

5. TRANSPORTATION AND CIRCULATION

i. Introduction

The effectiveness and functionality of the transportation system and how it services population growth has significant impact on the community of Farr West. The City plans to develop and maintain a system that is efficient and complements the quality of life in Farr West.

This section of the General Plan outlines the goals of Farr West in respect to transportation and circulation. The current vehicle circulation within the City is identified. Classifications of the circulation routes are described. **Map 5.1 – Vehicle Routes**, following the text of this section, identifies the existing highways and streets of the City with proposed locations for collector routes. Aspects of an overall city transportation plan are discussed. Current and future public transportation is identified. For detailed



information regarding alternative modes of transportation, which for Farr West's needs are trails and paths, please refer to **Section 7 Parks and Recreation.**

II. GOALS

Following are the general goals of Farr West City pertaining to transportation and circulation. Each general goal is accompanied by several specific goals listed below it.

- A citywide Transportation Plan should be prepared.
 - Identify needed improvements to existing streets and sidewalks.
 - Identify future circulation routes for the efficient and safe flow of vehicular and pedestrian traffic including the extension of 1900 West Street to the south City boundary.
 - Establish standards for all aspects of street development.
- The existing street system should be refined and expanded only when consistent with the Transportation Plan.
 - Determine the current and projected traffic volumes on all major streets within the community and identify projections of need for future growth.
 - Limit the number of intersections and driveways on all major roadways to promote a safe, efficient and steady traffic flow.
 - Maximize the use of all major roadways while minimizing the use of all collector and local streets.
 - Maintain a Capital Improvement Program, which incorporates a funding program for construction and improvements to the City's street system.
- All new streets required by new development shall be constructed to City standards.
 - Larger residential developments and commercial developments should be accessed from major streets and not from low-volume, local roads.
 - All major developments should prepare comprehensive transportation and circulation analyses along with fiscal and physical mitigation plans.
 - **Half cul-de-sacs and knuckles will not be permitted within the City.**
 - **Proposed developments with one entrance from an existing street are limited to thirty-(30) homes unless alternative fire code requirements are met.**
 - **It is preferred that** all subdivisions have a minimum of two ingress/egress points.

III. Street Classification

Streets within Farr West have been classified into five categories. These are, from lowest usage to highest usage, Private **Street**, Local Street, Collector, Minor Arterial and Major Arterial.

- **Private Street:** The primary function of a private street is to access specialty development such as manufactured-mobile home neighborhoods, with limited use. Private streets carry traffic that has its destination or origin on that street. They are privately constructed and maintained, but should be built to certain City standards. Private streets should be discouraged. Only under special circumstances and with close City supervision should private streets be allowed.
- **Local Street:** The primary function of a local street is to provide access to individual residential properties. Local streets carry traffic that has its destination or origin on that street or from within the local neighborhood. Local streets have a significant role in defining the character of neighborhoods and as such should be designed to be pedestrian friendly.
- **Collector:** The primary function of a collector is to provide mobility out of residential neighborhoods and to provide some limited lot access. Collectors are intended as collectors and distributors of residential traffic to higher-level streets and roads. These corridors may also serve to facilitate pedestrian and bikeway movements either on or adjacent to the roadway. Some limited lot access may be permitted but is discouraged. Traffic loading should be limited to less than 3000 trips per day. Generally, no street parking is provided on collectors.
- **Minor Arterial:** The primary function of a minor arterial is to provide mobility to and from collector streets and occasionally local streets. Higher traffic speeds and volumes are allowed. Minor arterials carry traffic between urban centers. They have very limited residential entrances and service commercial areas.



Minor arterials also link freeways and interchanges. In Farr West there are two minor arterials, 2000 West Street (Highway 126), which runs north and south, and 2700 North (Highway 235), which runs east and west.

- **Major Arterial:** The primary function of a major arterial is to provide high-speed mobility without at-grade intersections or interruptions for long distance travel. Major arterials have no access to adjacent properties, no cross traffic through the use of grade separations and interchange, no railroad crossings and no traffic lights or stop signs. Major arterials are also typically divided with at least two lanes in each direction. Interstate 15 is the major arterial bisecting Farr West, running north and south.

IV. TRANSPORTATION PLAN

The city is to prepare a Transportation Plan, which will become an appendix to this General Plan. The chief objective of the Transportation Plan will be to provide an outline for a safe, convenient and efficient system of sidewalks, roads and streets throughout the community. Also, consideration is to be given to non-motorized trails and paths.

The Transportation Plan should include planning for the flow of traffic and the use of City streets. Components of the Transportation Plan should include:

- Policies to foster a safe and effective street system.
- Street design guidelines.
- Identification of areas where street improvements and new roadways are needed.
- Identification of future needs based on projected growth and traffic generation.
- Identification of pedestrian, cycling and equestrian routes, both those shared with vehicles (streets) and those not shared with vehicles (non-motorized routes). This aspect should be coordinated with the parks and recreation elements of the City.

V. Public Transportation

The Utah Transit Authority (UTA) provides public transportation throughout Utah including the area around Farr West City. The primary mode of public transportation is bus service. Although there are no bus routes currently running within Farr West City, UTA has bus services and a park-and-ride parking lot adjacent to the City boundary at 2700 North Street near the Associated Food complex. This route is currently identified as Route Number 613 and runs south towards Ogden from 2700 North Street. A second bus route, Route Number 685/630 runs north and south along Highway 89. This route is located just east of Farr West City **in Pleasant View City.**

UTA also has a commuter rail line, the Front Runner, which is near Farr West but east of the City. This rail line currently ends at the Pleasant View Station. This station includes a sizable park-and-ride lot. **A very limited schedule is presently in operation for this station.**

In regards to public transportation, Farr West should be familiar with long term planning and implementation strategies to ensure that the availability of public transportation increases with Farr West City's population growth. The Wasatch Front Regional Council (WFRC) is charged with and completes long term regional transportation planning.

One element of future planning identified in WFRC's long-range transportation plan is extending the existing Front Runner rail line to Brigham City in Box Elder County. This rail line extension is listed as unfunded and implementation is not scheduled prior to the year 2030.

Future highway projects that are planned and will impact Farr West City include improvements to the south section of 2000 West Street to 2700 North Street. Implementation of this project is not scheduled prior to 2030. Interstate 15 widening from 2700 North Street northward to the City boundary is scheduled during the 2026-2030 phase. A new portion of the Legacy Highway is also planned during this time frame. This portion will be located west of Plain City, turning east towards Farr West City near 4000 North Street.