

Section 2 **Introduction**

SECTION 2. INTRODUCTION

The 2008 Northwest Foothills Transportation Study (NWFTS) was developed to respond to the transportation infrastructure needs that are expected to occur due to development pressure in the northwest foothills. The area envisioned for this future development is illustrated in Figure 2. Over 85% of this area is privately owned and has the potential for some type of development or intensification of land uses.

The purpose of this NWFTS Update is to analyze future land-use and traffic projections which reflect changes that have occurred since the adoption of the Northwest Foothills Transportation Study in 2008 (2008 NWFTS) as well as the background changes due to the horizon year moving out from 2030 to 2035. The result of this study update is an updated roadway network. A key element of this update is additional information to aid in the implementation of the plan. The 2008 NWFTS, with this updated addendum, will continue to function as a policy guide and corridor preservation mechanism for improving the transportation system as development occurs in the Northwest Foothills area.

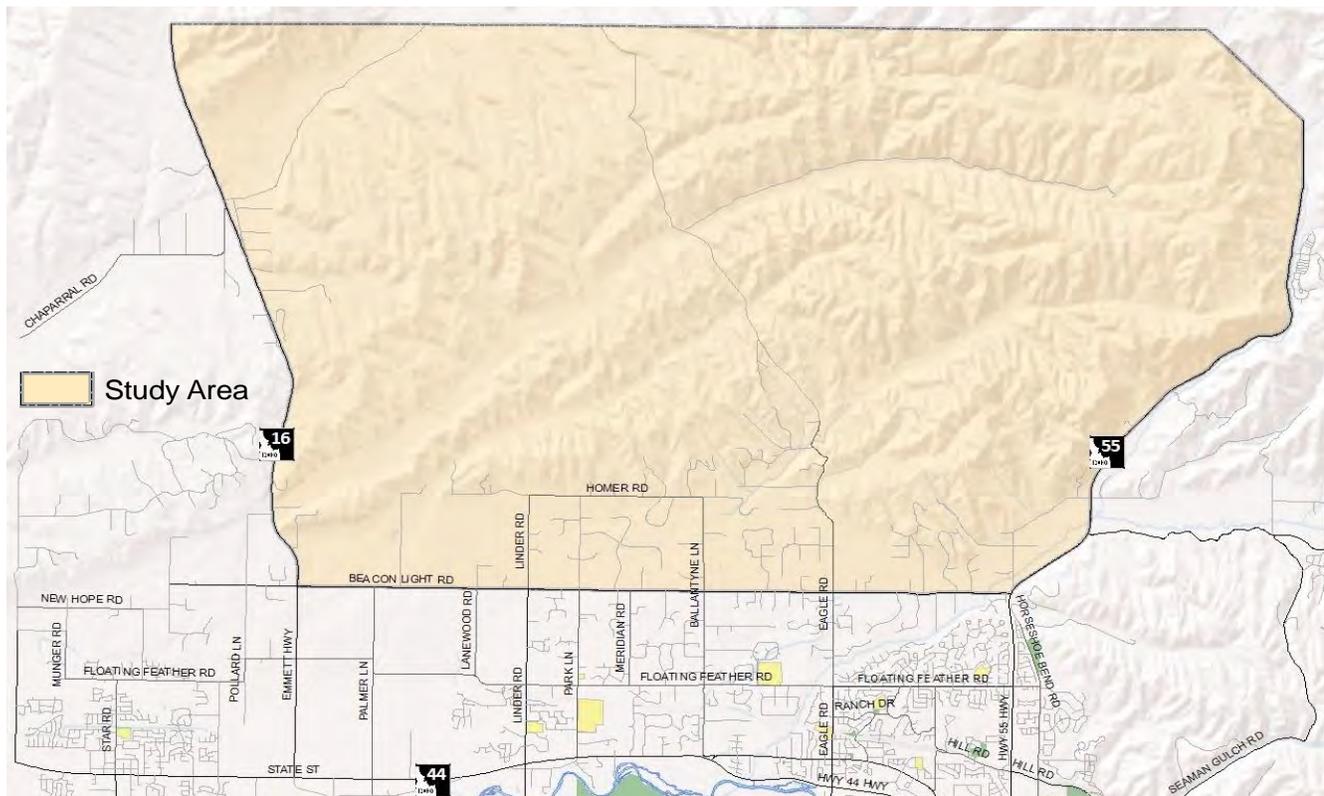


Figure 2: Development Study Area

CHANGES SINCE THE LAST STUDY

The 2008 NWFTS was adopted with the understanding that amendments to the Study could be required if land-use projections or other factors significantly changed that could impact the recommendations of the NWFTS. Since its adoption, the following changes have occurred in and around the City of Eagle:

- Update to the COMPASS Communities in Motion (CIM) Long Range Transportation Plan with a regional population forecast increase from 825,000 for 2030 to 1,022,000 for 2035 for Ada and Canyon Counties;
- Update of the Eagle Comprehensive Plan for the Eagle downtown area;
- ACHD Commission decision to not proceed with federal funding for the proposed Three Cities River Crossing roadway project, due to an estimated cost of over \$80 million;
- The secondary crossing of Bureau of Land Management (BLM) property to serve the M3 Spring Valley development from Palmer Road was not approved by the BLM making Linder Road the only access from northwest Eagle;
- A Community Infrastructure District formed for M3 Spring Valley by City of Eagle;
- Adoption of the State Street Transit & Traffic Operational Plan (TTOP) by the City of Eagle, City of Boise, and ACHD;
- Significant changes in the types, intensity, and frequency of development proposals.