

Point of the Mountain Transit: Alternatives Analysis (AA) and Beyond

Point of the Mountain Commission

January 24, 2019



Transportation Agencies Analysis

2018 Point of the Mountain Vision Study identified several critical transportation improvement projects.

UDOT, MAG, WFRC, and UTA provided additional analysis for several projects in PoM's Preferred Scenario:

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.

ENVIRONMENT

3 Connected trails, parks, and open space
The Point of the Mountain is already home to extensive open spaces and trails, parkland, 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 homes, 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.

COMMUNITY DESIGN

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 each side jobs in both Utah and Salt Lake counties, jobs are needed in proximity to west-side housing in both counties. Compacting west side infrastructure like the Mountain View Corridor will improve the west side's attractiveness for jobs.

COMMUNITY DESIGN

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

TRANSPORTATION

7 New north-south boulevard
A new north-south road from Bangorlet 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.

TRANSPORTATION

8 Connected street network
Street networks efficiently move people and goods. Connected streets, 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.

TRANSPORTATION

9 World-class public transit
Public transportation moves people, addresses air quality, fosters high-quality urban centers, improves affordability, and attracts innovation economy employees and employers. 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.

TRANSPORTATION

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 I-15, North and Bangorlet Highway, a new connection closer to the county line should be explored.

PRISON SITE

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

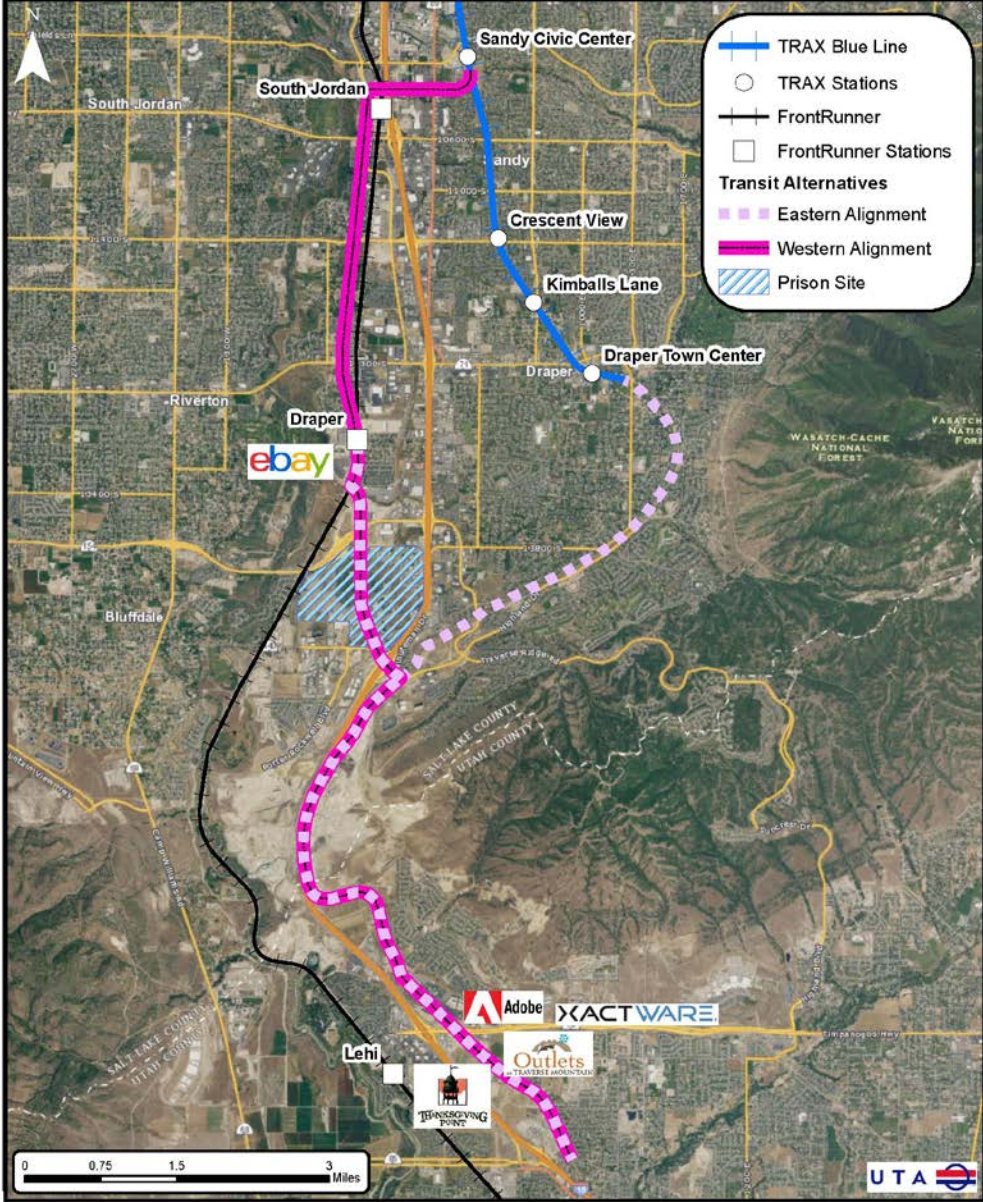
PRISON SITE

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

LEGEND

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

TRAX Extensions: Vision Study Options



Initial Estimates (from Vision Study)

- Ridership:

- East Alignment: 36,000-45,700 riders/day
- West Alignment: 43,000-44,700 riders/day

- Costs (2020 Dollars):

- East Alignment: \$850-950M
- West Alignment: \$1.2-1.3B
- Operating Costs: \$11-13M annually + ongoing maintenance and State of Good Repair costs



Alternatives Analysis (AA)

- Detailed Study of each Alignment/Mode
 - Ridership/Travel Markets
 - Travel Time
 - Land Use/Economic Development Potential
 - Conceptual Engineering
 - Capital Cost Refinement
- Public and Stakeholder Involvement
- Approx. 1 year timeframe



Alternatives Analysis (AA) Outcome

1. Locally Preferred Alternative (LPA)
 - Adopted by MPO's, Local Municipalities, and UTA
2. More understanding of costs and risks
3. Streamlines Environmental/NEPA process
4. Determines project eligibility for Federal \$\$



Point of the Mountain Transit Alternatives Analysis

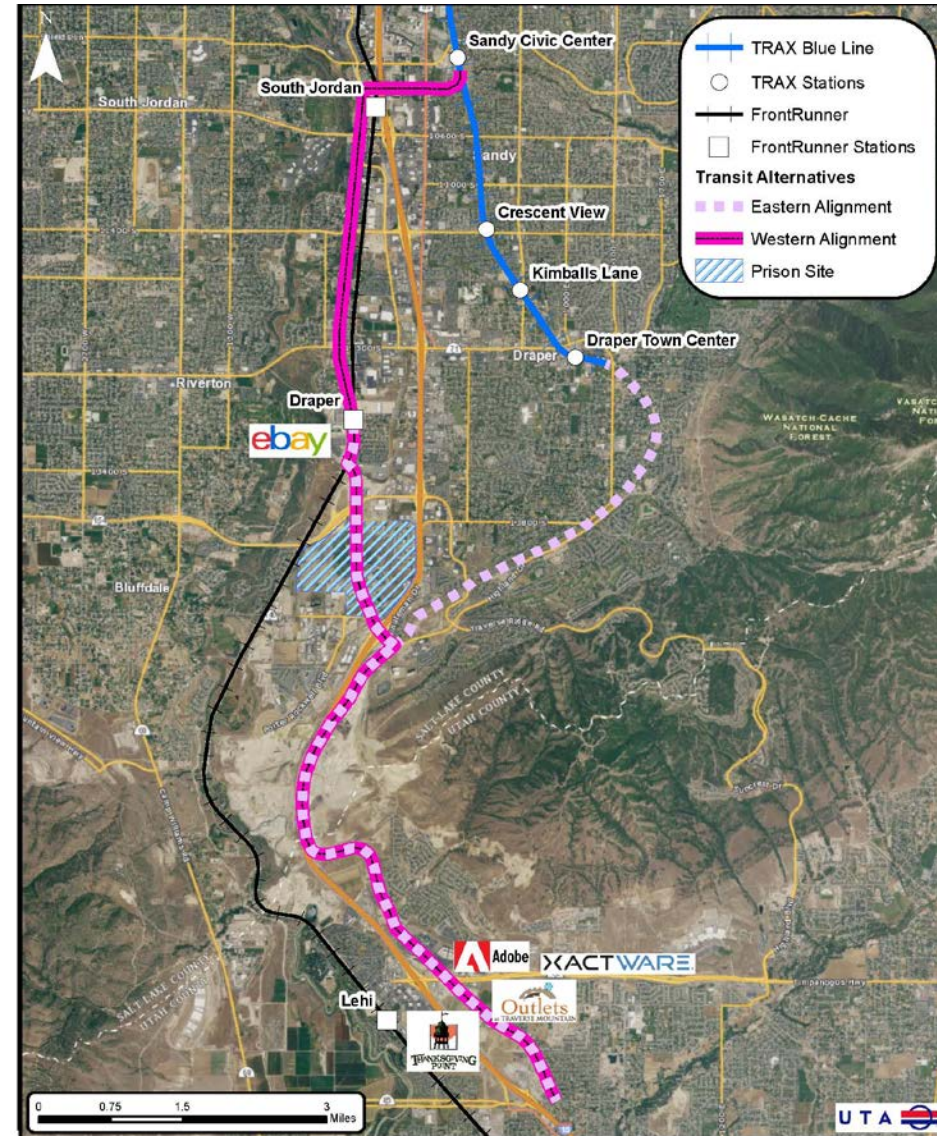
Alternatives Analysis: Cost Sharing

Approx. \$800K Cost

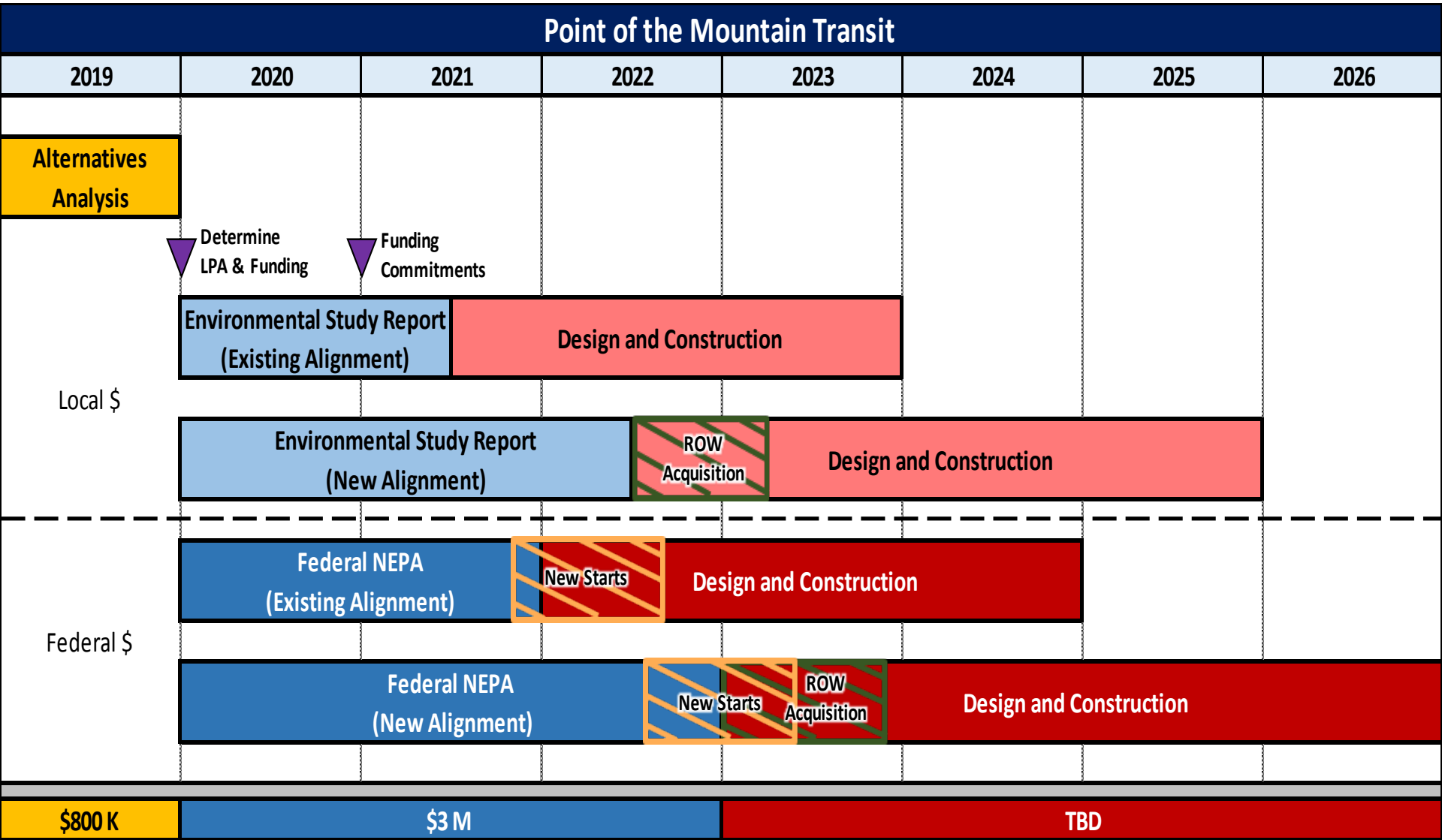
Funding Partners:

- Salt Lake County
 - Draper, Sandy, South Jordan
- Silicon Slopes
- UDOT
- UTA
- WFRC
- MAG
- Utah County?

\$610K+ raised so far



Project Timeline



Thank You

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