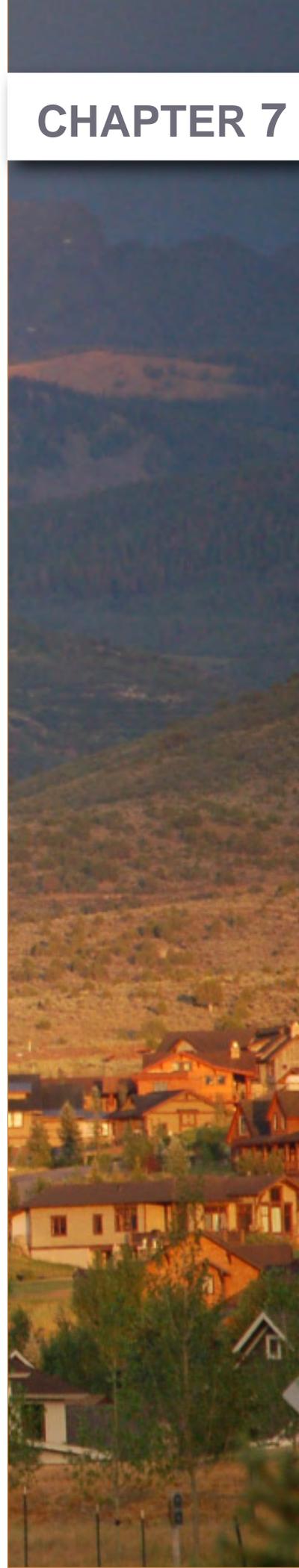


**CHAPTER 7:
Transportation, Mobility
and Circulation**



Transportation, Mobility and Circulation

The purpose of the Transportation, Mobility and Circulation Chapter is to state clearly the transportation objectives of the community. The Town of Eagle should strive to become a more pedestrian-friendly community with multiple transportation options: pedestrian, bicycle, vehicular and mass transit. The goals, policies, and action items of this chapter reflect the desire for greater transportation choices.

Throughout the nation communities are planning for alternative modes of transportation due to increased traffic congestion, reduced parking availability, higher energy prices and concern about pollution and global warming. These are also concerns for the growing communities in Eagle County.

There are local and regional influences on road congestion in the Eagle Planning Area. Traffic is expected to increase due to population growth both in the town and in surrounding communities. The need for local workers to commute to jobs outside of the planning area may continue to rise as well. Continued increases in the amount of vehicle traffic will add to road congestion, air pollution, water pollution, and noise, and could further exacerbate the fragmentation of wildlife habitat and movement corridors.

As stated in the 1996 Eagle Area Community Plan, “transportation problems cannot be solved solely by building new roads.” Creating more local jobs and a shift to alternative modes of transportation will help to alleviate some of these impacts. This Plan encourages compact, mixed-use development and transit oriented land use patterns to help reduce traffic impacts to residents and visitors.

A Regional Approach

Transportation issues need to be analyzed from a regional perspective. The Town and County should collaborate with developers, the Eagle County Regional Transportation Authority and the State of Colorado to develop and/or improve regional transportation systems.

Regional transit service, park-and-rides and rideshare/vanpool programs should be expanded, and should include more parking as necessary at Park-and-Rides. The Eagle County Regional Transportation Authority currently provides service between Gypsum, Eagle County Airport, Eagle, Avon, Minturn, Leadville and Vail. Statistics from winter 2007 show that 4 percent of ECO Transit ridership occurred in Eagle at about 105 boardings per day. Potential expansions might include more frequent service during rush

hours, additional stops (currently three in the Town of Eagle), additional support infrastructure such as bus shelters and signage, and/or a town shuttle system to complement and tie into the regional bus system.

The Eagle County Comprehensive Plan states that a county-wide passenger rail system should remain an important priority. Increased fuel costs may make rail more attractive (rail consumes a third of the energy of trucks); accommodations for rail freight service to industrial areas near the existing rail line via spurs should be encouraged. This Plan advocates a transit center at the north end of downtown, strategically located to incorporate a potential passenger rail line. A direct regional passenger rail system between Denver and Glenwood Springs via Summit County, Vail and Eagle such as the Rocky Mountain Rail Coalition and the I-70 Coalition is also supported. A passenger rail system may be part of a long-term regional transportation solution, and the transit center could serve as a local connection.

In the nearer term, main arterial roads should be improved to effectively accommodate automobiles, bicycles, pedestrians, and other transit options. New development should be connected

to these transportation networks.

Capacity Issues and Potential Improvements

The 1996 Eagle Area Community Plan addressed traffic issues through a guiding policy that states; “Develop a circulation and transportation system of roads, mass transit, and pedestrian/bicycle paths that will provide for safe and convenient movement of goods and people within the Town of Eagle and the surrounding area.” Two of the proposed implementing actions regarding capacity issues were completed between 1996 and 2010: the installation of the traffic signal at the intersection of Eby Creek Road and



The public strongly supported traffic circulation improvements..

Chambers Avenue, and the construction of Sylvan Lake Road from US Highway 6 to Eagle Ranch. Many of the traffic issues and concerns identified in the 1996 Plan remain today. The anticipated growth in population and jobs make transportation improvements imperative.

Circulation and transportation remain major issues in the community. The community survey presented a number of initiatives and projects the Town of Eagle could undertake, and survey results showed that improvement of traffic circulation was the most supported initiative. When Eagle residents were asked to prioritize the allocation of resources for town projects and services, the improvement of traffic circulation was rated highest on the priority list.

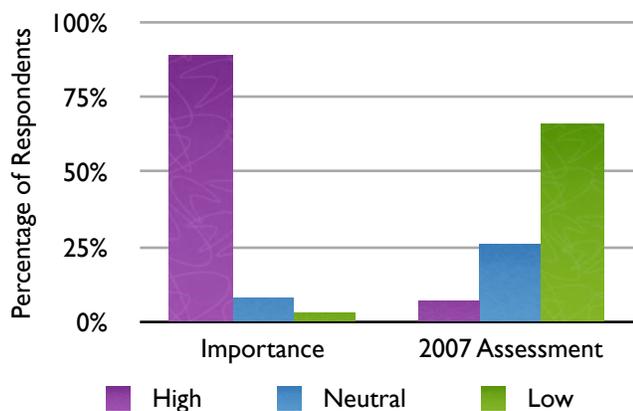
A direct way to reduce traffic and congestion is to create more jobs that pay well and build more affordable housing units (a better jobs-to-housing balance) in the area. This would ensure that people who work in Eagle can afford to live here and that residents have employment opportunities without long commutes.

Improving alternative transit options should also be a high priority. As the Eagle County Comprehensive Plan notes, expanding opportunities for mass and multi-modal transportation assists with affordability challenges by allowing wages to be spent on other necessities such as the high cost of housing in the region.

Pedestrian improvements throughout the Town are needed to improve the walkability of the community. Examples of these improvements include:

- A. Provide and/or improve pedestrian and bike connectivity between the Town Center and businesses in the I-70 Influence Character Area.
- B. Provide and/or improve more direct and user-friendly pedestrian and bike connectivity between Eagle Ranch and Town Center destinations.
- C. Extend the Regional ECO Trail from Violet Lane east through Town and on toward Wolcott
- D. Provide adequate and appropriate connections from the Town’s internal

Community Survey Ratings of Traffic Circulation: Importance as a Value and Assessment of Eagle’s Status (2007)



trails to the County's Regional ECO Trail system

- E. Provide additional pedestrian access points to the Fairgrounds from Town.
- F. Within the Town Center, expand the sidewalk system to enhance safety and connectivity between residential areas and main street destinations.
- G. Provide pedestrian and bike connectivity between the West Eagle Addition and downtown.
- H. Provide pedestrian and bike connectivity between the West Eagle Addition and Eagle Ranch.

Continued development and the accompanying rise in traffic volumes require improvements to alleviate congestion and provide sufficient carrying capacity, particularly along major roadways including U.S. Highway 6 and Eby Creek Road. The I-70 Eagle Interchange Upgrade Study is underway and should be completed in 2010. This study will be a critical component of the Town's future transportation planning, and is available for review at the Town of Eagle offices.

The following areas have been identified as places in need of transportation improvements:

- A. Eby Creek Road between Market Street and U.S. Highway 6 (study in progress with CDOT);
- B. Highway 6 between the Sylvan Lake Road roundabout and the Eby Creek Road roundabout;

- C. Connection between of U.S. Highway 6 and Brush Creek Road through the U.S.F.S parcel west of Bull Pasture;
- D. Connection from Nogal Road to Chambers Avenue;
- E. Connection from Chambers Avenue east to U.S. Highway 6;
- F. Pedestrian access from the Town Center to Chambers Avenue;
- G. Capitol Street between Highway 6 and Eagle Ranch;
- H. Connection from U.S. Highway 6 to Fairground Road;
- I. New interchange to/from Interstate 70 connecting to U.S. Highway 6 east of the current interchange;
- J. New interchange between Interstate 70 connecting to U.S. Highway 6 west of Eagle.

Other strategies may be implemented in the review process for new development. Such strategies include the reduction of vehicle trips and vehicle miles generated by new development through requiring pedestrian, bicycle and automobile connections between neighborhoods and local retail and service centers. These connections should be part of a regional sidewalk and trail system. Established neighborhoods should be retrofitted in the same manner when financing and connections are available. The development review process should also ensure that neighborhoods have multiple access points, connections to surrounding neighborhoods, traffic calming devices, and street design standards to minimize

congestion and cut-through traffic. In order to increase transit efficiency, new development areas should be concentrated near existing or potential transit facilities.

Mobility Options

Eagle should be a place where people have the option to leave their personal automobiles at or near home. Transit Goal #1 states, “The transportation system in Eagle should be an efficient, interconnected, and accessible system of roadways, transit corridors, bicycle paths and sidewalks that link regional and neighborhood centers to residential areas.” To ensure the necessary levels of investment, citizens, developers, elected officials and others must recognize that a healthy transportation system requires multiple modes.

The Town should develop a transportation plan that includes options for pedestrian and bicycle movement. Major transportation routes should provide connection to the regional bus system. Selected roads retrofitted with bicycle paths and separated multi-use paths will increase mobility options and promote additional benefits such as health, recreation and social interaction. Plowed pedestrian connections should be provided at



ECO Transit connects Eagle to other parts of the County.



Schools are an important destination for bike riders.



Paths provide safe travel routes within Town.

major intersections and bus stops. Bicycle parking should be available at all bus stops and commercial centers.

Wayfinding

A comprehensive signage plan, or wayfinding system, is needed to improve traffic flow and help visitors navigate their way through town. A wayfinding system can include signs, maps, gateways, landscaping, decorative elements, banners and informational kiosks. For example, a good wayfinding system would direct Interstate and Highway 6 traffic to the restaurants and shopping destinations in the Town Center Character Area. Signage within the downtown area will help visitors locate businesses, parking, and amenities.



Appropriate signage is an important element in a comprehensive wayfinding system.

Parking

In order to serve as a destination for residents and visitors, parking needs to be available and convenient. An increase in mass transit usage will increase the need for additional park and ride lots. Parking availability within mixed-use areas should be improved to support the infill and redevelopment strategies in this plan. Policy 7:1.4 details a number of strategies to improve parking conditions in the downtown area.

Funding

Funding for transportation improvements will be a joint effort of the public and private sector. Within the development review process, applicants should conduct a traffic studies to determine the effects of the proposed development on road infrastructure, and should propose solutions. Developers will be responsible for mitigating traffic and parking impacts. The Town should team with ECO Transit to build quality shelters, park-and-ride lots and other facilities through impact fees, town sales tax revenues, and CDOT funds.

Transportation Goal #1: *The Eagle Planning Area is served by an efficient, interconnected and accessible system of roadways, bicycle paths, side-*

POLICIES	RECOMMENDED STRATEGIES
<p>Transportation Policy 1.1</p> <p>The Town and County should work cooperatively with all affected stakeholders to integrate and fund local and regional transportation improvements.</p>	<ul style="list-style-type: none"> A. Develop a plan with CDOT, the County and other jurisdictions and stakeholders that addresses future transportation needs in the Eagle Planning Area. B. Collaborate with developers, the Eagle County Regional Transportation Authority, the State of Colorado and the federal government to fund necessary transportation improvements. C. Require developers to pay their fair share for transportation improvements related to their project. D. Encourage the expansion of regional transit service and ride share/van pool programs. E. Support and participate in valley-wide efforts to bring commuter rail service to the area. F. Plan transit improvements around a future community transit center to be located in a central location. G. Encourage efficient multimodal connectivity between all destinations in the area. H. Support appropriate connection to and easterly continuation of the ECO Regional Trail within the Planning Area Boundary.
<p>Transportation Policy 1.2</p> <p>Maintain desired levels of service (LOS) on all travel routes, and work to increase the efficiency of the existing street system.</p>	<ul style="list-style-type: none"> A. Evaluate, update as needed and otherwise apply Town and County required Level-of-Service (LOS) policies. B. Require development applicants to provide traffic studies and traffic impact analysis appropriate to the location, scale and nature of proposed improvements. C. Provide efficient pedestrian, bicycle and vehicular connections between established and new neighborhoods and public destinations.

<i>POLICIES</i>	<i>RECOMMENDED STRATEGIES</i>
<p>Transportation Policy 1.2, continued</p>	<ul style="list-style-type: none"> D. Allow flexible street design standards to promote efficiency and connectivity. E. Require new development to plan for postal delivery on-site, and encourage retro-fitting cluster boxes into already-built developments. F. Identify and implement Level of Service or automotive connectivity improvements in the following areas: <ul style="list-style-type: none"> 1) Eby Creek Road between Market Street and U.S. Highway 6, including the Eby Creek Roundabout; 2) Connection between U.S. Highway 6 and Brush Creek Road through the former Road and Bridge/Horse Pasture parcels in West Eagle; 3) Connection from the east end of Chambers Avenue to U.S. Highway 6; 4) Capitol Street between US Highway 6 and Eagle Ranch; 5) Connection from U.S. Highway 6 to the Eagle County Fairgrounds; and 6) New interchange(s) to/from I-70. G. Locate high traffic generating land uses close to collector and arterial roadways and transit centers. H. Develop and maintain an access control plan on major roadways that achieves community goals of this Eagle Area Community Plan.

<i>POLICIES</i>	<i>RECOMMENDED STRATEGIES</i>
<p>Transportation Policy 1.3</p> <p>Promote alternative modes of transportation to reduce reliance on the personal automobile.</p>	<ul style="list-style-type: none"> A. Ensure that transportation planning efforts consider and incorporate improvements supporting alternative modes of transportation. B. Secure a location for one or more primary multi-modal transit centers for the Town of Eagle. C. Provide efficient pedestrian and bicycle connections between neighborhoods, businesses and other public destinations. Identify and implement pedestrian connectivity improvements in the following specific areas: <ul style="list-style-type: none"> 1) Between residential neighborhoods and commercial areas within the Town Center; 2) Between West Eagle and the Town Center; 3) Between the Town Center and businesses on Market Street; 4) Between businesses and off site destinations in the Chambers Avenue, Sawatch Road and Nogal Road area; and 5) Between the Eby Creek Subdivision and the Market Street area. D. Prepare and work to implement a comprehensive sidewalk plan for the Town. E. Encourage a compact development pattern, and establish minimum transit oriented development densities for new developments in areas adjacent to regional public transit routes or proposed transit centers. F. Ensure that streets effectively accommodate transit, bicycles, pedestrians and other transportation options as determined appropriate. G. Work to retain the Union Pacific Rail Corridor for future freight and public transportation. H. Work with businesses to develop incentive programs to increase the utilization of public transit systems by local workers.

<i>POLICIES</i>	<i>RECOMMENDED STRATEGIES</i>
<p>Transportation Policy 1.4</p> <p>Enforce appropriate and adequate parking standards throughout the Eagle Planning Area.</p>	<ul style="list-style-type: none"> A. Encourage compact development and maximize opportunities for shared parking in retail and business locations. B. Create a parking management plan that implements the following strategies: <ul style="list-style-type: none"> 1) Minimum parking standards for various locations, land uses and land use intensities; 2) Minimum service, delivery and loading area standards for various locations, land uses and land use intensities; 3) Incentives for shared parking arrangements and other management plans to maximize the efficiency of parking areas; 4) Standards for parking area lighting and pedestrian movement; 5) Impact fee structures to fund centralized parking facilities; 6) Incentives for building-integrated parking to encourage compact, pedestrian-friendly design; 7) Paid parking or time limit parking zones in certain areas; and 8) A system to enforce parking rules and standards. C. Review and revise Town of Eagle Zoning regulations that address parking to ensure that appropriate provisions are included.

