

6.8.13 - Downtown Eagle Plan

G. TRANSPORTATION & ACCESS

Access to Downtown Eagle takes many forms; an effective transportation system is key to the success of Downtown's numerous activities and functions. For Downtown Eagle to thrive and become a more livable place the transportation system must serve three principle roles:

1. Make living, working, and visiting Downtown Eagle as carefree as possible.
2. Support Downtown Eagle as a vibrant city center, the heart of Eagle.
3. Establish Downtown Eagle as a regional destination for housing, employment, education, community life, culture, and the arts.

Transportation planning within Downtown Eagle should focus on three key themes:

1. Emphasize and enhance Downtown Eagle as a destination area.
2. Give priority to pedestrians, bicyclists, and future transit, while reducing (without eliminating) automobile use, especially for multiple destinations/trips within the downtown.
3. Improve connectivity between Downtown Eagle and the rest of the city and surrounding area.

GOAL: Make Downtown easy to get to for all modes of transportation and all generations - seek to expand and develop an interconnected street and pathway system.

T 1: Incorporate pedestrian, bicycle, vehicle, and public transit into the transportation plan for Downtown Eagle.

T 2: Encourage the development and expansion of interconnected streets that help disperse traffic rather than concentrating it on a few major roadways.

T 3: Seek to connect emergency services (police, fire, emergency medical care) across the State Highway 44 bypass mid-mile between Edgewood Lane and Eagle Road ensuring that all areas of the community have appropriate access to these facilities.

T 4: Identify and implement options and implement measures that increase access to downtown by pedestrians, bicyclists, and transit services.

T 5: Plan for a "complete street" and multi-modal system that incorporates pedestrian, bicycle and transit into the Downtown Eagle Street Network. Work to reduce auto/pedestrian conflicts and dependency on automobiles, while recognizing that automobiles will be an important transportation mode for the foreseeable future.

T 6: Encourage motorists to access Downtown using the most efficient point of entry possible.

T 7: Encourage through-traffic to use the State Highway System (SH55 & SH16) and arterials (Linder Road) to move north south through the community versus the local street network. Similarly encourage east/west through-traffic to use the state highway and arterial network (SH 44, US 20/26 and Beacon Light Road).

T 8: Modify streets to slow automobile traffic to speeds compatible with the function and character of each street and emphasize the needs and comfort of pedestrians and bicyclists.

T 9: Plan for speeds that accommodate the safe and efficient movement of pedestrians.

T 10: The City and ACHD should monitor traffic volumes in residential areas near the Downtown to ensure that the roads don't exceed acceptable residential street traffic volumes as adopted by ACHD.

T 11: Identify and implement street modifications to improve pedestrian safety and comfort such as: sidewalk bulb-outs, traffic circles, textured concrete, and on-street bike lanes, consistent with the ACHD's Livable Streets Guidelines.

T 1:2 Detail and expand the street network to include pedestrian and bicycle facilities.

T 13: Create a network of designated bicycle lanes and routes in Downtown consistent with the ACHD Ped/Bike Plan.

T 14: Expand bicycle facilities and amenities to encourage the use of bicycles for transportation and recreation. Increase the supply of bicycle racks and lockers and explore the use of bicycle corrals in Downtown to expand end-of-trip facilities for bicyclists.

T 15: Create a pedestrian friendly downtown network that includes wider sidewalks, canal pathways, and trails.

T 16: Identify and adopt the appropriate street improvements and classification for new roads within the area (*Identified on Map 6 Downtown Street Improvements, pg. 31*) including:

(A) Plaza Drive Extension - Extend Plaza Drive south of State Street to create a parallel east/west connection through downtown thus reducing the impact on State Street.

(B) Parkway Median - Within the Plaza Planning Area, south of State Street, promote the creation of a parkway that provides usable open space within a median and serves as the center of the TOD connecting the transit elements along State Highway 44 with the commercial/residential areas to the north (*See Figure T1*).

(C) Palmetto Extension across State Highway 44

(Formerly Plaza Drive Extension) - Extend Palmetto south into the Plaza Planning Area and across State Highway 44 to provide increased connectivity to Eagle River, Merrill Park, and the head of Eagle Island. Work cooperatively with ITD to connect Palmetto Street to State Highway 44.

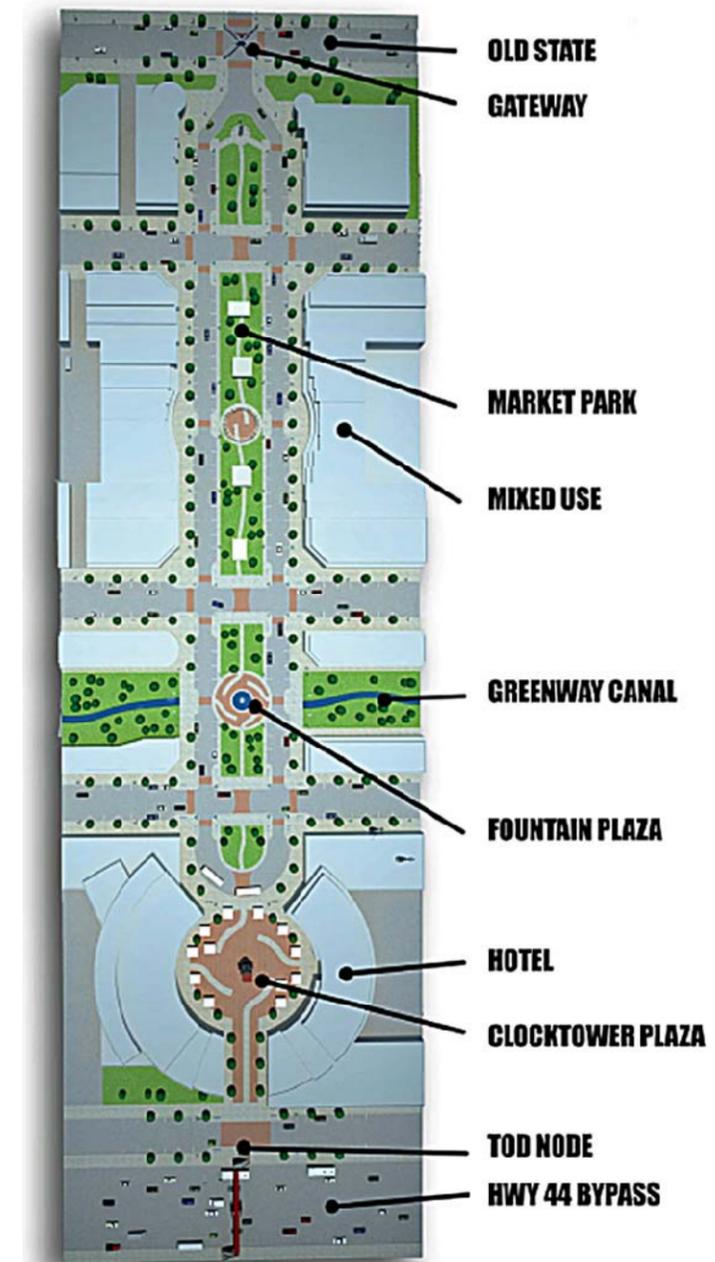


Figure T1: Parkway Median State Street to SH44

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(D) Idaho Street Extension - Extend Idaho Street east and west providing a parallel route north of State Street.

(E) 1st Street Pedestrian Mall - Establish 1st street as a meandering pedestrian mall (similar to the Basque block) that can be shut down for community events and gatherings. Encourage the use of planters and a rolled curb to allow the area to flow from store front to store front (See Figure T2).

Figure T2: 1st Street Pedestrian Mall



(F) Promote the creation/preservation of an urban grid
Within the Plaza Planning Area, work to create an urban grid that includes local road and collectors as well as service drives, alleys, and cross access easements to promote a pedestrian oriented environment at the front of the buildings and service areas (loading, garbage, employee parking and deliveries) at the rear. Within the Old Towne area re-enforce and protect the urban grid with some minor expansions as feasible without sacrificing livability (See Figure T3).

(G) Aikens Street Extension - Connect Aikens Street east to Second Street.

T 17: Design all streets for the appropriate context and setting. Ensure that all streets are designed to serve both the pedestrian and vehicular uses. Work with ACHD to implement the Transportation Land Use Integration Plan and the Livable Streets Design Guidelines.

T 18: Work with the Urban Renewal Agency and other stake holders to design and implement pedestrian and bicyclist improvements as part of the development approval process.

T 19: Promote the use of public/private partnerships to create unique places and provide amenities that are beyond the scope of a single-land owner or project within the downtown area.



Figure T3: Plaza Area Urban Grid System

T 20: Encourage City officials, merchants, property owners, the Chamber of Commerce, developers, and the URA to emphasize downtown as a shared destination with appropriate amenities for pedestrians and bicyclists (benches, bike racks, and water fountains).

T 21: Encourage the public to access downtown using alternative modes of transportation (biking, walking, and transit).

T 22: Work with land owners and transit authorities (RTA) to encourage the design and development of a transit ready development (TRD) within the Plaza Planning area including:

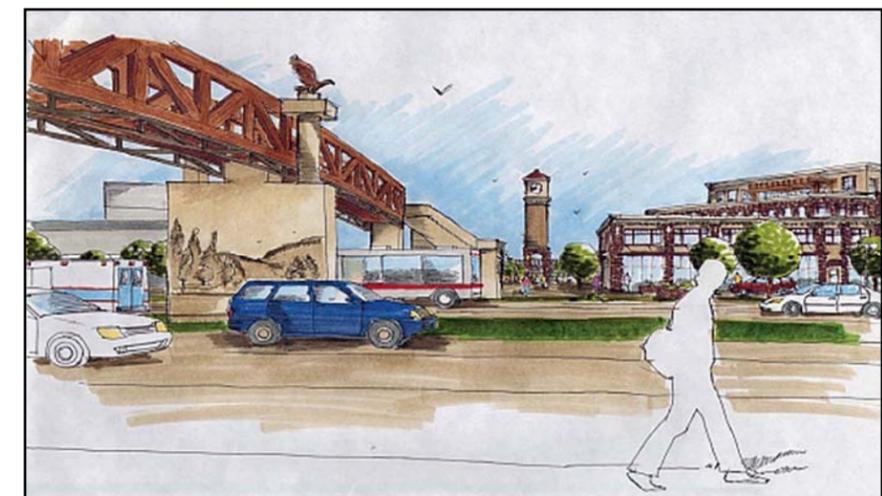
- Adopt and support the implementation of the State Street TOD Master Plan.
- The construction of park and ride facilities (surface lots that can transition into parking structures).

Figure T4:
Employment Location within the TRD



- Locate a bus pullout along State Highway 44 to facilitate regional bus connectivity (See transit pull out on diagram above).
- Encourage employment uses to be located within a ¼ mile of the transit stop to allow employees to live and work within the area without the need for single occupancy vehicles while retaining regional mobility (See Figure T4).

Figure T5:
Conceptual Pedestrian Crossing at SH44



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T 23: Establish a pedestrian and vehicular facility across the State Highway 44 bypass connecting Eagle River Development and the Plaza Planning Area (See Figure T6).

Figure T6: TRD Central Plaza & Services Area



T 24: Work with developers to incorporate public gathering areas and services that will serve the transit users (See Figure T5).

T 25: Work with regional transit authorities, the Eagle Chamber, Eagle Senior Center, and Meridian Joint School District No. 2 to explore the option of a Downtown circulator bus system.

T 26: Encourage the development of live/work unit environments within the Plaza Planning Area.

T 27: Promote a vibrant mixture of land uses and housing options within the Plaza Planning Area that will encourage multiple generations, income levels, and ethnicities to live and work within the area.

T 28: Establish and promote a non-motorized transportation system through the Downtown.

T 29: Cooperatively plan for the use of the right-of-way along drains and canals through the Downtown for non-motorized pathways and gathering areas (See Figure T7 and figures OS1 & OS2, pg. 34).

T 30: Provide developers meaningful incentives for the creation of trails and pathways connecting residential and non-residential areas (e.g. increased densities, FAR, and setbacks variations).

T 31: Balance reasonable access and alternative access to reduce vehicular/pedestrian conflicts.

T 32: Preserve existing alleys and look at options for the expansion of alleys and service drives within the Downtown.

T 33: Discourage direct lot vehicular access on arterials and major collectors. Instead, consider on-street parking options that do not require the vehicle to cross the pedestrian zone.

T 34: Encourage the construction of centralized parking garages within the downtown.

T 35: Encourage surface parking lots to be located at the rear and sides of buildings so that they do not dominate the streetscape or create a disconnected or unfriendly pedestrian system.



Figure T7: Canal Pathways within the Plaza Area

Map 6: Downtown Street Improvements

