IMPLEMENTING POLICY CHANGES/ADDITIONS

The following lists the proposed changes to existing strategies and the proposed new strategies.

ROADWAY CONNECTIONS

Current Implementation Strategy	Proposed Implementation Strategy
Roadway Strategy A - 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	*Update references based on cross-section and typology discussion presented in Technical Memorandum #2.*
Specific Design Strategy L - "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.	*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.*
Specific Design Strategy J - 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.	*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.*

Specific Design Strategy M - 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.	*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.*
Land Use and Parking Strategy L - New developments shall be required to stub access to adjacent undeveloped or underdeveloped parcels, where appropriate.	*Combined with Specific Design Strategy J.*

NEW SIDEWALK, PATHWAY, AND BIKE LANE CONNECTIONS

Current Implementation Strategy	Proposed Implementation Strategy
Roadway Strategy F - Integrate all modes of travel to reduce travel and support air quality improvement measures.	*Integrate all modes of travel to reduce reliance on motor vehicle travel and support air quality improvement measures*.
Specific Design Strategy A - 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	*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.*

Current Implementation Strategy	Proposed Implementation Strategy
New Strategy #1 - 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.	*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:* - *Whether any type of bicycle facility is identified in an existing City or ACHD plan on the subject road* - *Reviewing the recommended bicycle facility included in the ACHD MSM typology of the subject street.* - *Reviewing the bicycle facility selection matrix shown in Figure 1 in Technical Memorandum #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.* *The results of this review would be communicated to ACHD staff for inclusion in the proposed project.*

TRANSIT CORRIDORS

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

ROADWAY CROSS SECTIONS AND TYPOLOGIES

The following implementation strategies are recommended:

1. Replace the existing cross-section illustration with references to the ACHD Master Street Map and Livable Streets Design Guide
2. Require that bike lanes be included on collector roadways, unless physical or legal constraints preclude them (see New Policy #1 in New Sidewalk, Pathway, and Bike Lanes section)
3. Request that the ACHD Master Street Map continue to reference City policies for new collectors
4. 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
5. Identify shared-use paths as the preferred means of accommodating people walking and biking along rural arterials
6. 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 work with the development community, homeowners associations, and businesses to pay for the installation and maintenance of such features.

ACCESS MANAGEMENT

Current Implementation Strategy	Proposed Implementation Strategy
Specific Design Strategy C - 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.	*Support the access spacing standards of the Idaho Transportation Department and the Ada County Highway District. 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.*
Specific Design Strategy D - Limit access to all arterial streets.	*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.*
Specific Design Strategy E - Discourage direct lot access to parcels abutting arterial and collector streets.	*Consolidate with Specific Design Strategy D above.*
Specific Design Strategy F - Encourage shared driveways on collector streets and streets in Downtown Eagle.	*Consolidate with Specific Design Strategy D above.*
Specific Design Strategy G - Develop methods, such as cross-access agreements, frontage and backage roads, to reduce the number of existing access points onto arterial streets.	*Consolidate with Specific Design Strategy D above.*
Specific Design Strategy H - Work with adjacent jurisdictions to develop more restrictive access limitations than presently exist for arterials and highways of regional transportation importance.	*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.*

Current Guideline for Land Use Sub Areas	Recommended Change
Floating Feather #3 - 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.	Update to reference the current typology for Floating Feather Road (Residential Arterial)

Eagle Island #2 - 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.	*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.*
Eagle Middle School #1 - 1. Access to the area should focus on new internal linkages.	Reference connectivity map connections
Ballantyne State #3 - 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	Remove guideline. City has adopted a new private streets policy that replaces this guideline.

BUDGETING

Current Implementation Strategy	Proposed Implementation Strategy
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.	*See recommended policy in the Roadway Cross Sections and Typology section*
New Strategy #1 - There is no strategy related to the City budgeting funds to accelerate the construction of priority roadway projects.	*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.*

PROJECT PRIORITIZATION

The following presents the proposed prioritization criteria and the results of applying the criteria to 1) proposed roadway connections through undeveloped areas from Technical Memorandum #1; 2) New roadways proposed in ACHD's Master Streets Map; and 3) Roadway widening projects proposed in ACHD's Master Streets Map.

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

Category	Evaluation Criteria	Scoring Key
	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
	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