



Source: Eagle City Comprehensive Plan



City of Eagle Access Planning for SH-16

Transportation Planning Goals & Policies

The City of Eagle's vision for its transportation system is a system of well-connected and user-friendly roadways and pathways that balance regional transportation needs with livability, sustainability, and the needs of local and non-motorized users.

GOALS:

8.2.1.A: DEVELOP A TRANSPORTATION SYSTEM TO SERVE THE LAND USES WITHIN THE CITY'S COMPREHENSIVE PLAN. THE TRANSPORTATION SYSTEM SHOULD PROVIDE REGIONAL CONNECTIVITY TO NEIGHBORING CITIES AND REGIONS.

8.2.1.E: DEVELOP ACCESS MANAGEMENT GUIDELINES FOR ALL ROADWAY FUNCTIONAL CLASSIFICATIONS THAT PROVIDE FOR COMMUNITY-WIDE CONNECTIVITY, CONSIDER THE NEEDS OF ALL USERS OF THE SYSTEM (I.E., PEOPLE WALKING, BICYCLING, DRIVING, AND RIDING TRANSIT), AND PROVIDE APPROPRIATE ACCESS TO SURROUNDING LAND-USES CONSISTENT WITH THE CITY'S VISION.

POLICIES:

8.3.A: Encourage completion of the existing street system and creation of new links, within reasonable constraints and as identified within the land-use subarea plans, as the transportation system develops.

8.3.B: Encourage the preservation of right-of-way for future grade-separated intersections, where appropriate, along the State highway system.

8.3.C: Maintain a land use decision-making process that is supportive of the operational characteristics identified in the most recent Regional Long-Range Transportation Plan for Ada County of record, and which is protective of living environments along streets. Balance the regional need for connectivity with the local needs of accessibility.

8.3.D: Ensure that corridor planning, roadway route selection and other transportation system development considers the impact on the development potential of adjacent and under-developed lands.

8.3.E: Promote land use policies that limit access as necessary to maintain safe and efficient operation of the existing street system while allowing reasonable access to individual development parcels.

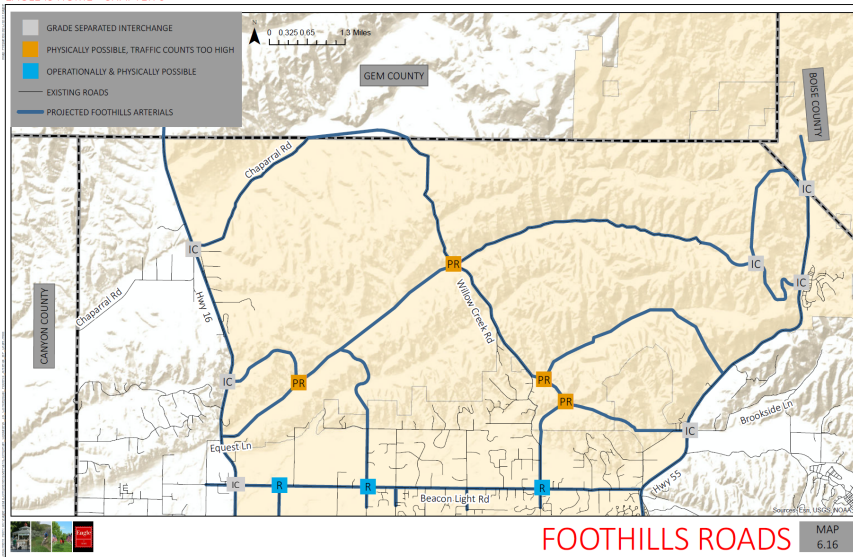
STRATEGIES:

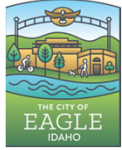
8.4.1.N: To the extent possible, access to arterial and collector streets should be limited to public streets serving multiple parcels. Frontage and backage roads should be considered where appropriate. When direct parcel access is necessary, cross-access agreements and shared driveways should be used to the extent possible to limit the number of access points.

8.4.1.O: Work with ITD, ACHD, and adjacent jurisdictions to develop access management plans for arterials and highways of regional transportation importance that consider the surrounding land use context.

8.4.1.P: Local and collector streets through residential neighborhoods are recommended to provide connectivity while being designed to preserve the character of the surrounding neighborhoods through appropriate design techniques, including street width, traffic calming, and traffic control. The goal of the local street system is to provide for local circulation within Eagle and not for regional traffic.

EAGLE IS HOME - CHAPTER 6





City of Eagle Land Uses on SH-16

Land Use Planning Goals & Policies

The Eagle Comprehensive Plan strives to balance residential uses with non-residential uses to ensure the City is economically viable and fiscally sustainable.

GOALS:

6.4.A: PRESERVE THE RURAL TRANSITIONAL IDENTITY OF THE CITY OF EAGLE.

6.4.D: PRESERVE THE FUNCTION OF REGIONALLY SIGNIFICANT ROADWAYS TRANSECTING THE CITY WHILE ENSURING COMPATIBILITY WITH LAND USES AND DESIGN STANDARDS OF THE CITY.

POLICIES:

6.4.3.B: Establish land use patterns and zoning districts that do not exhaust available services such as sewer, water, police, fire, recreational areas, highways, and transportation systems.

6.4.3.D: Allow for planned activity centers and nodes to provide commercial and non-residential needs within the City; discourage the development of strip commercial.

6.4.3.W: Limit non-residential uses to designated areas. The scaling, design, and intensity of these areas will be paramount to the approval of these uses.

6.4.3.AA: Discourage mid-block commercial development along arterials and collectors unless it is specified in the plan.

6.4.3.BB: Encourage high-tech, research and development, and corporate uses to locate in the Moon Valley and Village Planning Areas.

6.6.2.C: The Village Planning Area will be dependent upon the interconnectivity of local roads as the area develops.

6.6.2.D: Access to the area from State Highway 16 should be limited to Beacon Light Road and, in the short-term, Floating Feather Road.

6.6.2.E: Commercial and retail uses should be discouraged from fronting on State Highway 16. Non-residential uses should be focused internally to the Village Center with residential uses focusing on local/collector roads.

6.6.2.F: ITD should be discouraged from constructing frontage roads along the eastern side of State Highway 16. Alternatively, development should install landscape berms along State Highway 16 to continue a gateway feeling similar to Eagle Road between SH-44 & Chinden.

6.6.2.G: A collector road should be constructed from the Village Center south to Floating Feather Road and into the commercial development at the State Highway 44 and State Highway 16 intersection.

6.7.2.B: All uses shall rely on the development of a proper street hierarchy, including local and collector streets, to safely and efficiently move traffic through the area without forcing local trips onto the regional roadway network.

6.7.2.C: Floating Feather Road is identified as minor arterial from State Highway 16 to State Highway 55. The intent is for Floating Feather to overpass State Highway-16 and not be connected in the future. Special consideration should be given for the improvement and realignment of Floating Feather Road. Design standards should include separated sidewalks and street trees similar to Floating Feather east of Eagle Road.

6.7.2.D: The State Highway 16 corridor should be designated as a scenic corridor requiring berming and landscaping within the City of Eagle. Direct lot access to State Highway 16 should not be allowed.

6.7.2.E: Development immediately east of SH-16 should include the construction of a collector, internal to the planning area, connecting Beacon Light Road to the Moon Valley and State Planning Area.

6.7.3.C: Floating Feather Road and State Highway 16 are designated as minor entry point to the City of Eagle and should be developed with appropriate landscaping, entry signage, and place-making features that let people know they are entering the City.

6.10.2.C: Internal circulation should be used to move traffic within the area (SH-16 & SH-44 Intersection).

6.14.2.H.1.b: Community centers should be designed to aid in the location, design and construction of grade separated interchanges along the state highway system. At a minimum Community Centers should be designed to provide for the right-of-way preservation of these facilities.

6.14.2.H.1.g: Community Centers should be designed to integrate and promote the expansion of public transportation along major regional corridors providing transportation alternatives between communities in the region.

6.14.3.A.3: Work with the development community, ACHD and ITD to design State Highway 16 as a gateway corridors for the Foothills and the City of Eagle.

6.14.3.B: Promote internal City connections to the foothills to limit the use of the regional transportation system for local trips, provide connections within the fabric of the overall City, and provide alternatives for emergency services when needed.

6.14.3.F: Work with the appropriate transportation agencies to establish an achievable means for the funding and construction of new rights of way in a previously underserved area. Consideration may include extraordinary impact fees, concurrency ordinances, local improvement districts and latecomer's fees.

6.14.3.G: Design a foothills transportation network that provides for an east/west roadway connection between State Highway 16 & 55 to provide internally generated regional trips to move safely and efficiently to/through the regional system.

6.14.3.H: Work with the Idaho Transportation Department to limit access to the State Highway system through the development process and to establish thresholds for improvements to the system, including grade separated interchanges, to limit the impacts on the regional traffic flow.

6.14.3.I: Work with ACHD, ITD, Idaho Fish and Game, and landowners to establish locations and standards for animal and recreation crossings and signage to ensure safe migration and recreation throughout the Eagle Foothills and the region.

ISSUES/CONCERNS:

6.6.3.D: Special care should be taken to ensure that non-residential uses area internally oriented to the Village Center and that buildings and signage do not clutter the State Highway 16 corridor. If special care is not taken the vision of the City of Eagle for State Highway 16 to serve as an entry corridor will not be achieved.

6.14.5.A: The City recognizes that the placement of development within the foothills will create the need for significant improvements both internally and externally to the area. These impacts should be adequately assessed and distributed among the landowners within the foothills.

6.14.5.A.1: The City and landowners should work with ACHD and ITD to establish a mechanism for the review and assessment of the transportation costs associated with the development of the Eagle Foothills and the implementation of this plan.

6.14.5.A.1.a: Work with ACHD, ITD and/or other transportation authorities to pursue the collections and dedication of impact fees for improvements specific to the Eagle Foothills.

