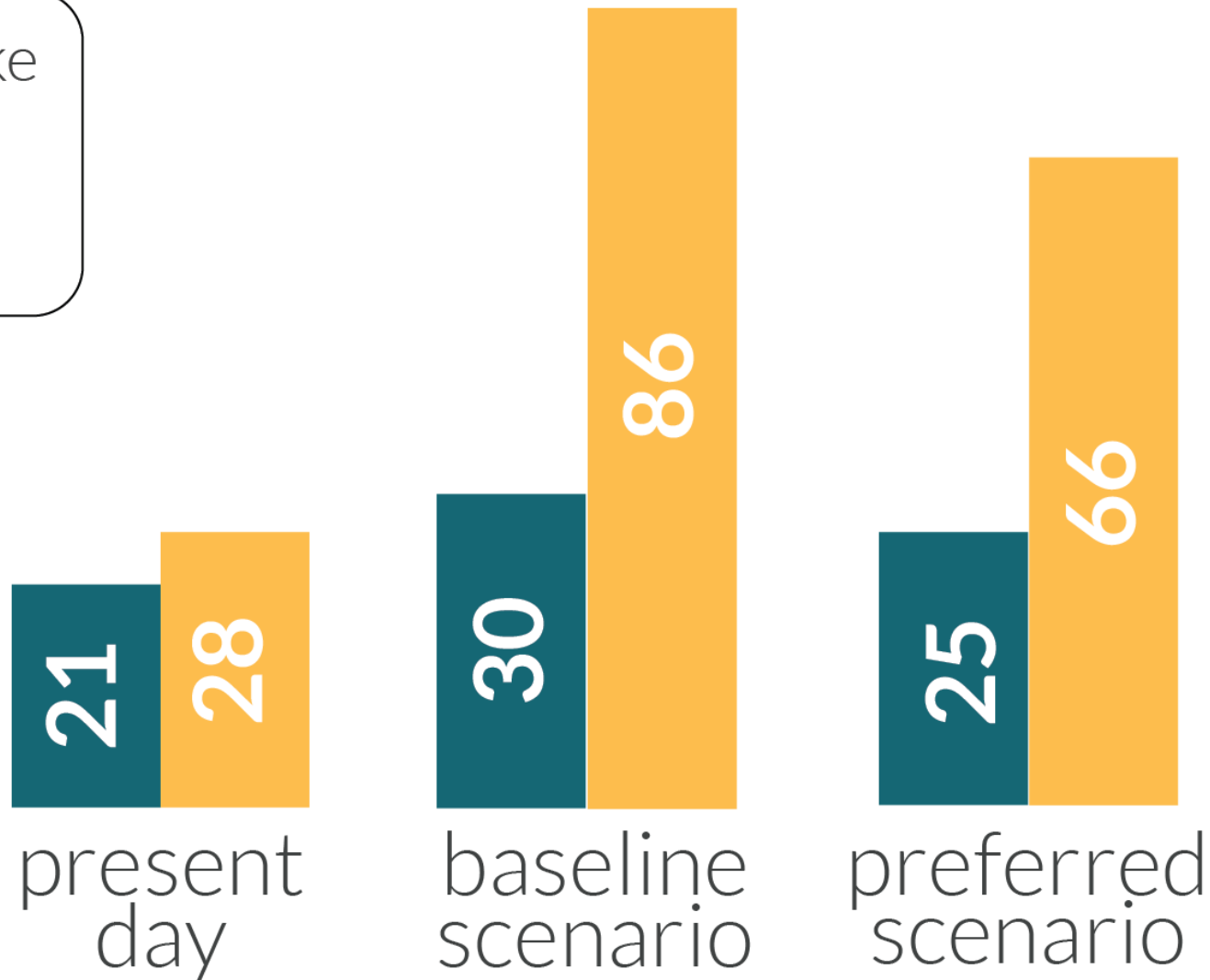


Alternative Alignments

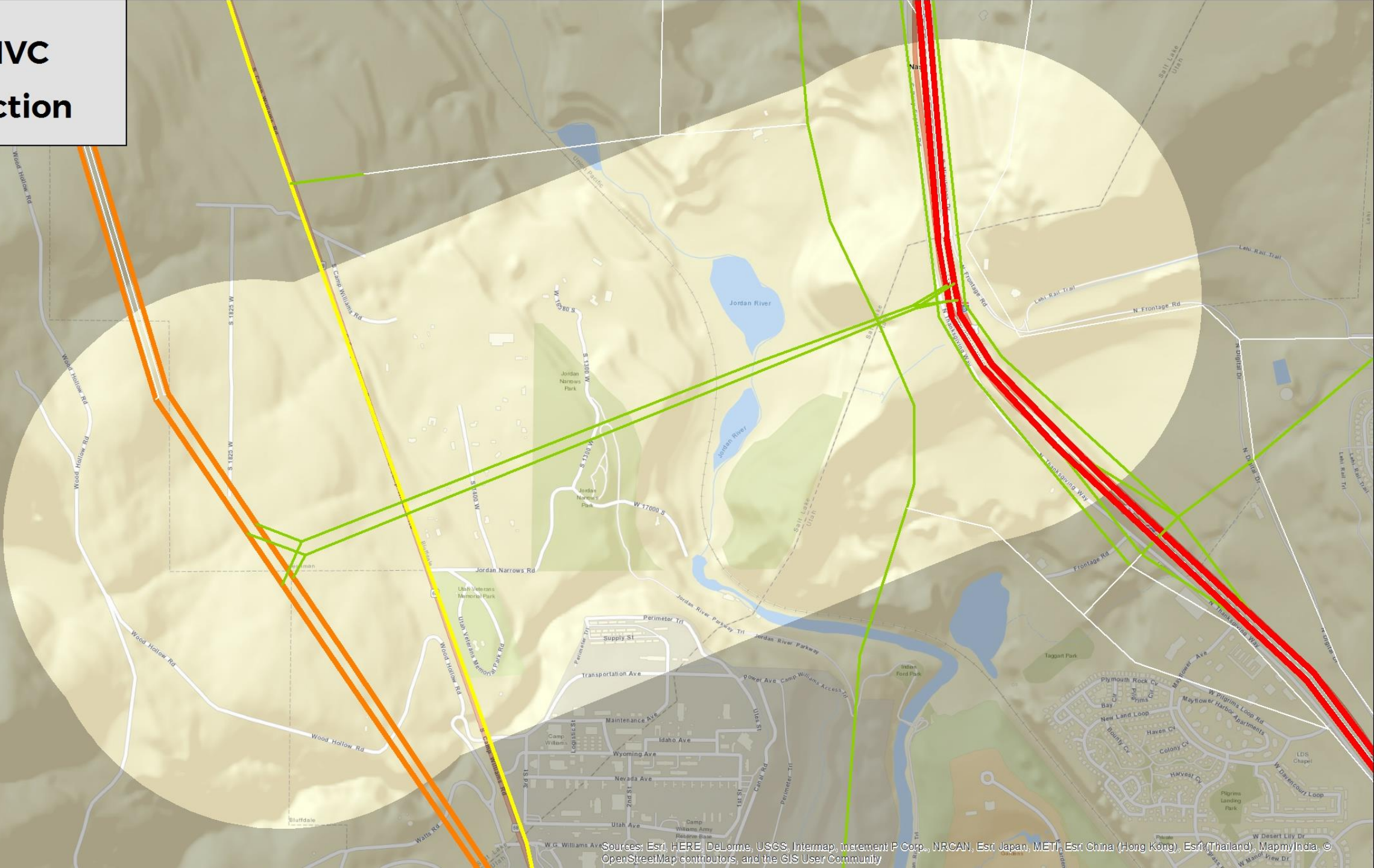
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Minutes from Draper Prison Site to Key Destinations During PM Peak Time



I-15/MVC Connection

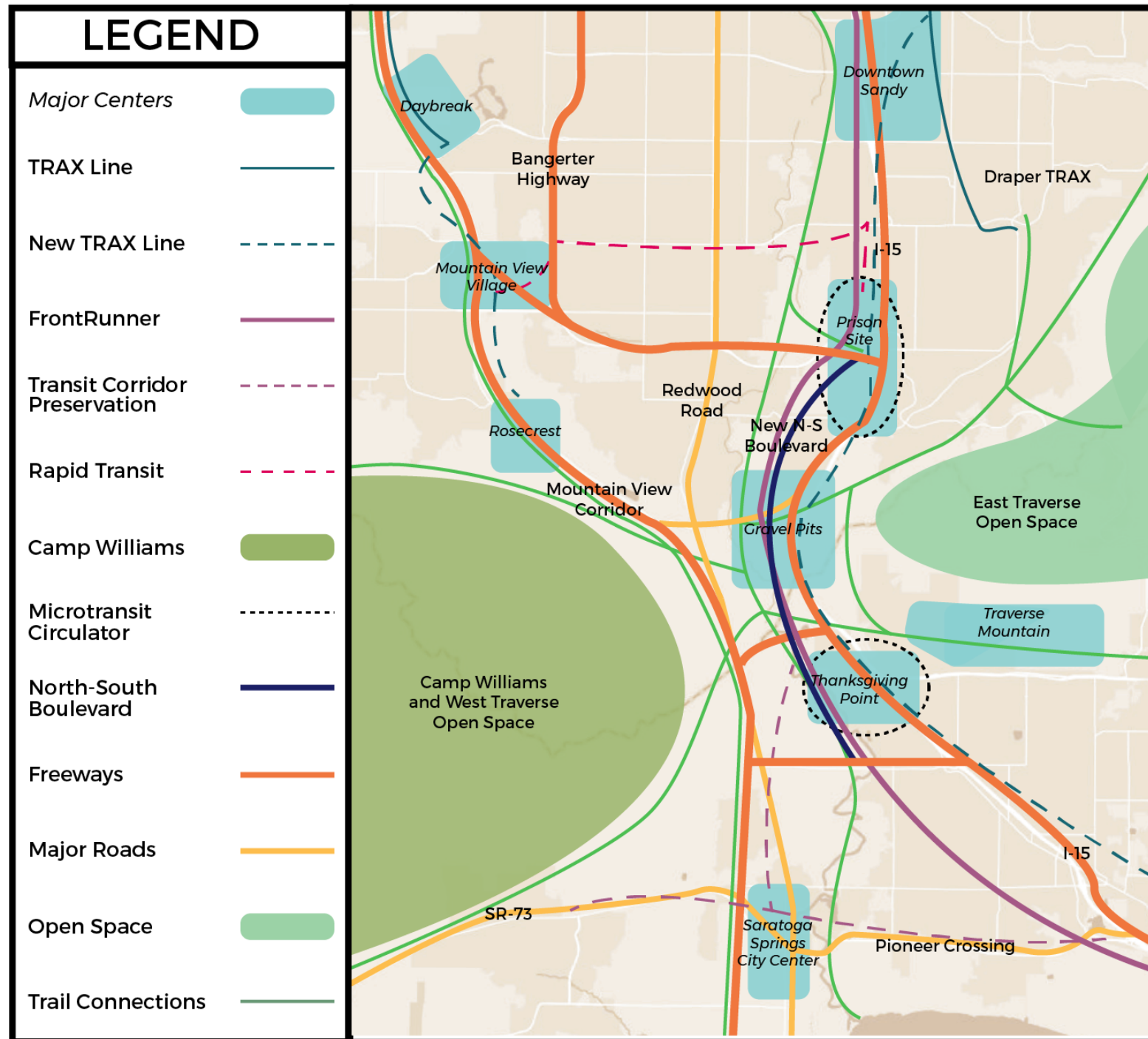




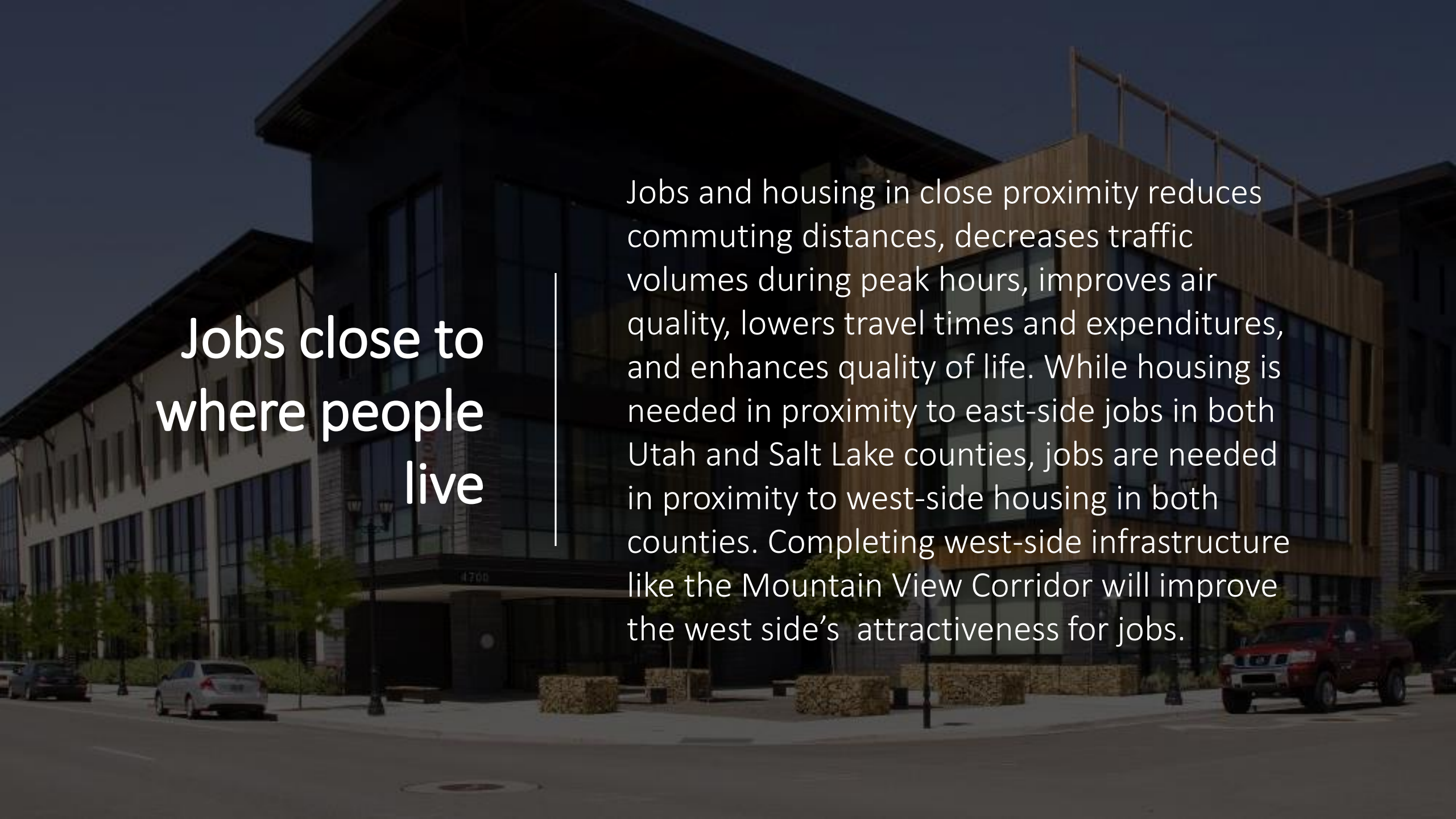
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VISION FOR THE POINT OF THE MOUNTAIN







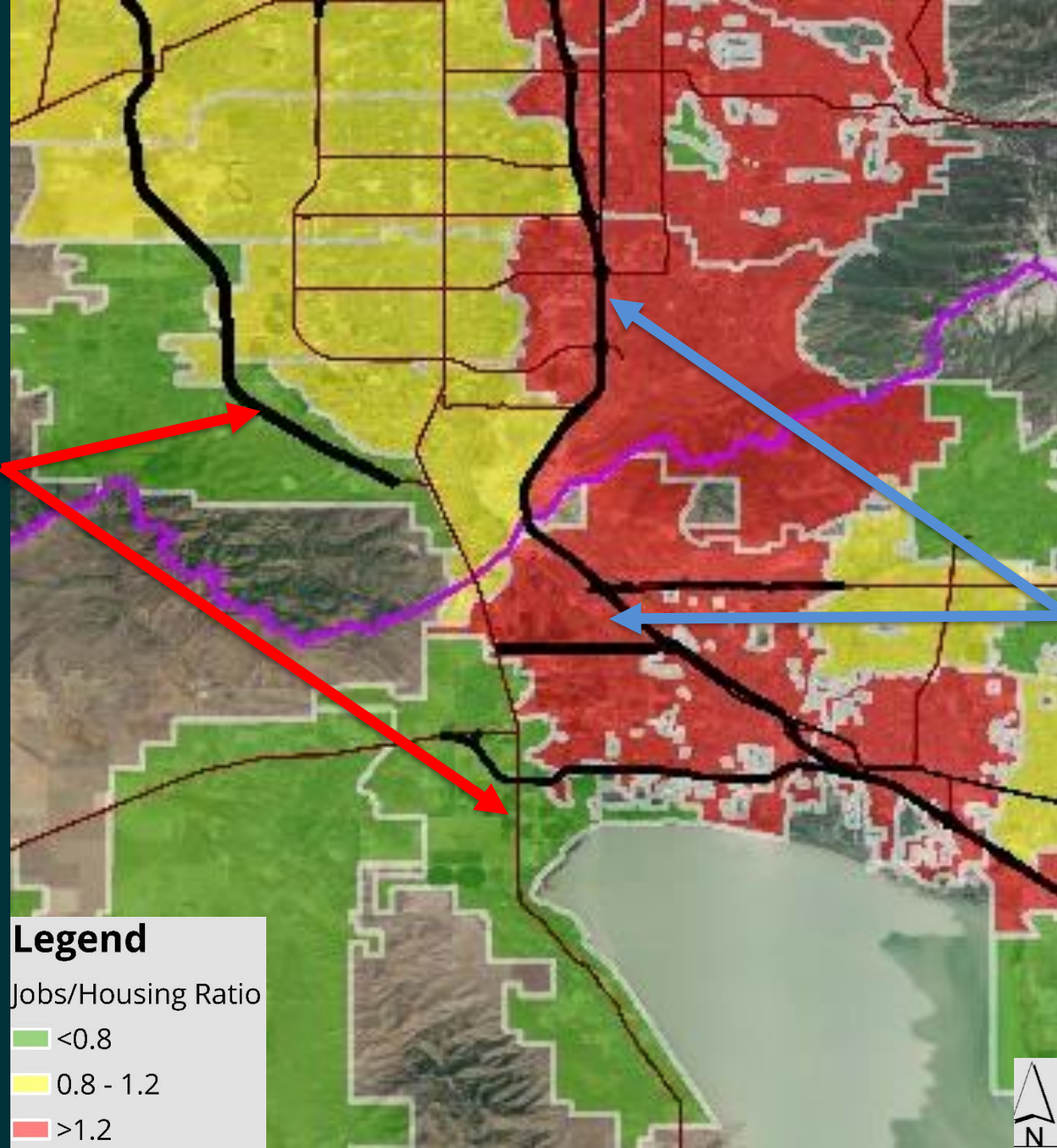
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Jobs/Housing Imbalance

Housing is rapidly locating in western SLCo and UTCo

Lack of jobs/housing balance creates east-west traffic congestion.



However, jobs continue to locate near/around I-15

Next steps

Phase 1

Listening & Research

COMPLETED

Phase 2

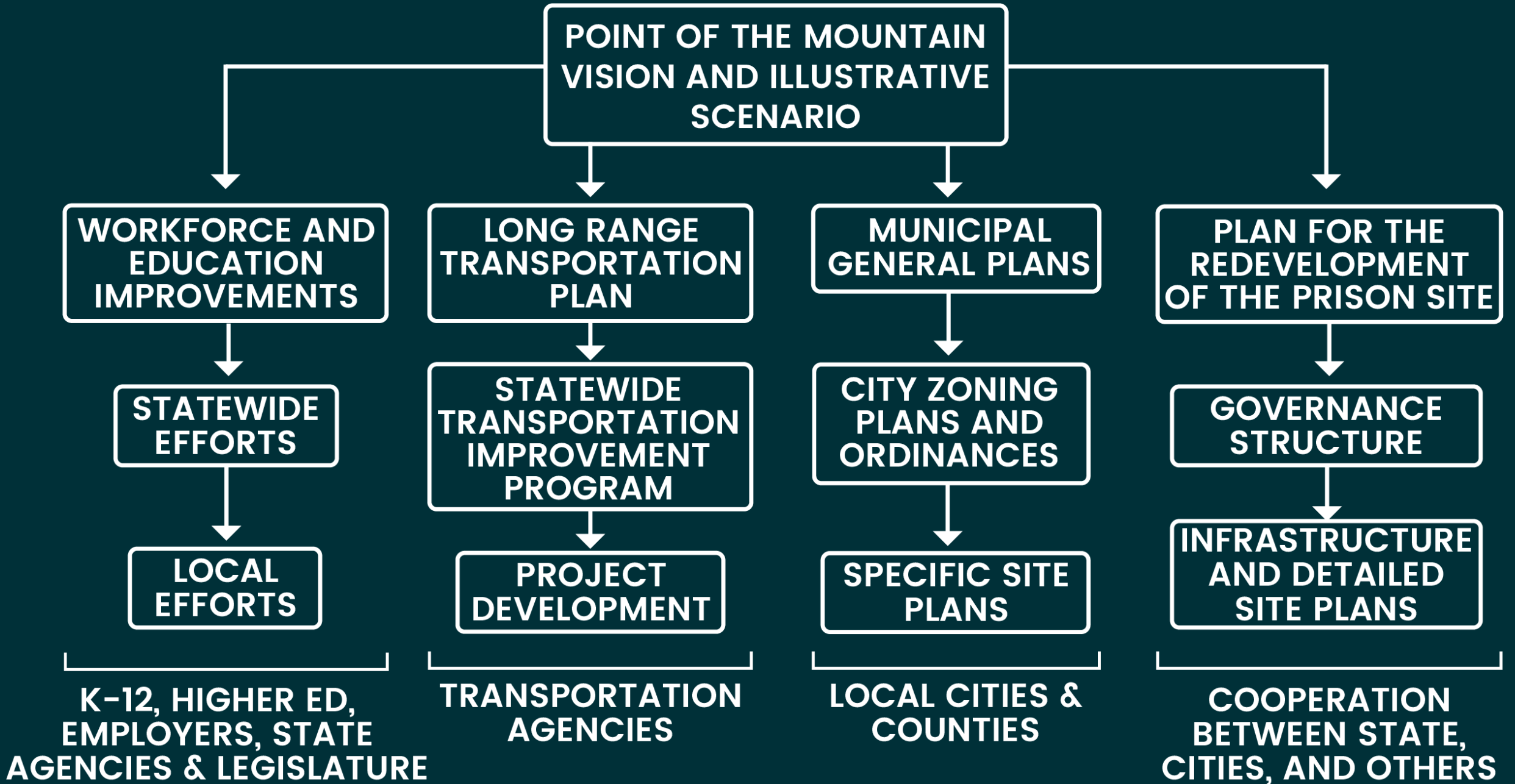
Scenarios & Vision

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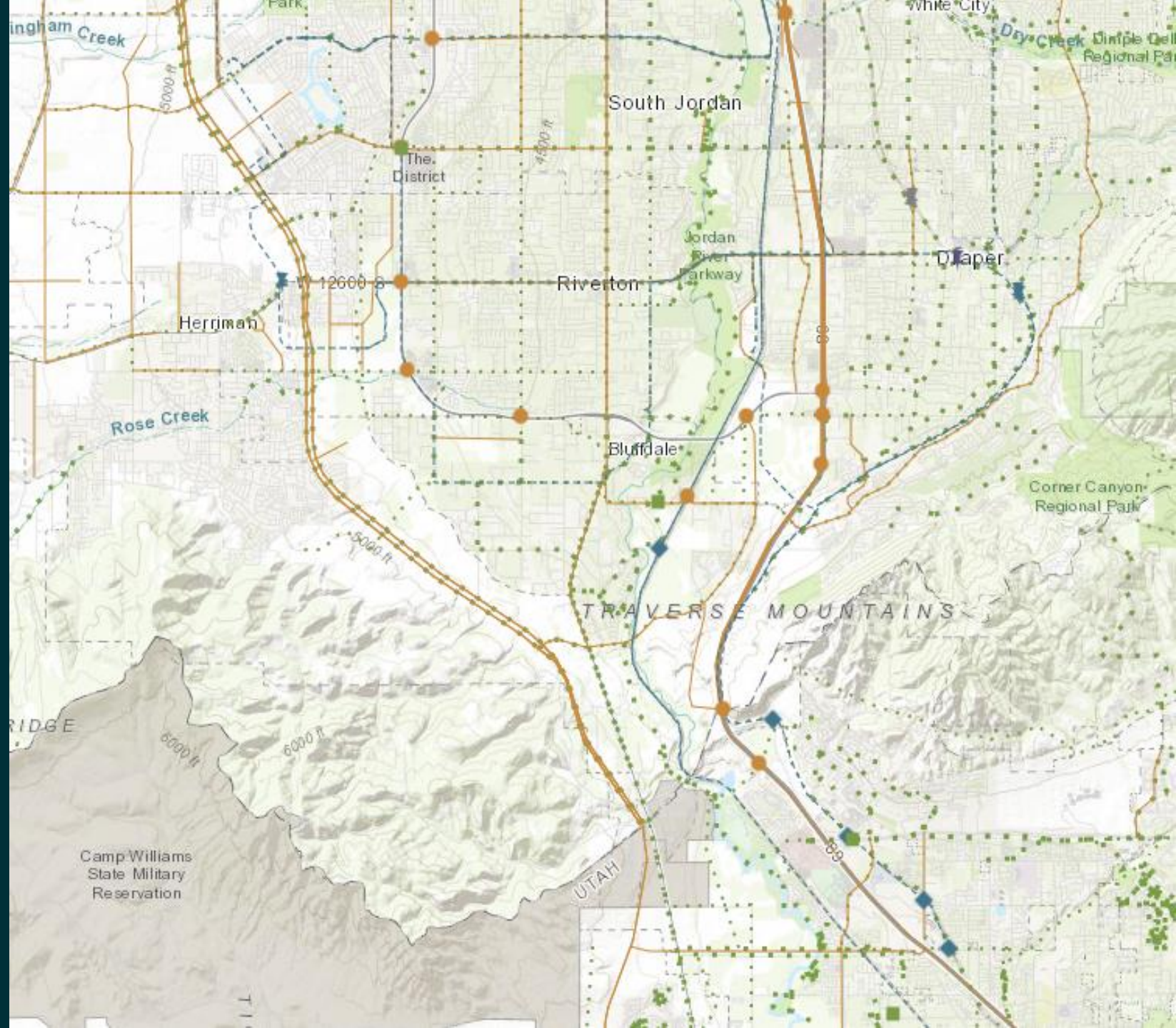
Phase 3

Financing

NOW



Draft 2050 Regional Transportation Plan



HB 372

- Creates “Point of the Mountain State Land Authority”
- Authority oversees management, planning, development & sale of state lands at prison site
 - Guided by Development Commission’s work
- 11 member board
 - Chaired by Spencer Cox and Lowry Snow
- Staff support and assistance from DFCM & GOED