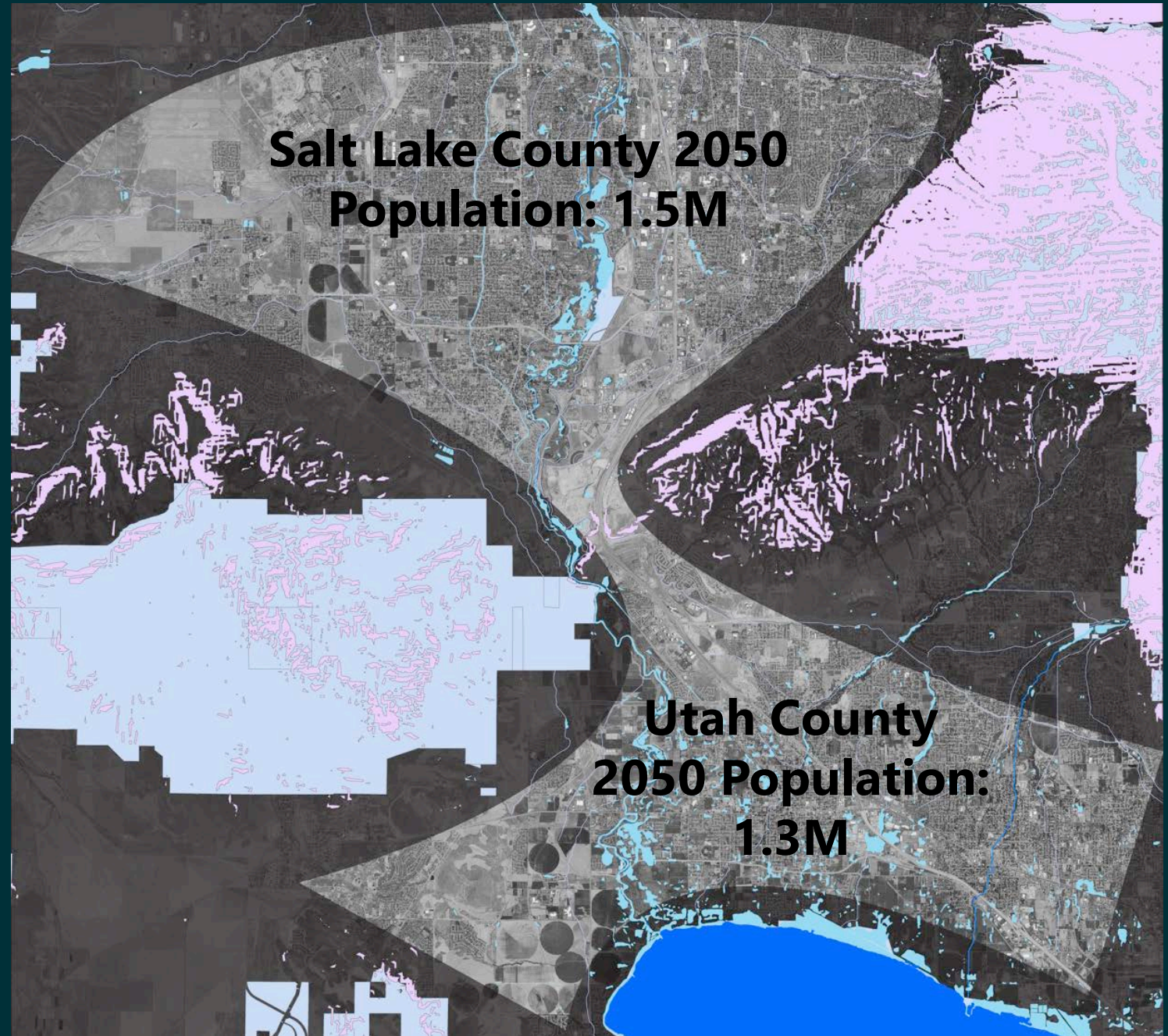


STATE OF UTAH

**POINT OF THE MOUNTAIN  
DEVELOPMENT COMMISSION**

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





20,000+  
developable acres



# 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

# REGIONAL VISION FOR THE POINT OF THE MOUNTAIN



STATE OF UTAH  
POINT OF THE MOUNTAIN  
DEVELOPMENT COMMISSION



## 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	
TRAX Line	
New TRAX Line	
FrontRunner	
Transit Corridor Preservation	
Rapid Transit	
Camp Williams	
Microtransit Circulator	
North-South Boulevard	
Freeways	
Major Roads	
Open Space	
Trail Connections	

**7 New north-south boulevard**  
A new north-south road from Bangor 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.

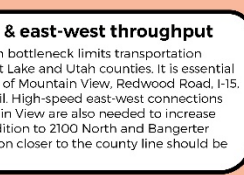


**8 Connected street network**  
Street networks efficiently move people and goods. Connected arterials, collectors, and local streets provide multiple alternative travel routes and enhance walking and biking. Additional crossings of the Jordan River and I-15 will be necessary.

**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 Bangor Highway, a new connection closer to the county line should be explored.



**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.

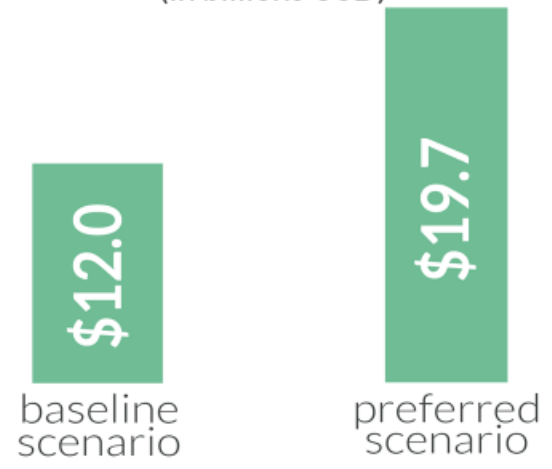


**12 Research and university presence**  
Establishing a nationally-recognized research and university presence will catalyze growth in high-paying jobs by strengthening the innovation workforce, spurring research and technology transfer, and creating a "wow" factor to brand the area and the state as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

## TRANSPORTATION

## PRISON SITE

## State Revenue from Sales and Personal Income Tax (in billions USD)

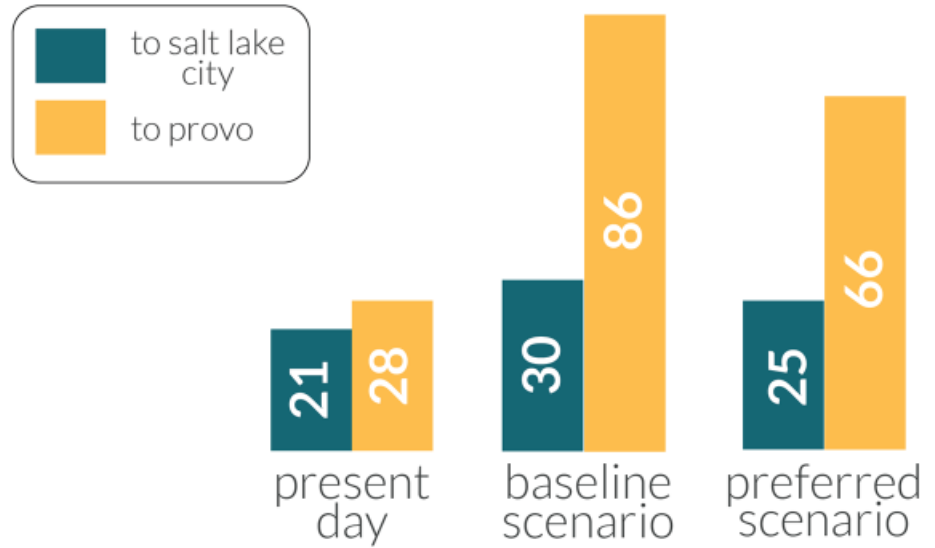


Total 2017-2050 revenue generated from the study area.  
Does not include corporate taxes or revenue from outside the study area.

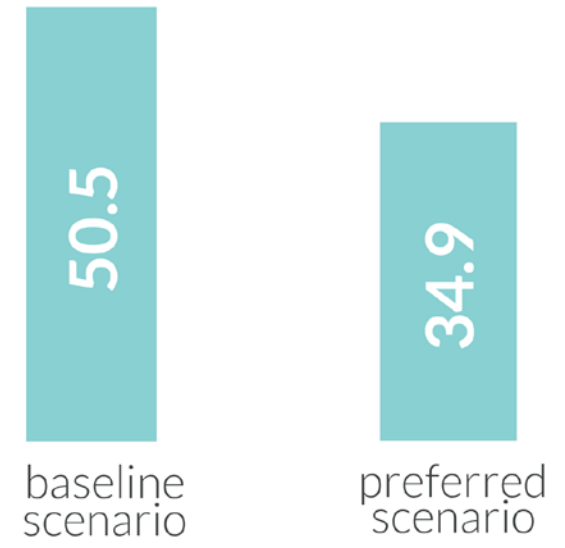
## Access to Jobs by Automobile (jobs within a 45 minute auto trip from the draper prison site)



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



## Daily Regional Vehicle Emissions (in total tons of NOX, VOC, and PM2.5 emitted)



# Reasons to Continue the Commission's Work

- Coordinate transportation implementation (cities, counties, UDOT, UTA, WFRC, MAG)
  - Including collaboration on local funding
- Coordinate planning across jurisdictions
  - 8 cities, 2 counties, 2 MPOs
- Receive ongoing public input



# Motion to Continue the Point of the Mountain Development Commission

At a meeting on October 28, 2019, the Point of the Mountain Development Commission moved to:

1. Continue the Commission as an advisory body;
2. Revise the commission's role to focus on facilitating cooperation between local governments, local transportation entities, the Utah Department of Transportation, and the Utah Transit Authority;
3. Have the commission's role include coordinating a funding plan and requesting appropriate funding from the Legislature; and,
4. Recommend that a two-year sunset date be placed on the commission in order to reevaluate the commission's role.