What We’ve Heard So Far
(Input and comments received through public and stakeholder meetings)

Planning

Land use and transportation coordination is key.
Access to foothills development should be from the main highways (SH 55 & SH 16).
Road alignments should be agreed upon before development occurs.
This study may identify road alignments that are different than those identified by the City of Eagle.
Plan for bike lanes on future roads.
Establish corridors for future public transportation.

Impacts to Surrounding Areas

Excessive traffic from the foothills should be inhibited from directly accessing the City of Eagle.
Maintain the character of certain roads in Eagle.
Neighborhood impacts should be considered.
Growth & change are inevitable in this area.
Explore an alternate alignment to Willow Creek Road.

Safety

Response times for local police, fire, and emergency service providers are crucial when considering future connectivity and safety.

Traffic Management

Provide sufficient road capacity/infrastructure to support the increase in traffic volumes.
Free flowing transportation corridors are important for limiting traffic on local roads.
Beacon Light Road could require up to 5 travel lanes with the addition of future traffic.
Development in the foothills can be expected to attract and disperse traffic.
The Linder Road connection may require at least 4 travel lanes.

Development & Land

Consider wildlife and equestrian under crossings on roads through BLM land” (i.e. Palmer Rd/Linder Rd alignments)
The BLM would like to create a contiguous stretch of publicly owned land.
Roads should be built as development occurs. Improvements should be funded by developers.
The Idaho Department of Lands is interested in access and future connections through their land.