

PART 12-450

TRANSPORTATION AND CIRCULATION

12-450-1. MASTER STREET PLAN.

The master street plan provides for a network of collector and arterial streets within Centerville City. The plan identifies existing streets that should be improved to meet the specified widths and standards needed to allow that street to function as needed. The plan also identifies recommended locations for future collector and arterial streets and a future highway. Final alignments for these future streets will be determined specifically at the time of construction, but should be as close to the recommended corridor as possible.

Street classifications for Centerville City and their recommended right-of-way requirements are as follows:

<u>Classification</u>	<u>Right-of-Way Needed</u>
Local (Minor)	50 ft.
Minor collector	60 ft.
Major Collector	66 ft.
Minor Arterial	80 ft.

Land use regulations should include standards for uses abutting collector and arterial streets in an effort to assure the functionability of the street system. Policies and practices should establish standards that will minimize driveways, parking, and other features that would impede traffic movements on designated major streets.

Centerville City is limited in its east-west dimension by the Great Salt Lake on the west and the Wasatch Mountains on the east. Several major roads, such as I-15, State Highway 106 (Main Street), and the Frontage Road, are already in existence to carry traffic out of the area. With the possible exception of the Legacy Parkway and the northward extension of 1250 West into Farmington, very little room exists to provide more major north-south highways. Therefore it is the stated intention of Centerville City to concentrate on the development of major east-west streets to allow traffic to move quickly from the City proper to one of the major north-south routes.

The major streets proposed for Centerville City and their recommended functional classification are as follows:

East-West Streets

Pages Lane (1000 South)	Minor arterial and major collector
Porter Lane (400 South)	Major collector
Parrish Lane (400 North)	Major collector and minor arterial
Chase Lane (1000 North)	Major collector
Jennings Lane (1700-1800 North)	Minor collector and major collector
2025 North Street	Minor collector
Lund Lane (2400 North)	Minor collector

As an alternative, the Parson's Gravel Pit haul road may be developed instead of 2025 North Street as a through east-west street.

North-South Streets¹

Proposed Legacy Parkway	Major arterial or highway
1250 West Street	Minor arterial
Interstate 15	Major arterial or freeway
Frontage Road	Minor arterial (high speed)
400 West Street	Major collector
Main Street (Highway 106)	Minor arterial
400 East Street (Pages Lane to Chase Lane)	Major collector/Minor arterial
Market Place Drive	Minor arterial

See Master Street Plan Map for location and designation of the streets listed above.

12-450-2. VISUAL QUALITY OF CITY ENTRANCES.²

It is important for the overall appearance and atmosphere of Centerville City that the major entrances to the City be protected and enhanced. The major entrances to the City are as follows:

- Main Street at Pages Lane
- 400 East at Pages Lane
- Main Street at Lund Lane

¹ Amended Oct. 1, 1996, Ord. No. 96-24

² Amended Oct. 1, 1996, Ord. No. 96-24

Parrish Lane at Interstate 15 interchange
Parrish Lane at future Legacy Parkway interchange
Interstate 15 at the north and south City boundaries

These major entrances are critical in determining the attitudes that residents and visitors will gain of Centerville as they enter and leave the City. Subsequently, future development in these areas should be closely monitored by the Planning Commission and City Council so that the design and development patterns of land uses here are appropriate to reflect an image the residents wish to portray.

Interstate 15, which runs north-south through the city, impacts adjacent properties significantly. Noise is perhaps the most severe of the impacts, with visual and aesthetic impacts significant as well. To address these impacts and to build community identity, a long-term program for landscaping the freeway through Centerville City and the Parrish Lane Commercial Gateway Corridor should be pursued. The City should also vigorously pursue with the Utah Department of Transportation (UDOT) the implementation of noise barriers along the Frontage Road to protect and enhance the residential developments that have been and will be developed in this area.

To mitigate the impacts of the Freeway on nearby properties, all residential developments adjacent to the Frontage Road should be required to develop a parkway on the east side of the Frontage Road, or provide property and payments in lieu thereof. Parkway development could also include flood and storm water detention purposes, as appropriate. Property to be developed as parkway adjacent to the Frontage Road could, as one alternative, be placed in the care of the City for maintenance, through either granting of easements or dedication of the property to the City.

When deemed appropriate, the City may acquire and develop additional property along the Frontage Road to provide useable sections of parkway.

SECTION 12-450-3. BICYCLE AND NON-MOTORIZED VEHICLE PATHWAYS.

Despite attention given to bicycles as an alternative means of regular transportation in recent years, the bicycle today is still used primarily for recreation. Because of the frequent conflicts and problems that result from bicycle sharing street rights-of-way, Centerville City has determined it best to not encourage Class III bikeways, where the bikeway is on the automobile right-of-way with only signs and stripes on the

pavement indicating the bikeway. Public funding for bikeways in Centerville City should only be for Class I and II bikeways, where they are physically separated from the automobile rights-of-way. Such a bikeway could be developed as a part of the buffer strip recommended along the Frontage Road, or as part of a linear park along Ricks Creek. The City should actively support the implementation of a Class I or Class II bikeway/pedestrian pathway from the east side the Interstate to the future Legacy Parkway trail system west of Interstate 15. This pathway needs to be properly incorporated into the expanded overpass for Centerville City at Parrish Lane that will be build during the reconstruction of Interstate 15. The overpass should be planned to be sufficiently wide to properly accommodate the bikeway/pathway including appropriate separation or barriers along with other surface improvements.

SECTION 12-450-4. PUBLIC TRANSPORTATION.

Centerville City officials shall continue to work with the Utah Transit Authority to establish and/or maintain an express bus route from Parrish Lane to Ogden and Salt Lake City.

Centerville City officials shall work with the Utah Department of Transportation to increase the number of Park and Ride lots near the Parrish lane interchange of I-15. Future Park and Ride facilities should be located west of I-15 to avoid vehicle conflicts on the roadway east of I-15, or the State and City could participate with future commercial development near the interchange to provide extra parking space in the parking lots for Park and Ride.

As studies and plans for future modes of transportation are initiated, Centerville City should recognize these plans and coordinate future development and planning to accommodate these modes. Currently, studies are underway on a possible light rail system along the Wasatch Front. Centerville should stay abreast of developments so that future facilities and development can take maximum advantage of these new systems.

SECTION 12-450-5. LEGACY PARKWAY.

The Utah Department of Transportation (UDOT) plans to build a four lane highway along the western boundary of several South Davis County communities. After significant study and debate, UDOT eventually chose a proposed route for this highway through Centerville City. This route is called the "Locally Preferred Alternative" (LPA) or the "modified C" route. Consideration was also given, and ultimately rejected, by UDOT

to not build the highway at all as one alternative. Centerville City wholeheartedly supports the proposed route and objects to any route other than the LPA or modified C route as determined by UDOT because of the permanent negative impact any alternative route of the highway would have on future development of commercial tax base in the Centerville Business Park. The City also objects to the "no build" scenario due to the fact that the road would provide obvious benefits to the City in the form of increased access, safety, mobility, and visibility and relieve current traffic congestion.