

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 functionality 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 Streets<sup>1</sup>

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.<sup>2</sup>**

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  
 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.

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<sup>1</sup> Amended Oct. 1, 1996, Ord. No. 96-24

<sup>2</sup> Amended Oct. 1, 1996, Ord. No. 96-24

**SECTION 12-450-3. BICYCLE AND NON-MOTORIZED VEHICLE PATHWAYS.<sup>3</sup>**

Centerville should strive to become a bicycle friendly community. Bicycling in the City should promote, increase, improve, and enhance riding in the City as a safe, healthy, and enjoyable means of transportation and recreation. The Trails Committee desires to make the City a supportive environment for cyclists through establishing the following:

- Provide more biking lanes to increase, improve and enhance bicycling
- Introduce signage and pavement markings to create bike friendly streets
- Provide supportive law enforcement and education programs to assist motorists and bicyclists alike to become knowledgeable of traffic laws and to encourage adherence to such traffic laws
- Create and maintain a bikeways map that is downloadable via the City website that illustrates the current bicycle paths within the City for the following classification of bicycle paths: (1) Bike Paths (Class I) defined as bikeways that provide bicycle travel on a paved right-of-way completely separated from any street or highway; (2) Bicycle Lanes (Class II) defined as bikeways that provide a striped and stenciled lane for one-way bike travel on a street or highway adjacent to motor vehicle travel; and (3) Bicycle Routes and Bike Friendly Streets (Class III) defined as bikeways that provide for shared use with pedestrian or motor vehicle traffic identified only by signing.

Due to the City's unique geography many bicycle events pass through the City. Therefore, it is important to establish links to bicycle paths, lanes and routes with neighboring cities, and to create safe places to lock bicycles up both at the beginning and end of a trip. The City should consider adopting requirements for new commercial developments to include bicycle racks and bicycle maintenance stands with integrated tools. In some cases, infrastructure solutions alone cannot solve all of the problems that bicyclists encounter. Infrastructure modifications may not always be necessary to create a supportive environment for bicyclists. Integrating engineering approaches with education, enforcement, and encouragement programs multiplies the benefits to bicyclists.

The currently available bikeways within the City are shown in the attached Centerville Trails and Bikeways Map. This map may be updated as future trails and bikeways are established. Potential future bicycle paths within the City are set forth in the attached Centerville Trails and Bikeways Master Plan.

**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. Centerville should stay abreast of developments so that future facilities and development can take maximum advantage of these new systems.<sup>4</sup>

**SECTION 12-450-5. Repealed.<sup>5</sup>**

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<sup>3</sup> Amended by Ord. No. 2016-21, October 4, 2016

<sup>4</sup> Amended by Ord. No. 2012-23, August 7, 2012

<sup>5</sup> Repealed by Ord. No. 2012-23, August 7, 2012