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TECHNICAL MEMORANDUM

Eagle is HOME, Transportation Chapter

Task 2 Memorandum

Date: October 27, 2016 Project #: 20145.0
To: Nichoel Baird Spencer, AICP
CC: Comprehensive Plan Steering Committee
From: Nick Foster, AICP; Jamie Markosian, E.I.; and Laurence Lewis, AICP, LEED-AP

The City of Eagle is currently completing a thorough update of its Comprehensive Plan to reflect current conditions and a central theme – “Eagle is HOME.” This memo provides proposed content for the new Transportation chapter, as well as recommendations for transportation aspects of the Land Use chapter. Proposed changes to the existing chapter summarized in this memo are based on the audit of the existing chapter completed for this project’s previous Task 1 memorandum, feedback from the Comprehensive Plan Steering Committee, and input provided by the general public. Included in this memorandum are updated vision, goals, objectives, and implementation strategies and policies; proposed prioritization criteria; and recommended access policies for the Land Use chapter. Finally, attached to this memorandum is an assessment of the potential new road connections identified in the Task 1 memorandum and an application of the prioritization criteria to these potential projects.

DRAFT VISION AND GOALS

The proposed transportation vision and goals are presented in the following sections. They are based on the vision set forth by the Comprehensive Plan Steering Committee at the outset of the overall update effort, our audit of the goals in the existing chapter, and feedback from the Comprehensive Plan Steering Committee and the general public.

Vision

The current draft of Chapter 1 lays out the overall vision for the comprehensive plan. This vision is built around the theme: “Eagle is “HOME (Healthy, Optimistic, Multi-faceted, and Economically Viable).” Chapter 1 contains a transportation-specific element that is adapted here for the following proposed vision statement for the transportation chapter:

The City of Eagle’s vision for its transportation system is a system of interconnected user-friendly roadways and pathways that balance the regional transportation needs with livability and the needs of the local user and non-motorized public.

Many of the other elements of the City’s overall vision will also influence transportation decisions.

Goals

Goals in the current transportation chapter were audited in the previous Task 1 memorandum. Based on this audit and feedback from the Comprehensive Plan Steering Committee and the general public, the following goals are proposed for the updated chapter, shown in Table 1.

Table 1 Current and Proposed Transportation Goals

Current Roadway System Goals	Proposed Roadway System Goals
(1) Develop a transportation system to serve the planned land uses of the City of Eagle and its Area of Impact. The transportation system should provide regional connectivity to neighboring cities and regions	<i>No change proposed</i>
(2) Maintain the functionality and connectivity of the street system for current users, emergency response efforts, and for use by future generations.	<i>No change proposed</i>
(3) Using sound land use and transportation relationships develop alternate routes for ACHD planners to evaluate that best emphasize the needs of the developing areas while lessening the potential for congestion. This is typically done through the development review process.	<i>No change proposed</i>
(4) Protect and buffer homes, businesses, sidewalks and pathways, parks and open spaces from the adverse impacts of roadways and traffic. Reasonable design measures should include narrower street sections, medians, alleys, landscaping, pathways and trails, and the design of bridges and other structures.	<i>Design complete streets that take into account the various needs of their users and the surrounding land-use and physical terrain contexts.</i>
(5) Develop an access management plan for the arterial, collector, and local street system. Communicate the access management plan to the ITD, the ACHD, and the local development community	<i>Develop access management guidelines for all roadway functional classifications that provide for community-wide connectivity, consider the needs of all users of the system, and provide appropriate access to surrounding land-uses consistent with the City’s vision.</i>

Current Roadway System Goals	Proposed Roadway System Goals
<p>(6) Work regionally to develop a new east-west principal arterial in the Foothills region north of the SH-44 corridor. The goal of this new arterial is to improve east-west connectivity between norther Canyon County and the Downtown Boise region. This route may involve more than one County Government. This route would complement the current planning efforts by COMPASS and ACHD to enhance the Beacon Light Road/Purple Sage Road and Hill Road corridors. Other east-west routes are becoming increasingly congested.</p>	<p><i>Remove this goal</i></p>
<p>(7) Work regionally to support a new east-west connection between SH-16 and SH-55 within the Foothills region. This route would complement the current planning efforts by COMPASS and ACHD to enhance the Beacon Light Road/Purple Sage Road and Hill Road corridors.</p>	<p><i>Remove this goal</i></p>
<p>(8) Develop transportation strategies for the North Foothills area. The plan should be consistent with the balanced, long-term goals of the existing street system within the City of Eagle</p>	<p><i>Remove this goal</i></p>
<p>(9) Develop a citywide plan and policy on measuring and implementing a means of concurrently improving the transportation and public transit systems with the approval of new developments. Create a concurrency ordinance to ensure the adequate funding of transportation and transit system improvements at the time of the development.</p>	<p><i>Combine with Public Transit System Goal #5</i></p>
<p>(10) Protect and support the existing and planned roadway system connecting the City of Eagle to the area south of the Boise River. Protect the operational integrity of the existing river crossings at Eagle Road and Linder Road. Support the regional plans to develop two new river crossings in the SH-55 and Sh-16 alignments.</p>	<p><i>Protect and support the existing and planned roadway system connecting the City of Eagle to the area south of the Boise River. Protect the operational integrity of the existing river crossings at Eagle Road and Linder Road. Support the regional plan to develop a new river crossing in the SH-55 alignment.</i></p>
<p>(11) To the extent possible, roadway and pathway designs shall conform to the natural terrain and contours of the land.</p>	<p><i>Combined with Roadway System Goal #4</i></p>

<p>(12) Protect community identity and values of important roads from unnecessary expansion by adopting specific designs and cross sections for these roads (i.e. North Eagle Road).</p>	<p><i>No change proposed</i></p>
<p>Current Public Transit Goals</p>	<p>Proposed Public Transit Goals</p>
<p>(1) Encourage the development of a local and regional public transit system. The public transit system is to provide basic mobility for some, alternative transportation for others, and a non-drive alone mode for everyone.</p>	<p><i>No change proposed</i></p>
<p>(2) Optimize the effectiveness of public transit through supporting land use decisions.</p>	<p><i>Optimize the effectiveness of public transit through supporting land use decisions, including providing supporting densities along key corridors and nodes.</i></p>
<p>(3) Promote land use changes and redevelopment plans in key areas that provide densities and activities that promote the use and efficiency of public transit system.</p>	<p><i>Combined with Public Transit Goals #2 and #6</i></p>
<p>(4) Work regionally with COMPASS and Valleyride to plan for the potential of a regional rail or bus rapid transit (BRT). The SH-44, SH-16, SH-55, and US-20/26 corridors have the greatest potential.</p>	<p><i>No change proposed</i></p>
<p>(5) Evaluate concepts to fund the operation and expansion of the regional public transit system and facilities.</p>	<p><i>Develop a citywide transit plan, including a funding plan.</i></p>
<p>(6) Coordinate with the Land Use Elements of the Comprehensive Plan to establish potential transit nodes in the future transit corridors.</p>	<p><i>Combined with Public Transit Goals #2 and #3</i></p>
<p>Pathway System Goals</p>	<p>Proposed Pathway System Goals</p>
<p>(1) Encourage the development of a local and regional pathway system. The design of the pathway system should be coordinated with other elements of the City's Comprehensive Plan. The pathway system is to provide basic mobility for some and a non-drive alone mode for everyone.</p>	<p><i>No change proposed</i></p>

Pathway System Goals	Proposed Pathway System Goals
(2) Work Regionally to integrate the pathway system with the ongoing planning and design efforts for the SH-55, 16, 55 and US-20/26 corridors.	<i>No change proposed</i>
(3) Support the concept and goals of demand management strategies, such as telecommuting, ride-sharing, park-and-ride facilities, etc... to reduce overall travel demand.	<i>No change proposed</i>

IMPLEMENTING POLICIES

Implementation strategies in the existing plan were reviewed to 1) identify corrections that may be necessary to reflect current conditions and 2) develop new strategies, where necessary, to implement the vision outlined above, specifically related to:

- New roadway connections in greenfield planning areas
- New sidewalk, pathway, and bike lane connections
- Potential transit corridors
- Roadway cross-sections and typologies
- Access management

These policies are discussed in the following sections.

New Roadway Connections in Greenfield Planning Areas

There are currently implementation policies within the existing transportation chapter related to increasing connectivity. The following changes outlined in Table 2 are proposed to better align these strategies with the updated transportation vision.

Table 2 Roadway Connections Policies

Current Implementation Strategy	Proposed Implementation Strategy
<p><i>Roadway Strategy A</i> - Work in conjunction with the Ada County Highway District (ACHD), Idaho Transportation Department (ITD), and Community Planning Association (COMPASS) to classify roadways on the City of Eagle Transportation/Pathway Network Maps #1, #2, #3 incorporated into this Comprehensive Plan by reference. The Maps are to assure conformity to designations as delineated on the Land Use Map. The maps shall be provided to the Community Planning Association for input into the Community Planning Association’s Functional Street Classification Map and Regional Transportation Plan</p>	<p><i>Update references based on cross-section and typology discussion presented later in this memorandum</i></p>
<p><i>Specific Design Strategy L</i> - “Cut-through” traffic or “traffic routed through” a neighborhood on local streets from arterial streets shall be discouraged through the development review process, through the provision of an adequate arterial and collector system and through the use of appropriate traffic calming and traffic control strategies. Avoiding cul-de-sac streets that isolate individual neighborhoods.</p>	<p><i>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. Cul-de-sac streets are discouraged.</i></p>
<p><i>Specific Design Strategy J</i> - Encourage planning of local roadway systems that will provide for intra-neighborhood connectivity. The connecting roadways should be designed to not become collectors and to discourage traffic from cutting through neighborhoods to go from a collector or arterial to another collector or arterial. Such intra-neighborhood connectivity is for emergency and delivery vehicles and for local intra-neighborhood access.</p>	<p><i>Encourage planning of local roadway systems that will provide for intra-neighborhood connectivity. Such intra-neighborhood connectivity is for emergency and delivery vehicles and for local intra-neighborhood access. New developments could be required to stub access to adjacent undeveloped or underdeveloped parcels, unless existing development or natural features precludes such a connection. Stub streets are recommended to be spaced on average every 500’ along the property frontage.</i></p>
<p><i>Specific Design Strategy M</i> - A collector street system shall be pursued within each square mile of development adequate to serve the density of development. Special requirements may be considered in the rural and Foothills development areas or other places where topographic constraints or low traffic volumes limit the need for the mid-mile collector road system. Suggestions shall be forwarded to ACHD for long range planning purposes.</p>	<p><i>Additional local and collector roadway connections may be pursued according to the Proposed Roadway Connections Map (Insert Figure #). The general goals of these connections are 1) to provide continuous north-south and east-west connections between adjacent arterials or section-line collectors approximately every ½-mile (i.e., approximately halfway between the major roads that are typically spaced about one-mile apart) and 2) to provide continuous connections at other locations by making short connections between existing and planned streets.</i></p>
<p><i>Land Use and Parking Strategy L</i> - New developments shall be required to stub access to adjacent undeveloped or underdeveloped parcels, where appropriate.</p>	<p><i>Combined with Specific Design Strategy J.</i></p>

New Sidewalk, Pathway, and Bike Lane Connections

Existing implementation strategies related to bicycling and walking projects can be found in several of the strategy categories. The following changes shown in Table 3 are proposed to better align these strategies with the updated transportation vision and existing conditions.

Table 3 Sidewalk, Pathway, and Bike Lane Connections Policies

Current Implementation Strategy	Proposed Implementation Strategy
<p><i>Roadway Strategy F</i> - Integrate all modes of travel to reduce travel and support air quality improvement measures.</p>	<p><i>Integrate all modes of travel to reduce reliance on motor vehicle travel and support air quality improvement measures.</i></p>
<p><i>Specific Design Strategy A</i> - Encourage sidewalks that are separated from the curb on all streets, except for areas where Eagle City Code requires sidewalks to abut the curb and where existing buildings, inordinate environmental impacts, or other impacts make setting the sidewalk back infeasible. Meandering sidewalks should be required if permitted under the Americans With Disabilities Act (ADA) and where space permits. A planter strip of sufficient width for street trees between the sidewalk and roadway should be required. Where adequate facilities exist, efforts should be made to provide a canopy effect over the roadways. The type of street trees used should be those that have root systems that have proven to not cause sidewalk or curb damage when in close proximity to such improvements. Root barriers should be required</p>	<p><i>When a street typology provides for either detached (separated from the roadway by a buffer strip) or attached (adjacent to the roadway) sidewalks, preference will be given to detached sidewalks, unless physical or legal constraints preclude the ability to construct detached sidewalks. Street trees are preferred to be provided if a buffer strip of sufficient width can be provided, per the Ada County Highway District's (ACHD's) Tree Planting Policy. Root barriers and other measures to prevent negative impacts to the surrounding hardscape are recommended to be used.</i></p>
<p><i>Specific Design Strategy L</i> - Work with Ada County Highway District, local developers and neighborhoods in the operation of a local traffic-calming policy that balances the needs of the roadway, the drivers, pedestrians, bicyclists, and the traveling public</p>	<p><i>No change proposed</i></p>
<p><i>Specific Design Strategy M</i> - A collector street system shall be pursued within each square mile of development adequate to serve the density of development. Special requirements may be considered in the rural and Foothills development areas or other places where topographic constraints or low traffic volumes limit the need for the mid-mile collector road system. Suggestions shall be forwarded to ACHD for long range planning purposes.</p>	<p><i>Additional local and collector roadway connections may be pursued according to the Proposed Roadway Connections Map (Insert Figure #). The general goal of these connections are to provide continuous north-south and east-west connections between adjacent arterials or section-line collectors approximately every ½-mile (i.e., approximately halfway between the major roads that are typically spaced about one-mile apart) and to provide continuous connections at other locations by making short connections between existing and planned streets.</i></p>

Current Implementation Strategy	Proposed Implementation Strategy
<p><i>Pathway Strategy A</i> - Encourage new development to provide for pedestrian, equestrian, and bicycle circulation in accordance with the City of Eagle Transportation/Pathway Network Maps #, #2, #3, adopted local and regional pathway plans, as may be needed for intra-neighborhood connectivity and to ensure that bike and pedestrian traffic is not unnecessarily pushed out onto arterials and collectors.</p>	<p><i>No change proposed</i></p>
<p><i>Pathway Strategy B</i> - Encourage the provision of equestrian, pedestrian and bicycle safety and comfort with enhanced pedestrian crossings of the State Highways (Highway 44 and Highway 55). Pedestrian/bicycle overpass or underpass crossings should be considered. Also, at grade intersection enhancements, such as landscaping, crosswalk pavers and signage, for pedestrian/bicycle safety and comfort, should be considered.</p>	<p><i>No change proposed</i></p>
<p><i>Multi-purpose Strategy D</i> - The City will take the lead responsibility for design and installation of sidewalks. The City will continue to work with ACHD and ITD to resolve issues concerning sidewalks within the City of Eagle.</p>	<p><i>No change proposed</i></p>
<p>ACHD's current stance is that it is the responsibility of the City of Eagle to ensure that bike lanes are included as part of roadway projects, even if the ACHD Master Street Map (MSM) typology or other plan includes a bike lane on the street. There is not currently a policy that specifically addresses this need in the comprehensive plan.</p>	<p><i>All proposed roadway projects, including upgrades and maintenance of existing roadways and the construction of new roadways (including as part of development applications), are recommended to be reviewed to determine the appropriate bicycling facility that could be included. This review could consist of, but is not limited to:</i></p> <ul style="list-style-type: none"> - <i>Whether any type of bicycle facility is identified in an existing City or ACHD plan on the subject road</i> - <i>Reviewing the recommended bicycle facility included in the ACHD MSM typology of the subject street.</i> - <i>Reviewing the bicycle facility selection matrix shown in Figure 1 to identify the specific type of bike facility that is appropriate for most people given the speed and volume of motor vehicle traffic expected on the roadway.</i> <p><i>The results of this review would be communicated to ACHD staff for inclusion in the proposed project.</i></p>

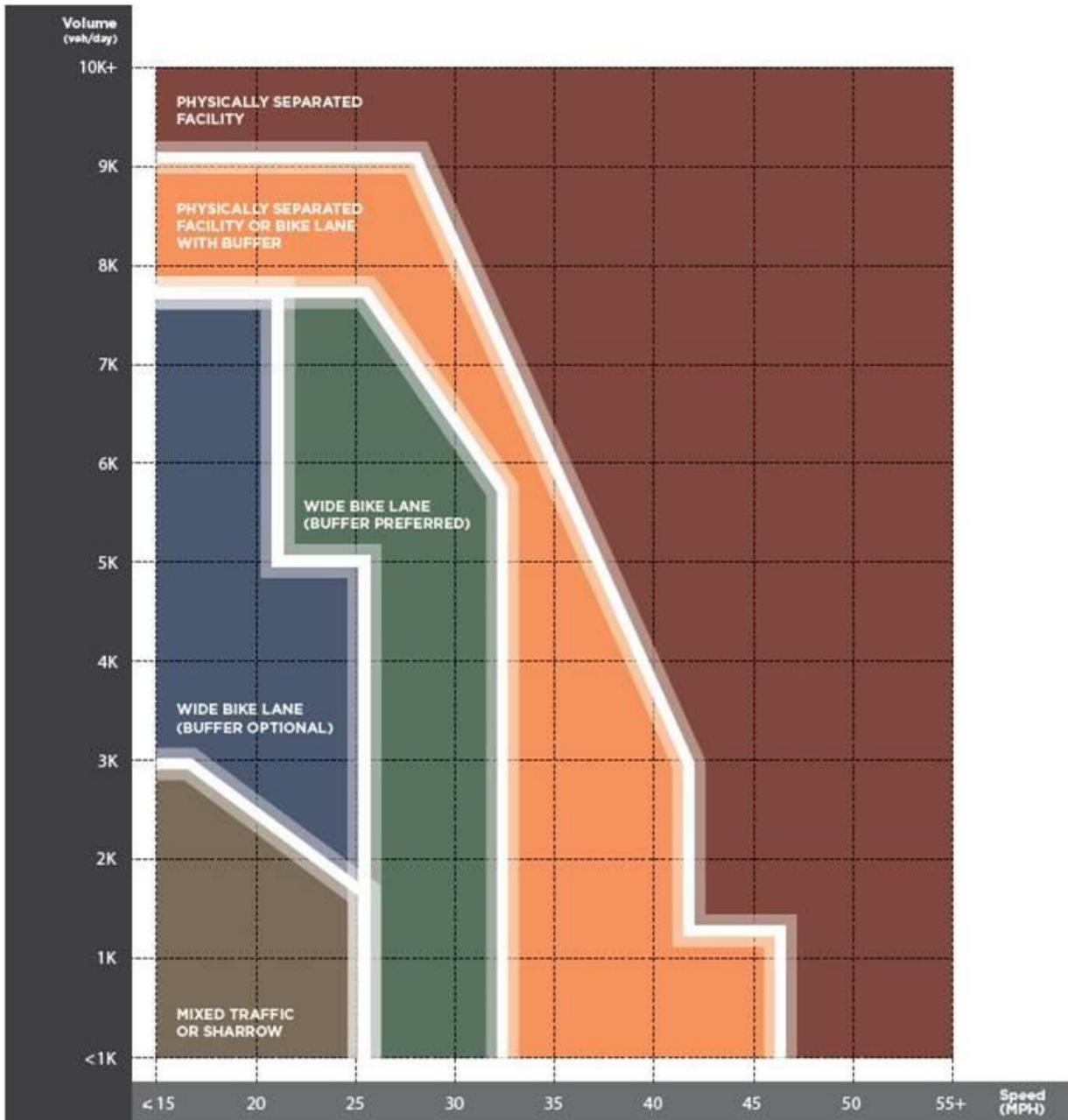


Figure 1 Example Bicycle Facility Selection Matrix¹

Potential Transit Corridors

The current comprehensive plan identifies four priority transit corridors in Transit Strategy “E,” repeated below:

Develop transit supportive corridors along SH-44, SH-16, SH-55 and US 20-26.

¹ Image source: Montgomery County (MD) Bicycle Planning Guidance

Transit Strategy A encourages the development of park and lots along these corridors. These four corridors are the four state highways that connect Eagle to the surrounding region. Service along these corridors is most likely to be focused on commuter service to surrounding employment areas. This is consistent with feedback received from the Comprehensive Plan Steering Committee, which indicated a slight priority for commuter service over local circulation. Comments received at the open house showed a slight preference for local circulation (7) compared to commuter service (6), but the number of responses is small.

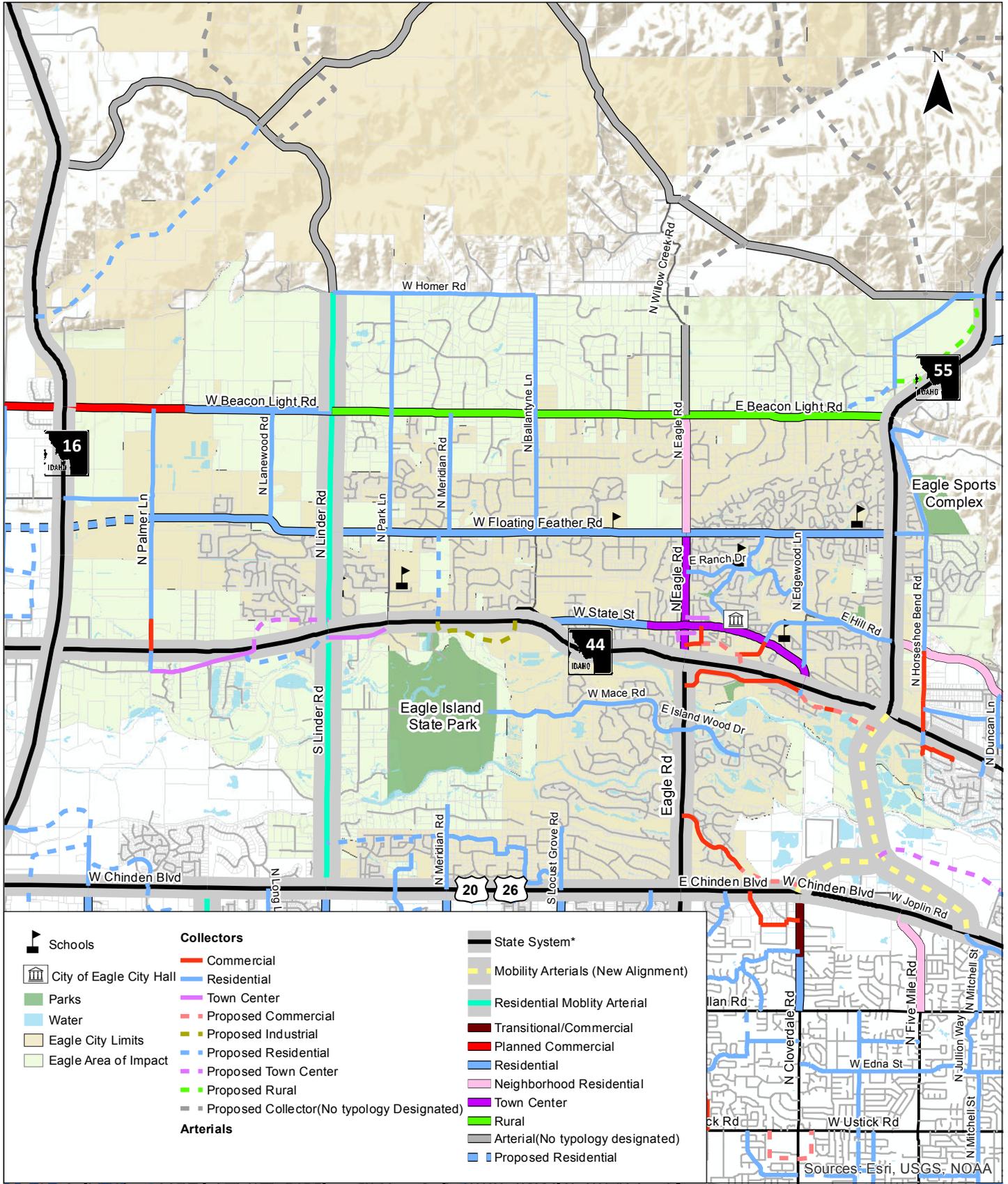
Existing Transit Strategies “B” and “C” reference developing transit service at major activity centers and along arterial roads in the city “as the need develops.”

Given the above existing strategies and findings from outreach to the Comprehensive Plan Steering Committee and the general public, as well as the existing land-use patterns in the City and the relative priority of transit funding to roadway connections (feedback from both groups places a high priority on new roadway connections), we propose to keep the four State highways as priority transit corridors, with park-and-rides being developed to provide access to these commuter routes. Local circulator routes, or extension of transit service further into the City, should remain a consideration for when higher densities and additional funding is made available.

Roadway Cross Sections and Typologies

Illustration 8.1 in the existing comprehensive plan contains two proposed cross-sections for collector and arterial roadways: one for a two-lane roadway and another for a four-lane roadway. Since these cross-sections were proposed, ACHD has adopted the Transportation and Land Use Integration Plan (TLIP, Reference 1). Included in TLIP are typologies for collectors and arterials in Ada County, including in Eagle. These typologies go beyond the standard functional classification system to tie a roadway’s design to the surrounding land-use. Specific typologies are assigned to roadways in the Master Street Map (Reference 2) and are described in detail in the Livable Streets Design Guide (Reference 3).

Figure 2 illustrates the current typologies of existing and planned arterial and collector roadways, as shown in the current ACHD Master Street Map. Most roadways in Eagle are designed as some type of residential typology, though commercial and rural typologies are also present. Table 4 summarizes relevant features of each typology represented in Eagle.



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**Master Street Map Typologies
Eagle, Idaho**

**Figure
2**

Table 4 Roadway Typology Features

Typology	Speed (MPH)	On-Street Parking	Median Option	Bike Lane	Buffer (Min. Width)	Sidewalk (Min. Width)
Arterials						
Commercial	30-35	Common	Yes	Yes	6'	7'
Town Center	30	Common	Yes	Yes	6'	9'
Residential	35	Optional	Yes	Yes	6'	5'
Neighborhood Residential	25-30	Optional	Yes	Yes	6'	5'
Residential Mobility	40-45	None	Yes	Yes	6'	5'
Rural	50	None	Yes	Shoulder	None	5' (Optional)
Collectors						
Commercial	25	Common	Yes	Optional	6'	6'
Town Center	25	Common	Yes	Optional	6'	8'
Residential	25-30	Optional	No	Optional	6'	5'
Industrial	35	Optional	No	Optional	5'	6'
Rural	45	None	No	Shoulder	None	5' (Optional)

Arterial Typologies

Overall, the arterial typologies in Eagle correspond with the surrounding existing and currently planned land uses. These typologies should be reviewed in conjunction with any changes to planned land uses, whether these changes occur with this or future comprehensive plan or zoning updates.

The Comprehensive Plan Steering Committee previously recommended that Ballantyne Lane be re-classified as an arterial roadway now that it provides a continuous connection between SH 44 and Beacon Light Road. The nearest parallel arterials to Ballantyne Lane are Eagle Road, located about 1.25 miles to the east, and Linder Road, located approximately 1.70 miles to the west. This level of spacing and connectivity could be consistent with a minor arterial designation. However, current traffic volumes, as shown in the previous memorandum, are generally below what would be seen on an arterial roadway; though future volumes may be high enough to warrant consideration. Given

these findings, the City could explore reclassifying Ballantyne Lane in the Master Street Map as an a Residential Arterial for planning purposes, while it remains a collector on the Federal Aid functional classification map in the interim.

Bicycle Facilities

Bike lanes are provided for in all but the Rural Arterial typology. In all cases, the typology cross-sections include a 5' wide bike lane. This standard meets recommended design minimums, but is not likely to provide a low-stress bicycling experience that would appeal to a wide range of people. The City should consider buffered bike lanes (i.e., bike lanes separated from motor vehicle traffic by a painted buffer typically 1.5' – 3' wide), protected bike lanes (i.e., a buffered bike lane with a vertical element, such as posts, parked cars, or planters, between the motor vehicle travel lane and the bike lane), or a separated pathway for certain roads, as shown in the Bicycle Facility Selection Matrix in Figure 1. For Rural Arterials, a shoulder is provided and could be used as a separated place for people bicycling. An alternative approach that would be more likely to attract people would be to provide a separated pathway on one or both sides of the roadway.



Figure 3 Examples of Buffered and Protected Bike Lanes

Pedestrian Facilities

A minimum 6' wide buffer is recommended between the curb and sidewalk for all of the urban arterial typologies. This width allows for small-scale landscaping (e.g., grass, xeriscaping, bushes, planters), street furniture (e.g., benches), and pedestrian-scale lighting, but does not meet the minimum width requirements for street trees. ACHD's Tree Planting Policy (Reference 4) requires a minimum buffer width of 8' – 10', depending on the type of tree. According to the cost sharing policy adopted as part of TLIP (Reference 5), the City of Eagle would need to pay for, or require the dedication from a development for, the additional width beyond the 6' minimum in most cases, except where the additional width can be demonstrated as necessary for pedestrian safety. The City would also need to pay for, or require of development, the installation and maintenance of any landscaping in the buffer space.

Similarly, sidewalks are also provided for in all urban arterial typologies, and are optional for Rural Arterials. The minimum sidewalk width varies depending on the surrounding land-use context, with wider sidewalks recommended in commercial areas where the expected demand for them is greater than in residential areas.

Collector Typologies

Similar to arterials, the assigned collector typologies are generally consistent with surrounding existing and planned land uses. Planned new collectors are typically built by development and are therefore more likely to change from what is shown on the current map based on the type of development that occurs in the future (e.g., the developer of a residential subdivision may prefer a traditional neighborhood typology to the standard residential typology, depending on the type of development proposed).

Bicycle Facilities

Bike lanes are optional features on all collector typologies represented in Eagle. As previously noted, it will be incumbent upon the City of Eagle to require that bicycle lanes be included on new or upgraded collector roadways. The proposed implementation policy from Table 3 has been developed in response to this requirement.

Pedestrian Facilities

Minimum buffer and sidewalk widths for collector roadways are similar to their arterial counterparts. As before, the City would likely need to pay for, or require, the width necessary for street trees and any landscaping within the buffer area.

Recommended Implementing Policies

The following implementation strategies are recommended based on the preceding discussion:

- Replace the existing cross-section illustration with references to the ACHD Master Street Map and Livable Streets Design Guide
- Require that bike lanes be included on collector roadways, unless physical or legal constraints preclude them (see Table 3 above)
- Request that the ACHD Master Street Map continue to reference City policies for new collectors
- Identify that any of the proposed connections on the connectivity map that are to be built as collectors should be reviewed to determine the appropriate ACHD Master Street Map typology that should be applied
- Identify shared-use paths as the preferred means of accommodating people walking and biking along rural arterials
- The City should require development to dedicate sufficient right-of-way to provide a buffer between the sidewalk and roadway that can accommodate street trees. The City should budget funds and/or with the development community, homeowners associations, and businesses to pay for the installation and maintenance of such features.

Access Management

There are several implementation strategies related to access management in the current comprehensive plan. The following changes, summarized in Table 5, are proposed to better align these strategies with the updated transportation vision and existing conditions.

Table 5 Access Management Policies

Current Implementation Strategy	Proposed Implementation Strategy
<p><i>Specific Design Strategy C</i> - Support the access restriction policies of the Ada County Highway District and the Idaho Transportation Department at a minimum. The access restrictions shall be based upon the most stringent future use of the roadway. Temporary accesses may be considered in areas with a developing regional roadway network.</p>	<p><i>Support the access spacing standards of the Idaho Transportation Department and the Ada County Highway District (ACHD). Access decisions may be based on the future function and typology of the roadway. Temporary accesses can be granted with restrictions phased in as development occurs and new shared connections become available or medians are constructed.</i></p>
<p><i>Specific Design Strategy D</i> - Limit access to all arterial streets.</p>	<p><i>To the extent possible, access to arterial and collector streets is recommended to be limited to public streets serving multiple parcels. Frontage and backage roads are recommended to be considered where appropriate. When direct parcel access is necessary, cross-access agreements and shared driveways are recommended to be used to the extent possible to limit the number of access points.</i></p>
<p><i>Specific Design Strategy E</i> - Discourage direct lot access to parcels abutting arterial and collector streets.</p>	<p><i>Consolidate with Specific Design Strategy D above.</i></p>
<p><i>Specific Design Strategy F</i> - Encourage shared driveways on collector streets and streets in Downtown Eagle.</p>	<p><i>Consolidate with Specific Design Strategy D above.</i></p>
<p><i>Specific Design Strategy G</i> - Develop methods, such as cross-access agreements, frontage and backage roads, to reduce the number of existing access points onto arterial streets.</p>	<p><i>Consolidate with Specific Design Strategy D above.</i></p>
<p><i>Specific Design Strategy H</i> - Work with adjacent jurisdictions to develop more restrictive access limitations than presently exist for arterials and highways of regional transportation importance.</p>	<p><i>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.</i></p>

Additionally, Chapter 6 of the existing transportation plan contains a number of specific access recommendations for the designated Land Use Sub Areas. For the most part, these recommendations are aligned with existing access management standards and the vision and goals. There are a few recommendations that could be changed or removed to better align with current conditions and the goals, as shown in Table 6.

Table 6 Recommended Changes to Chapter 6 Access Guidelines

Current Guideline	Recommended Change
<p><i>Floating Feather #3</i> - Floating Feather Road is identified as an urban collector from Highway 16 to Linder Road. Special consideration should be made for the improvement and realignment of Floating Feather Road. Design standards should include separated sidewalks and street trees similar to Old State Street west of Eagle Road.</p>	<p>Update to reference the current typology for Floating Feather Road (Residential Arterial)</p>
<p><i>Eagle Island #2</i> - Linder Road will continue to be the western Boise River crossing for the area until the Highway 16 extension is completed. This area should look to designing consolidated access points along Linder Road to help limit the impacts to the Linder Road river crossing.</p>	<p><i>Linder Road is a primary transportation corridor, planned to connect from across the Boise River to the Foothills. This road is designated as a Residential Mobility Arterial and access may be limited to Linder Road in accordance with that typology.</i></p>
<p><i>Eagle Middle School #1</i> - 1. Access to the area should focus on new internal linkages.</p>	<p>Reference connectivity map connections</p>
<p><i>Ballantyne State #3</i> - Private roads may be allowed in connection with housing for older persons and planned unit developments but private roads should be designed to limit access to public facilities and roadway networks unless deemed necessary for</p>	<p>Remove guideline. City has adopted a new private streets policy that replaces this guideline.</p>

Budgeting

As previously noted, there is support for the City of Eagle budgeting funds for roadway projects. The existing comprehensive plan does have some policies related to this topic. They are summarized in below in Table 7, along with potential modifications and additional policies.

Table 7 Budgeting Policies

Current Implementation Strategy	Proposed Implementation Strategy
<p><i>Specific Design Strategy O</i> - ...encourage landscaping within any portion of a center turn lane which is not used for such a driveway or intersection. Such landscaped medians would need to be maintained by the City, homeowners’ association, or another responsible entity and would require a license agreement with the highway district having jurisdiction.</p>	<p><i>No change proposed</i></p>
<p><i>Transit Strategy D</i> - Support alternative funding methods, including the concept of a local options sales tax, as a means of funding the expansion of the regional public transit system and facilities.</p>	<p><i>No change proposed</i></p>
<p><i>Multi-purpose Strategy D</i> - The City will take the lead responsibility for design and installation of sidewalks. The City will continue to work with ACHD and ITD to resolve issues concerning sidewalks within the City of Eagle.</p>	<p><i>No change proposed</i></p>
<p>There is no strategy related to street trees/landscaping in the buffer zone between the sidewalk and the roadway; though there are policies encouraging such features.</p>	<p><i>See recommended policy in the Roadway Cross Sections and Typology section</i></p>
<p>There is no strategy related to the City budgeting funds to accelerate the construction of priority roadway projects.</p>	<p><i>The City could budget for, and work with ACHD to identify, opportunities to accelerate projects that enhance connectivity in Eagle. Funds could also be used for regional projects if a strategic opportunity arises, though this would be a lower priority than projects that enhance local connectivity.</i></p>

PRIORITIZATION CRITERIA

Criteria have been developed to help the City of Eagle determine the relative priority of transportation projects. Applying these criteria can inform the project requests the City makes to ACHD and ITD and aid in determining whether the City should budget funds for a specific project. The criteria are based on the vision and goals outlined at the start of this memorandum, as well as implementation considerations (e.g., physical or ownership barriers, costs). As such, the criteria emphasize roadway connectivity, health, and economic opportunity. The proposed criteria are summarized in Table 8.

Table 8 Proposed Prioritization Criteria

Category	Evaluation Criteria	Scoring Key
Physical Activity	Project provides opportunities for active transportation (e.g., biking and walking) for a wide range of people by multiple modes	2
	Project provides opportunities for active transportation (e.g., biking and walking) for a wide range of people for one mode	1
	Project may have no effect on physical activity or provide only limited opportunities for some people	0
	Project may discourage active transportation	-1
Safety	Project is likely to decrease the number and/or severity of crashes	1
	Project may have only a limited effect on crashes	0
	Project could increase the potential for the number and/or severity of crashes	-1
Local Circulation	Project provides opportunities for local circulation away from arterials and highways (arterial-arterial or other collector-level connection)	2
	Project provides opportunities for local circulation away from arterials and highways (other connections)	1
	Project has limited effect on opportunities for local circulation	0
	Project encourages continued use of arterials and highways for local circulation	-1
Civic Connections	Project improves access to multiple schools, parks, or other civic uses	2
	Project improves access to a single school, park, or other civic use	1
	Project has limited effect on access to schools, parks, or other civic uses	0
	Project impedes access to schools, parks, or other civic uses	-1
Economic Connections	Project improves access to high density commercial and employment areas	2
	Project improves access to low density commercial and employment areas	1

Category	Evaluation Criteria	Scoring Key
	Project has limited effect on access to commercial and employment areas	0
	Project impedes access to commercial and employment areas	-1
Implementation Barriers	There are limited barriers to implementation	1
	There are barriers, but they can be overcome	0
	There are significant barriers to implementation (e.g., physical, political, funding)	-1

These criteria are meant to be applied to a range of projects. Some criteria may not be applicable to certain types of projects. They are meant to be applied at a planning level. The results of applying the criteria should be considered guidance and not stringent direction. When making final decisions regarding funding, project approvals, and project requests, other factors may also need to be considered, such as current development plans, implementing agency (i.e., ACHD, ITD) priorities, and the need for, or results of, additional analyses (e.g., particularly with respect to the expected safety effects of proposed projects).

The results of applying these criteria to the following projects are shown in Figure 4:

- Proposed roadway connections through undeveloped areas from Technical Memorandum #1 (denoted by “NR” in the project ID)
 - The connections that would need to be built through redevelopment are not included since they would likely only be built at the time of redevelopment
- New roadways proposed in ACHD’s Master Streets Map (denoted by “MSM” in the project ID)
- Roadway widening projects proposed in ACHD’s Master Streets Map (denoted by “W” in the project ID)

The projects in Figure 4 are divided into four project tiers. One tier, “Programmed,” is for projects that are programmed for construction in ACHD’s Integrated Five-Year Work Plan for the years 2017-2021. The other three tiers are based on the results of the applying the proposed prioritization criteria and are intended to provide relative rankings of the proposed projects. Attachment “A” contains the scoring results for each project and more detailed sub-area figures.

Generally, high priority projects include new collector-level connections near schools and commercial areas, including downtown. Medium priority projects include new collector and arterial level connections scattered throughout Eagle, and the widening of Hill Road Parkway east of SH 55. Low priority projects are often more likely to be local road connections within a neighborhood or the widening of arterial roads.

NEXT STEPS

This memorandum will be reviewed with City of Eagle staff and the Comprehensive Plan Steering Committee. Feedback from staff and the committee will be used to refine the proposed policies and prioritization criteria set forth in this memo. This refined content will then be used to develop the draft transportation chapter of the comprehensive plan.

REFERENCES

1. Ada County Highway District. *Transportation and Land Use Integration Plan*. Adopted January 2010.
2. Ada County Highway District. *Master Street Map*. Adopted February 24, 2016.
3. Ada County Highway District. *Livable Streets Design Guide*. Adopted May 27, 2009.
4. Ada County Highway District. *ACHD Tree Planting Policy*. Last Modified June 11, 2015.
5. Ada County Highway District. *Resolution 897*. Adopted May 27, 2009.

Attachment A Prioritization Scoring and Sub-Area Figures

Attachment A - Project Scoring with Proposed Prioritization Criteria

Proj_ID	Street Name	From_Street	To_Street	Physical_Activity	Notes	Safety	Notes	Local_Circulation	Notes	Civic_Connections	Notes	Economic_Connections	Notes	Implementation_Barriers	Notes	Total
New Roads - Mostly Undeveloped Areas - Likely Built with Development																
NR1	Homer Road	W Wild Wings Ln	Gooder John Ln/W Homer Rd	1	Could provide opportunities for future development	0	May reduce crashes, but will depend on final design	2	Section line connection	0	No schools/parks nearby	0	No commercial/employment areas nearby	0	ROW will be required; canal crossing	3
NR2	NR2	Hartley Rd	N Linder Rd	1	Could provide opportunities for future development	0	May reduce crashes, but will depend on final design	2	Connects two section line roads; potential mid-mile collector	0	No schools/parks nearby	0	No commercial/employment areas nearby	0	ROW will be required	3
NR3	NR3	Beacon Light Rd	Homer Rd	1	Could provide opportunities for future development	0	May reduce crashes, but will depend on final design	2	Connects two section line roads; potential mid-mile collector	0	No schools/parks nearby	0	No commercial/employment areas nearby	0	ROW will be required; canal crossing	3
NR4	NR4	N Linder Rd	N Park Ln	1	Could provide opportunities for future development	0	May reduce crashes, but will depend on final design	2	Potential mid-mile collector	0	No schools/parks nearby	0	No commercial/employment areas nearby	0	ROW will be required; canal crossing	3
NR5	NR5	W Homer Rd	W Stillwell Dr	1	Could provide opportunities for future development	0	May reduce crashes, but will depend on final design	2	Completes a connection between Homer Rd and Willow Creek Rd	0	No schools/parks nearby	0	No commercial/employment areas nearby	0	ROW will be required	3
NR6	NR6	N Willow Creek Rd	N Pearl Ln	1	Could provide opportunities for future development	0	May reduce crashes, but will depend on final design	2	Would provide an alternate connection to SH 55	0	No schools/parks nearby	0	No commercial/employment areas nearby	-1	Topography poses challenges to construction	2
NR7	NR7	N Star Vista Ln	NR6	1	Could provide opportunities for future development	0	May reduce crashes, but will depend on final design	2	Would provide an alternate connection to Beacon Light Road	0	No schools/parks nearby	0	No commercial/employment areas nearby	-1	Topography poses challenges to construction; dependent on NR 6	2
NR8	NR8	E Beacon Light Rd	NR6	1	Could provide opportunities for future development	0	May reduce crashes, but will depend on final design	2	Would provide an alternate connection to Beacon Light Road	0	No schools/parks nearby	0	No commercial/employment areas nearby	0	Topography poses challenges to northern construction; could be partially constructed (e.g. to NR 9) before NR 6	3
NR9	NR9	W Vali-Hi Ln	N Eagle Rd	1	Could provide opportunities for future development	0	May reduce crashes, but will depend on final design	2	Potential mid-mile collector	0	No schools/parks nearby	0	No commercial/employment areas nearby	0	Connects to a private road; ROW will be required	3
NR10	NR10	E Beacon Light Rd	W Floating Feather Rd	2	If designed appropriately, could enhance walking/biking connections	0	May reduce crashes, but will depend on final design	2	Connects Beacon Light Rd and Floating Feather Rd	1	Provides access to Eagle Middle School	0	No commercial/employment areas nearby	0	ROW may be difficult to acquire for northern half	5

Attachment A - Project Scoring with Proposed Prioritization Criteria

Proj_ID	Street Name	From_Street	To_Street	Physical_Activity	Notes	Safety	Notes	Local_Circulation	Notes	Civic_Connections	Notes	Economic_Connections	Notes	Implementation_Barriers	Notes	Total
NR11	W Breanna Dr	Existing Stub	MSM6	2	If other connections in area are built, could provide walking/biking opportunities for a larger neighborhood and school route	0	May reduce crashes, but will depend on final design	1	Connects neighborhood to planned collector	1	Provides access to Eagle High School	1	Would provide access to commercial area near SH 44	0	Connection dependent on other projects being built	5
NR12	Island Woods Dr	Existing Stub	3-Cities River Crossing	2	If designed appropriately, could enhance walking/biking connections	0	May reduce crashes, but will depend on final design	2	Would provide a connection between Eagle Rd and 3 Cities River Crossing	0	No schools/parks nearby	0	No commercial/employment areas nearby	-1	Dependent on 3 Cities River Crossing; may be environmental issues	3
NR13	W Nephi Ln	W Nephi Ln	MSM6	2	If other connections in area are built, could provide walking/biking opportunities for a larger neighborhood and school route	0	May reduce crashes, but will depend on final design	1	Connects to planned collector	1	Provides access to Eagle High School	1	Would provide access to commercial area near SH 44	0	Connection dependent on other projects being built; Nephi Lane is a private road currently	5
NR14	W Brunmier St	Existing Stub	Longhorn St	1	Could provide opportunities for future development	0	May reduce crashes, but will depend on final design	1	Connects neighborhoods	0	No schools/parks nearby	0	No commercial/employment areas nearby	0	Canal crossing; may require private property to redevelop	2
NR15	W Striker Dr	Existing Stub	NR17	1	Could provide opportunities for future development	0	May reduce crashes, but will depend on final design	1	Connects neighborhoods	0	No schools/parks nearby	0	No commercial/employment areas nearby	0	ROW will be required	2
NR16	NR16	N Longhorn St	N Palmer Ln	1	Could provide opportunities for future development	0	May reduce crashes, but will depend on final design	1	Connects neighborhoods to Palmer Ln	0	No schools/parks nearby	0	No commercial/employment areas nearby	0	ROW will be required	2
NR17	N Longhorn St	Existing Stub	W Floating Feather Rd	2	If designed appropriately and other connections are built, could enhance walking/biking connections	0	May reduce crashes, but will depend on final design	2	Connects Floating Feather Rd and SH 44	0	No schools/parks nearby	0	No commercial/employment areas nearby	0	2 canal crossings	4
NR18	W Biathlon St	Existing Stub	NR17	1	Could provide opportunities for future development	0	May reduce crashes, but will depend on final design	1	Connects neighborhoods	0	No schools/parks nearby	0	No commercial/employment areas nearby	0	ROW will be required	2
NR19	W Nordic Dr	Existing Stub	N Palmer Ln	1	Could provide opportunities for future development	0	May reduce crashes, but will depend on final design	1	Connects to Palmer Ln	0	No schools/parks nearby	0	No commercial/employment areas nearby	0	ROW will be required	2
NR20	N Arena Way	Existing Stub	NR14	1	Could provide opportunities for future development	0	May reduce crashes, but will depend on final design	1	Connects neighborhoods	0	No schools/parks nearby	0	No commercial/employment areas nearby	0	ROW will be required	2

Attachment A - Project Scoring with Proposed Prioritization Criteria

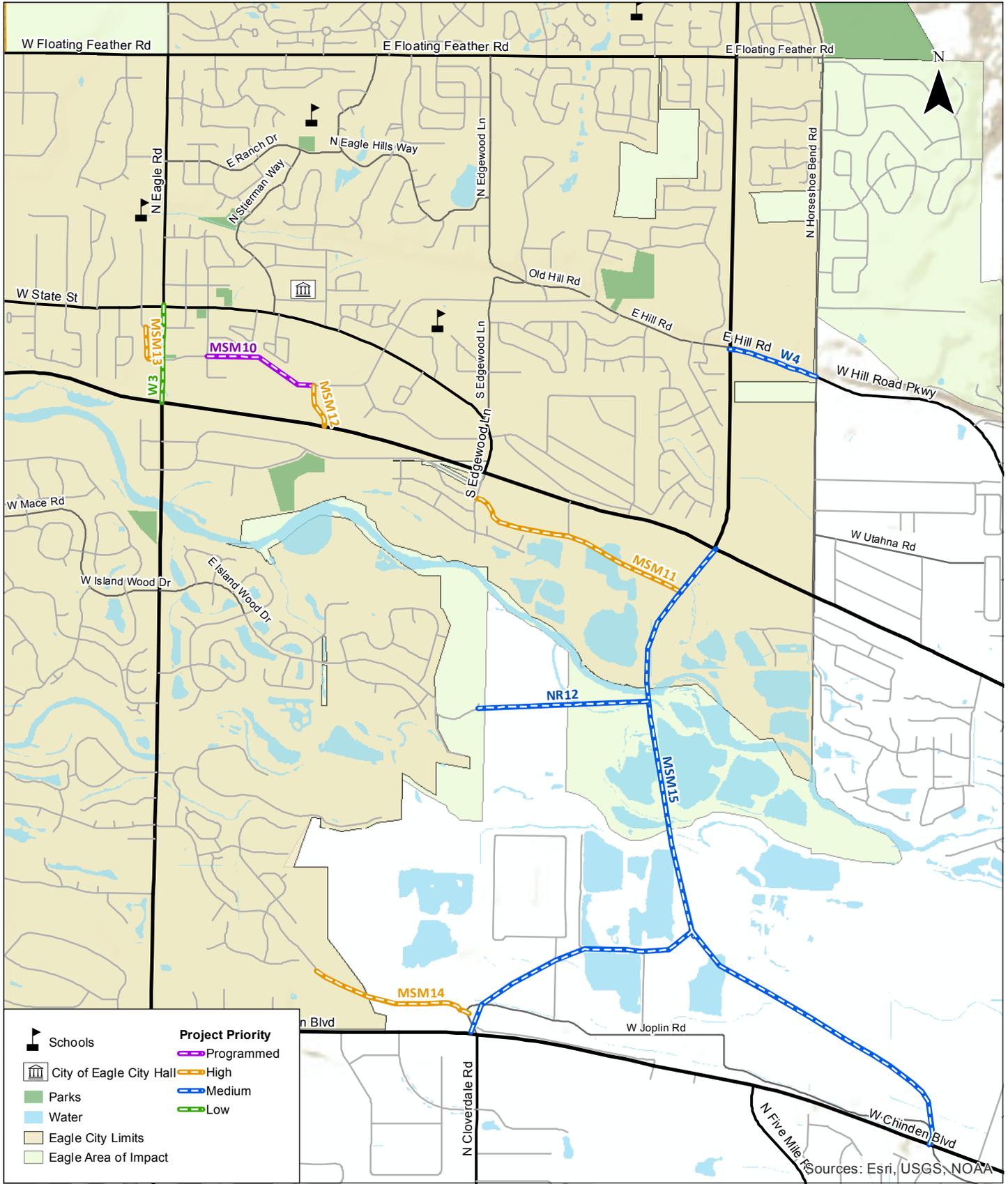
Proj_ID	Street Name	From_Street	To_Street	Physical_Activity	Notes	Safety	Notes	Local_Circulation	Notes	Civic_Connections	Notes	Economic_Connections	Notes	Implementation_Barriers	Notes	Total
NR21	NR21	N Palmer Ln	N Linder Rd	1	Could provide opportunities for future development	0	May reduce crashes, but will depend on final design	2	Connects Palmer Ln and Linder Rd	0	No schools/parks nearby	0	No commercial/employment areas nearby	0	ROW will be required; canal crossing	3
NR22	N MacFarlane Ave	Existing Stub	W Beacon Light Rd	1	Could provide opportunities for future development	0	May reduce crashes, but will depend on final design	2	Completes connection between Floating Feather Rd and Beacon Light Rd	0	No schools/parks nearby	0	No commercial/employment areas nearby	0	ROW will be required	3
NR23	NR23	SH 44	SH 16	1	Could provide opportunities for future development	0	May reduce crashes, but will depend on final design	2	Connects SH 16 and SH 44	0	No schools/parks nearby	0	No commercial/employment areas nearby	0	Row will be required, highway access will need to be secured	3
NR24	N Tempsford Way	Existing Stub	MSM4	1	Could provide opportunities for future development	0	May reduce crashes, but will depend on final design	1	Connects neighborhood to planned collector	0	No schools/parks nearby	0	No commercial/employment areas nearby	0	Connection dependent on other projects being built	2
Roadway Widening Projects from ACHD Master Street Map																
W1	W Beacon Light Rd	SH 16	SH 55	0	Expected to remain a high speed rural road; points would be added if shared-use path was included in widening	1	Crash reduction expected from center turn lane/median	0	No new connection	0	No schools/parks nearby	0	No commercial/employment areas nearby	0	ROW may be necessary	1
W2	S Linder Rd	SH 44	W Chinden Blvd	1	Expected to be a high-speed road. Assuming sidewalks will be added with widened road.	0	Will depend on final design	0	No new connection, arterial circulation will always be important here since it is a river crossing	1	Potential to improve access to Eagle Island State Park	1	Commercial area at Linder/Chinden	-1	Will require ROW and new bridges	2
W3	N Eagle Rd	E Plaza Dr	SH 44	-1	Widening may make the road more difficult to cross	0	Will depend on final design	0	No new connection	0	No schools/parks nearby	2	Located in downtown	-1	Obtaining ROW may be difficult; project has not been supported in the past	0
W4	W Hill Rd	SH 55	N Horseshoe Bend Rd	1	Assuming widening includes at least sidewalks and bike lanes	0	Will depend on final design	0	No new connection	1	Youth sports complex	1	Provides a connection to State Street and downtown Eagle	0	ROW may be necessary	3
W5	N Linder Rd	SH 44	Beacon Light Road	0	Assuming widening includes at least sidewalks and bike lanes, but mobility designation will likely create a crossing barrier	0	Will depend on final design	0	No new connection, arterial circulation will always be important here since it is a river crossing	1	Eagle High School along Linder Road	0	No commercial/employment areas nearby	0	ROW may be necessary; will be costly	1
New Roadway Projects from ACHD Master Street Map																

Attachment A - Project Scoring with Proposed Prioritization Criteria

Proj_ID	Street Name	From_Street	To_Street	Physical_Activity	Notes	Safety	Notes	Local_Circulation	Notes	Civic_Connections	Notes	Economic_Connections	Notes	Implementation_Barriers	Notes	Total
MSM1	Floating Feather Rd	SH-16	N Palmer Ln	1	Assuming realignment includes at least sidewalks and bike lanes	0	May reduce crashes, but will depend on final design	2	Provides a more direct connection across SH 16	1	Will be on route to new Star Middle School	0	No commercial/employment areas nearby	0	ROW will be required	4
MSM2	MSM2	N Saddleman Pl	N Brookside Ln	1	Could provide opportunities for future development	0	May reduce crashes, but will depend on final design	2	Connects to Beacon Light Road and allows local traffic to avoid SH 55	0	No schools/parks nearby	0	No commercial/employment areas nearby	0	ROW will be required; may require redevelopment	3
MSM3	MSM3	Brookside Lane	Brookside Lane	0	Rural typology does not include walking/biking facilities	0	May reduce crashes, but will depend on final design	2	Connects to Beacon Light Road and allows local traffic to avoid SH 55	0	No schools/parks nearby	0	No commercial/employment areas nearby	0	ROW will be required	2
MSM4	W Escalante Dr	Existing Stub	SH 44	1	Could provide opportunities for future development	0	May reduce crashes, but will depend on final design	2	Connects SH 44 to Linder Road	0	No schools/parks nearby	0	No commercial/employment areas nearby	0	ROW will be required; canal crossing	3
MSM5	Moon Valley Rd	W Old Valley Rd	Moon Valley Rd	1	Could provide opportunities for future development	0	May reduce crashes, but will depend on final design	2	Connects to Linder Road and allows local traffic to avoid SH 44	0	No schools/parks nearby	1	Planned commercial area	0	ROW will be required	4
MSM6	MSM6	SH-44	W Floating Feather Rd	2	If other connections in area are built, could provide walking/biking opportunities for a larger neighborhood and school route	0	May reduce crashes, but will depend on final design	2	Completes connection from SH 44 to Floating Feather Rd	1	Provides access to Eagle High School if other connections built	1	Connects to commercial area near SH 44	0	ROW will be required; canal crossing	6
MSM7	MSM7	SH 44	SH 44	0	Industrial typology may not include walking/biking facilities	0	May reduce crashes, but will depend on final design	1	Could reduce access along SH 44	0	Would score higher if it provided access to Eagle Island State Park	1	Planned industrial area	0	ROW will be required	2
MSM8	MSM8	N Meridian Rd	S Linder Rd	1	Could provide opportunities for future development	0	May reduce crashes, but will depend on final design	2	Connects Meridian Rd to Linder Rd	0	No schools/parks nearby	1	Assuming access is provided to existing or future commercial development	0	ROW will be required	4
MSM9	N Winward Ave	N Winward Ave	MSM7	1	Will provide some options for neighborhood circulation	0	Little effect likely on local streets	1	Provides neighborhood circulation	0	No schools/parks nearby	1	Assuming access is provided to existing or future commercial development	0	ROW will be required	3
MSM10	E Plaza Dr	E Riverside Dr	E Plaza Dr/S 2nd St												In FYWP	99
MSM11	MSM11	S Edgewood Way	3 Cities River Crossing	1	Could provide opportunities for future development	0	May reduce crashes, but will depend on final design	2	Would provide an alternate connection to 3 Cities River Crossing	1	Merrill Community Park	1	Future commercial development	0	Full utility is dependent on 3 Cities River Crossing	5

Attachment A - Project Scoring with Proposed Prioritization Criteria

Proj_ID	Street Name	From_Street	To_Street	Physical_Activity	Notes	Safety	Notes	Local_Circulation	Notes	Civic_Connections	Notes	Economic_Connections	Notes	Implementation_Barriers	Notes	Total
MSM12	MSM12	SH 44	E Plaza Dr	0	Likely would only have an effect if connection built across SH 44	0	May reduce crashes, but will depend on final design	2	Provides an alternate connection to downtown Eagle	1	Improves access to downtown parks/City Hall	2	Improves access to downtown	0	ROW will be required	5
MSM13	MSM13	N Eagle Rd	E Aikens St	1	Provides an alternate route to Eagle Rd	0	May reduce crashes, but will depend on final design	2	Completes a connection between Eagle Rd and State St	0	No schools/parks nearby	2	Improves access to commercial areas near Eagle/Plaza	0	ROW will be required	5
MSM14	MSM14	Colchester Dr	Joplin St	1	Provides an alternate route to Eagle Rd and Chinden Blvd	0	May reduce crashes, but will depend on final design	2	Completes a connection between Eagle Rd and Chinden Blvd	0	No schools/parks nearby	2	Improves access to commercial areas along Chinden Blvd	0	ROW will be required	5
MSM15	3 Cities River Crossing	Chinden Blvd	SH 55	0	Provides a new connectin, but likely high speed/volume and not likely to attract many users	0	Depends on final design	2	Connects Chinden Blvd to SH 55 and State St	0	No schools/parks nearby	2	Improves access to commercial areas along Chinden Blvd and in Eagle	-1	Cost, environmental, and political challenges	3

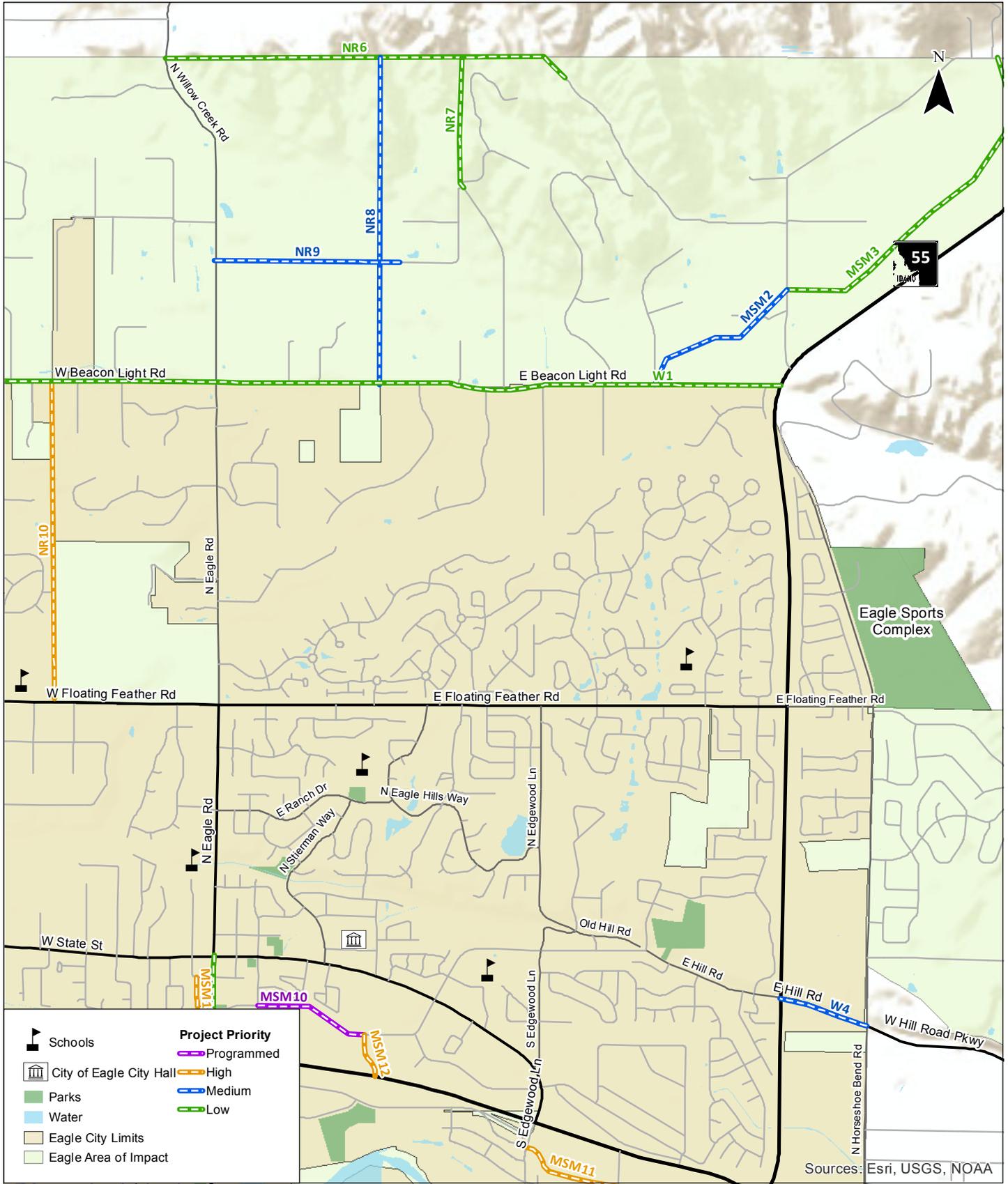


**Prioritized Projects
Sub-Area 1
Eagle, Idaho**

**Figure
A-1**

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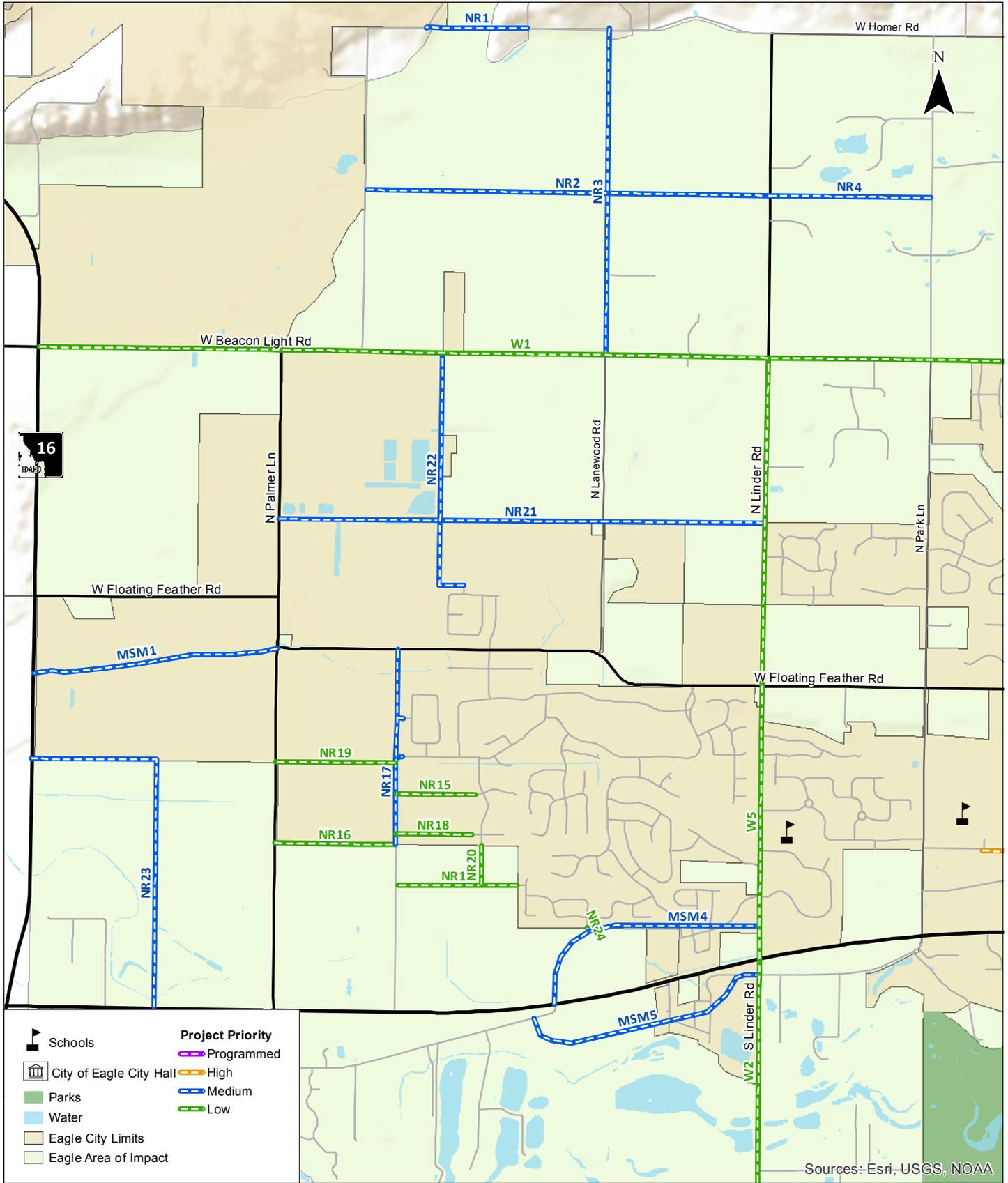
Sources: Esri, USGS, NOAA



**Prioritized Projects
Sub-Area 2
Eagle, Idaho**

**Figure
A-2**

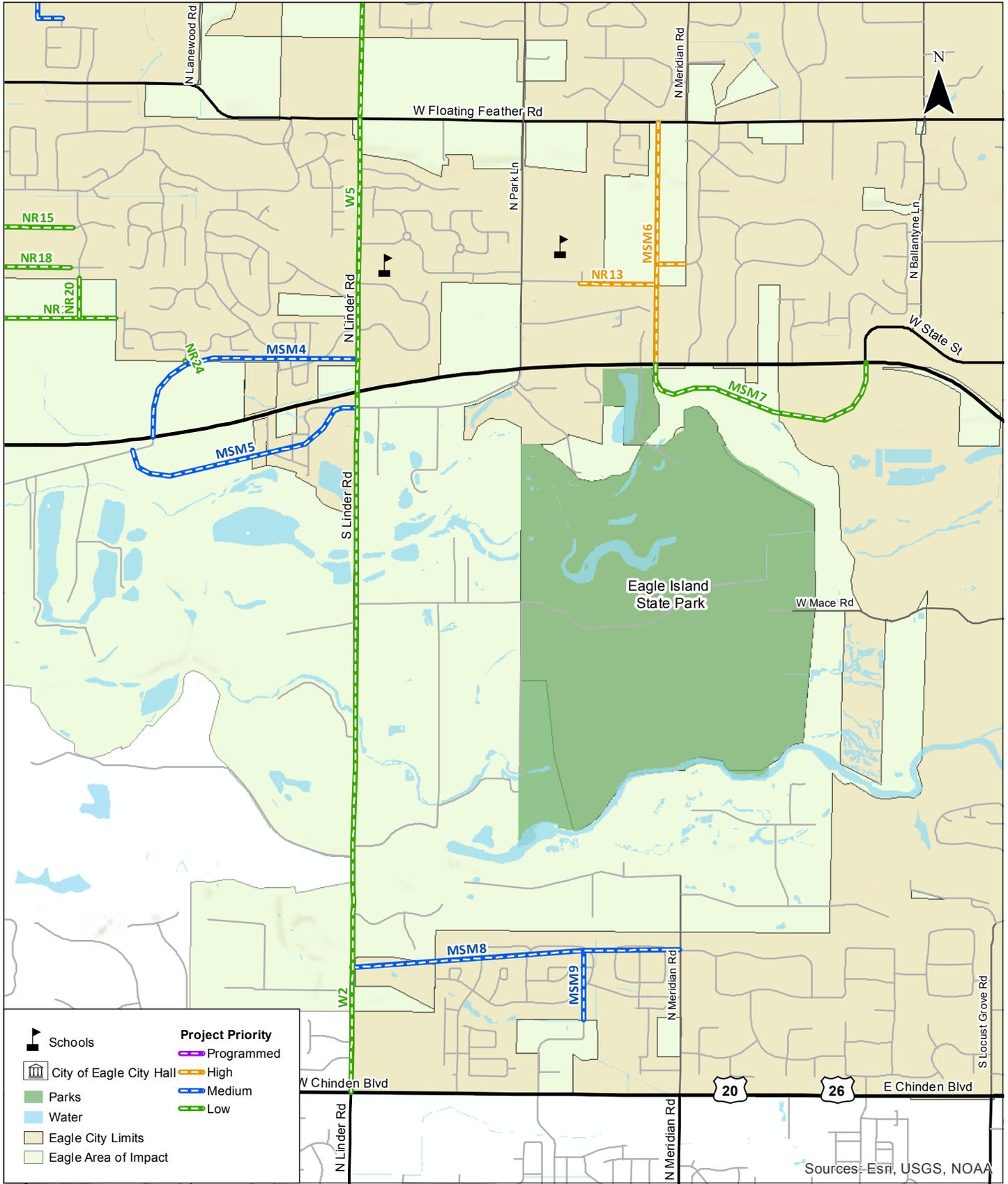
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**Prioritized Projects
Sub-Area 3
Eagle, Idaho**

**Figure
A-3**

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**Prioritized Projects
Sub-Area 4
Eagle, Idaho**

**Figure
A-4**

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