



Northwest Foothills – Update on October 24th Stakeholder Meeting Information Briefing

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November 13, 2013

**Our Mission: We drive quality transportation for all Ada County...Anytime,
Anywhere!**



Agenda



- Update on Stakeholder Meeting #1
- Introduction to Stakeholder Meeting #2
- City of Eagle Letter – October 29, 2013
- Ongoing Challenges
- Next Steps



Stakeholder Meeting #1



Stakeholder	Attendance at Meeting #1
John Franden, ACHD	Attended
Jim Reynolds, Eagle	2 nd Half
Mary Defayette, Eagle	Did Not Attend
John Grasser, Eagle	1 st Half
Dave Case/Jim Tibbs, Ada County	Staff Substitute
Nathan Mitchell, Star	Did Not Attend
Jim Carpenter, ITD	Staff Substitute
Steve Purvis, NACFA	Sent Substitute
Teri Murrison, Resident	Added for 2 nd Meeting



Stakeholder Meeting #1



- **Committee Purpose**
 - Review the data for Beacon Light Road
 - Review options for accommodating future projected traffic demand along the Beacon Light Road corridor
 - Form an implementable action recommendation for the City, County, ITD and ACHD for approval

- Questions Answered
 - What is the future demand on Beacon Light Road and what is its source?
 - Can reductions in land development allow Beacon Light to only be widened to 3-lanes?
 - Can widening of SH-44 allow Beacon Light to only be widened to 3-lanes?

Beacon Light Demand



There is a lot of growth projected for northwest Ada County identified by the Cities' plans and adopted by the COMPASS.

Star
+13,349
(+179%)

Eagle
+30,130
(+125%)

Meridian
+86,347
(+100%)

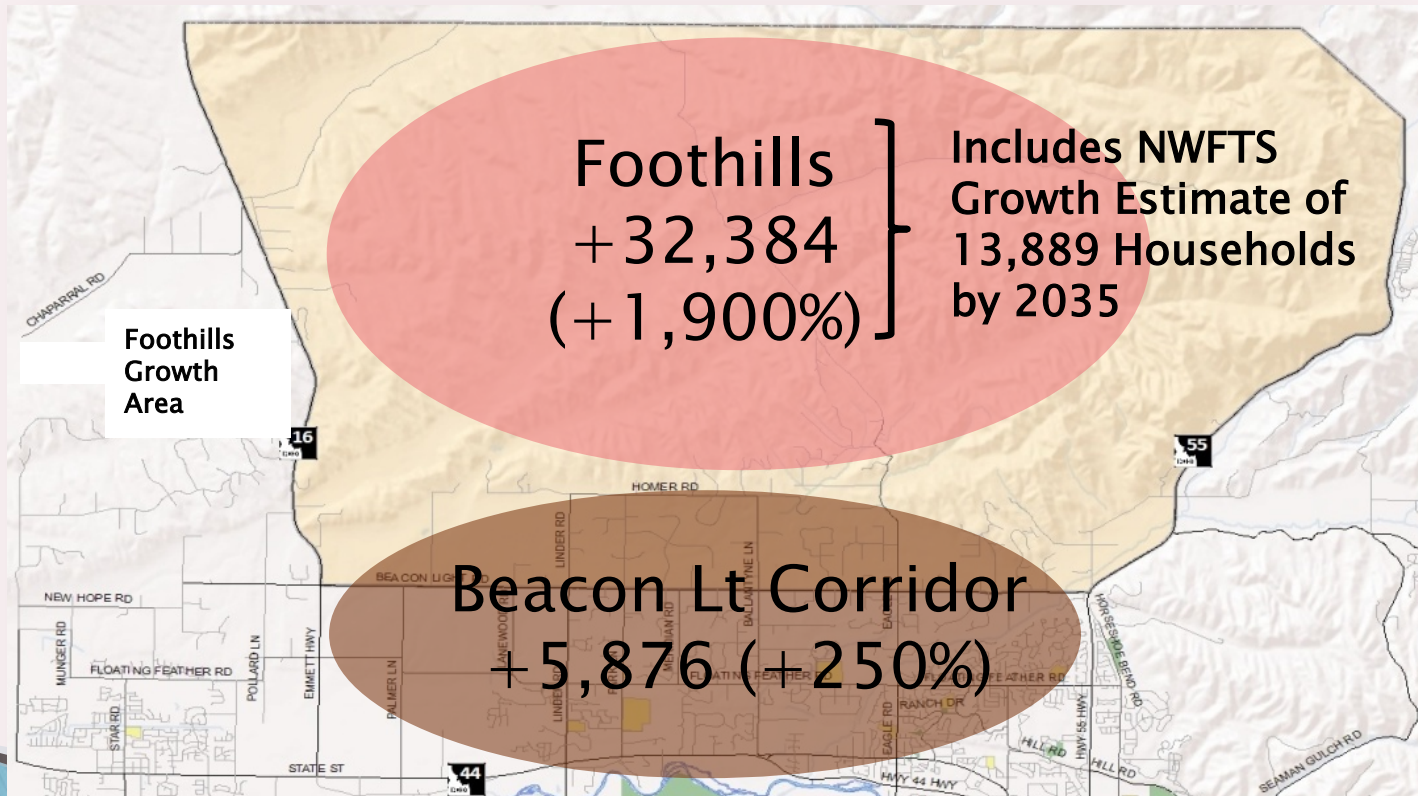
Boise
+93,067
(+37%)

*Population Estimates from Table 4-1 of Communities in Motion (CIM) Long-Range Plan

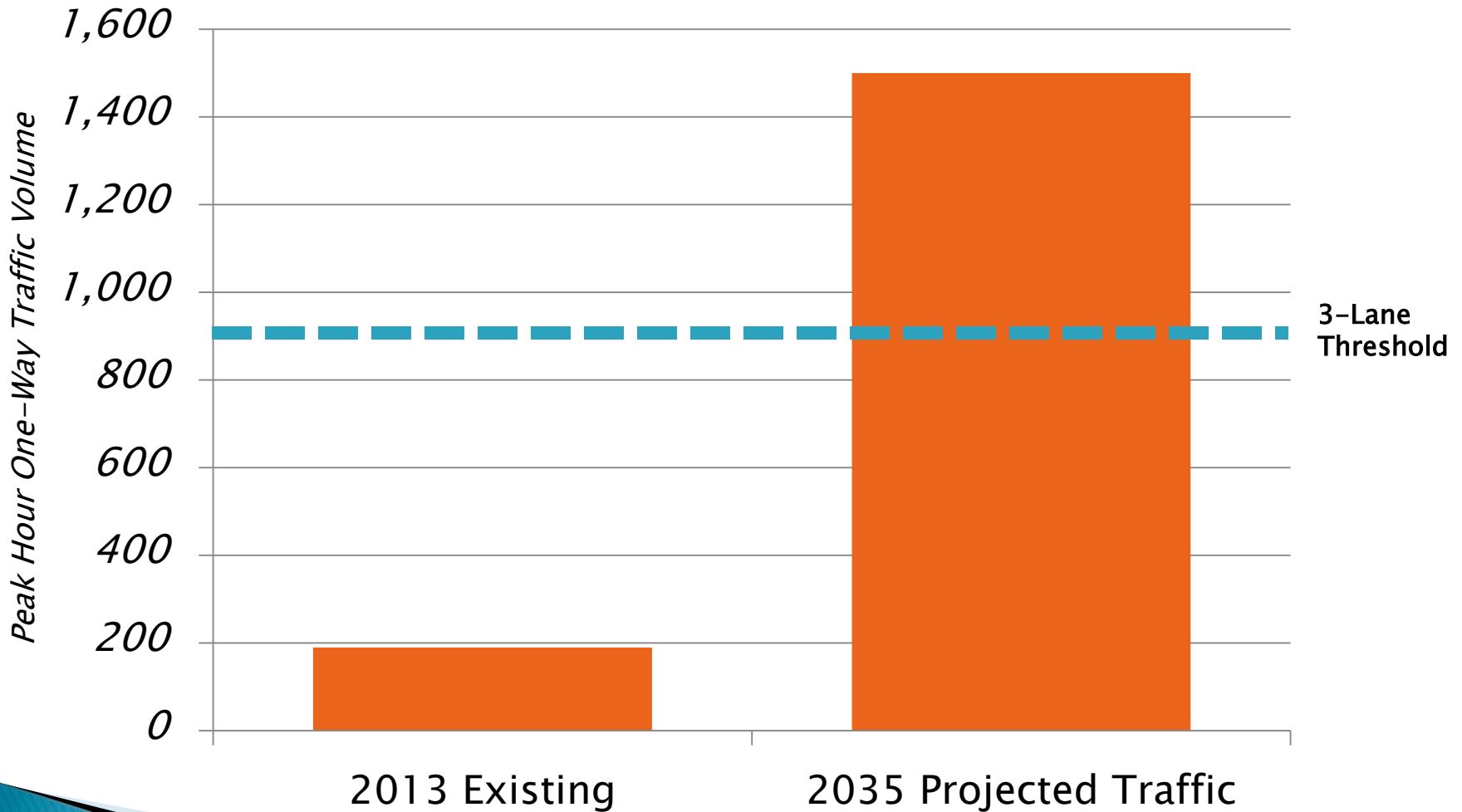
Beacon Light Demand



Most of Eagle's projected population growth is around
Beacon Light



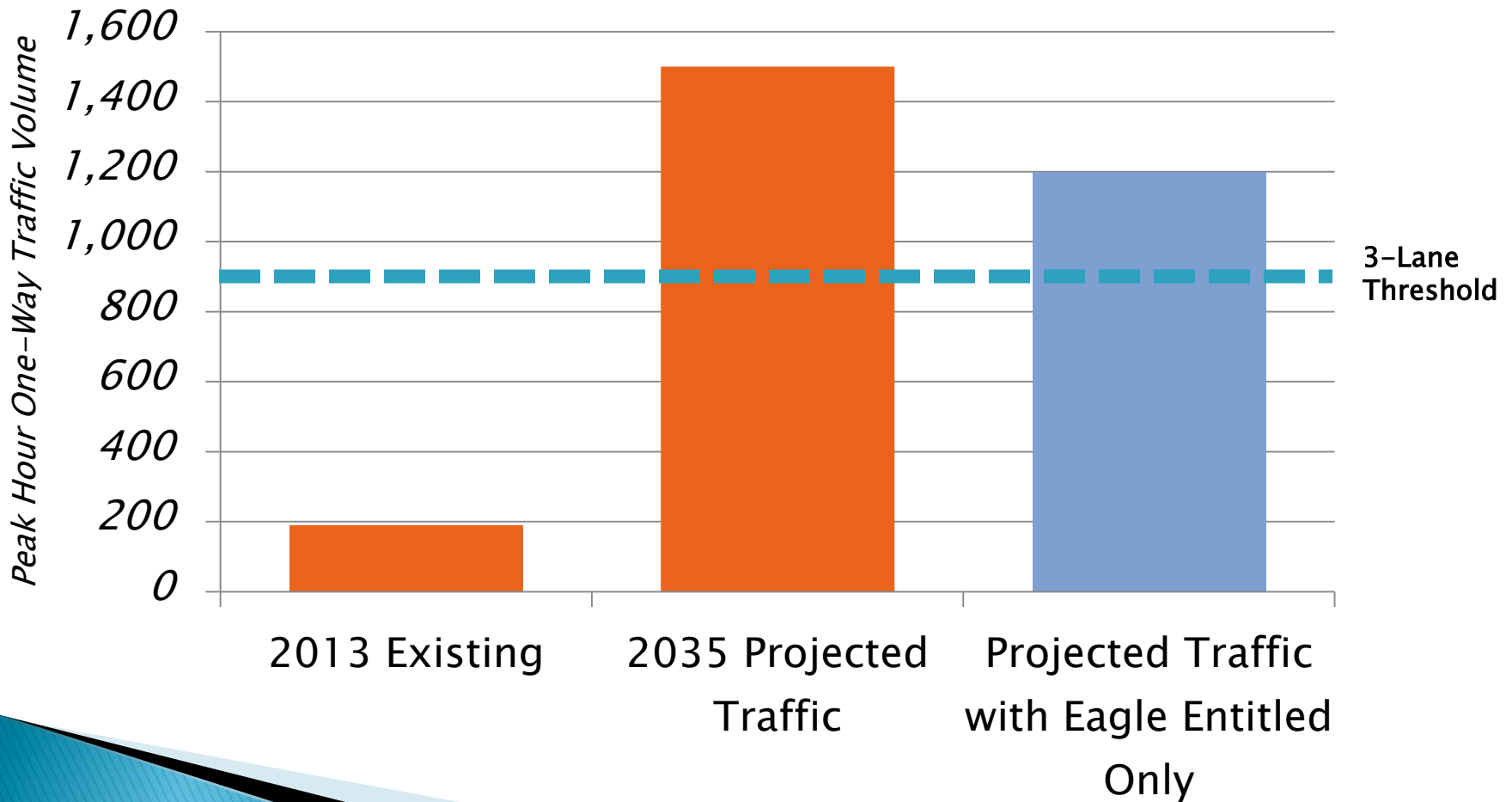
Beacon Light Demand



Impact of Land Use Reduction On Traffic Demand



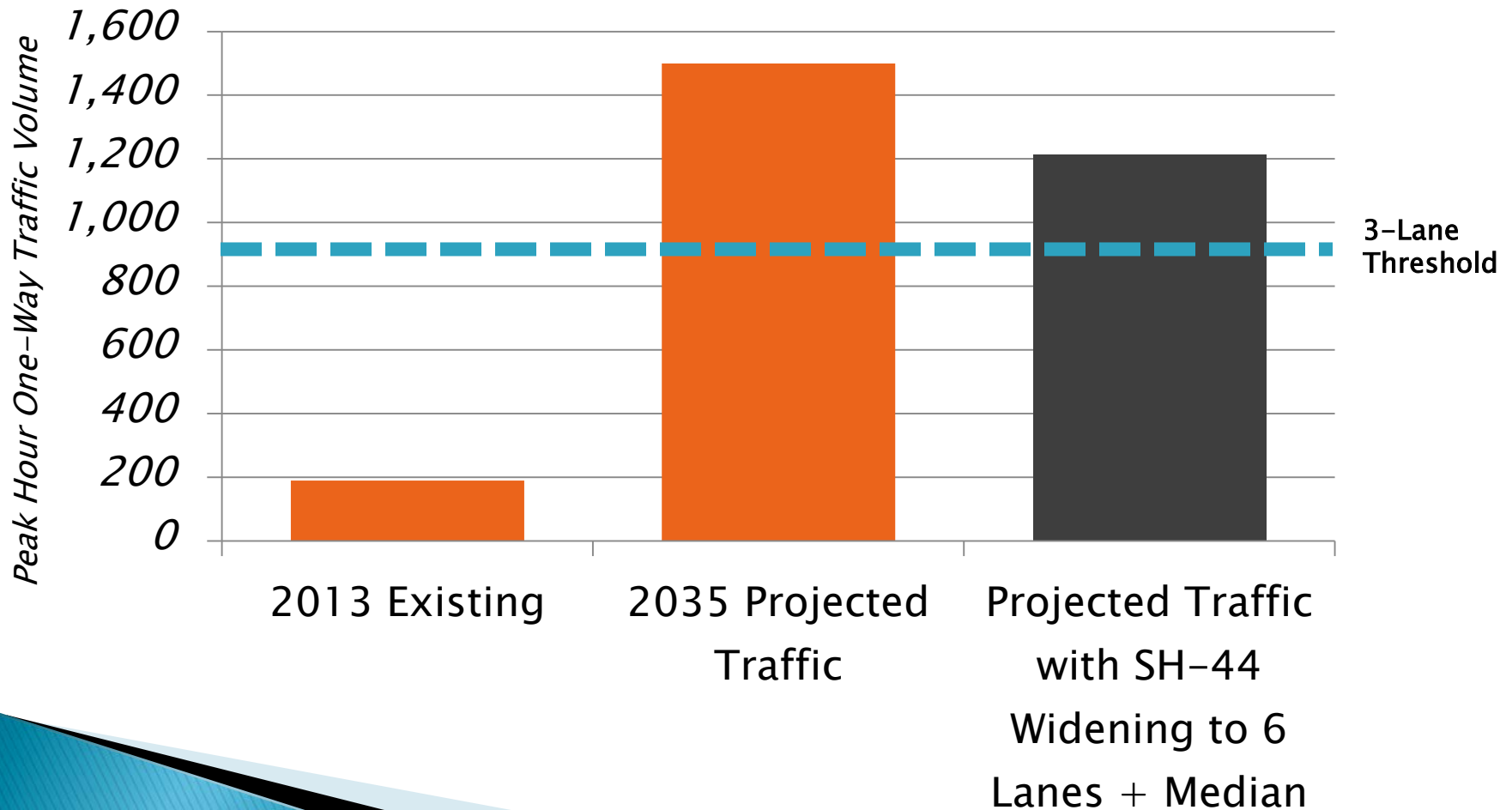
Beacon Light Demand



Impact of SH-44 Widening On Traffic Demand



Beacon Light Demand

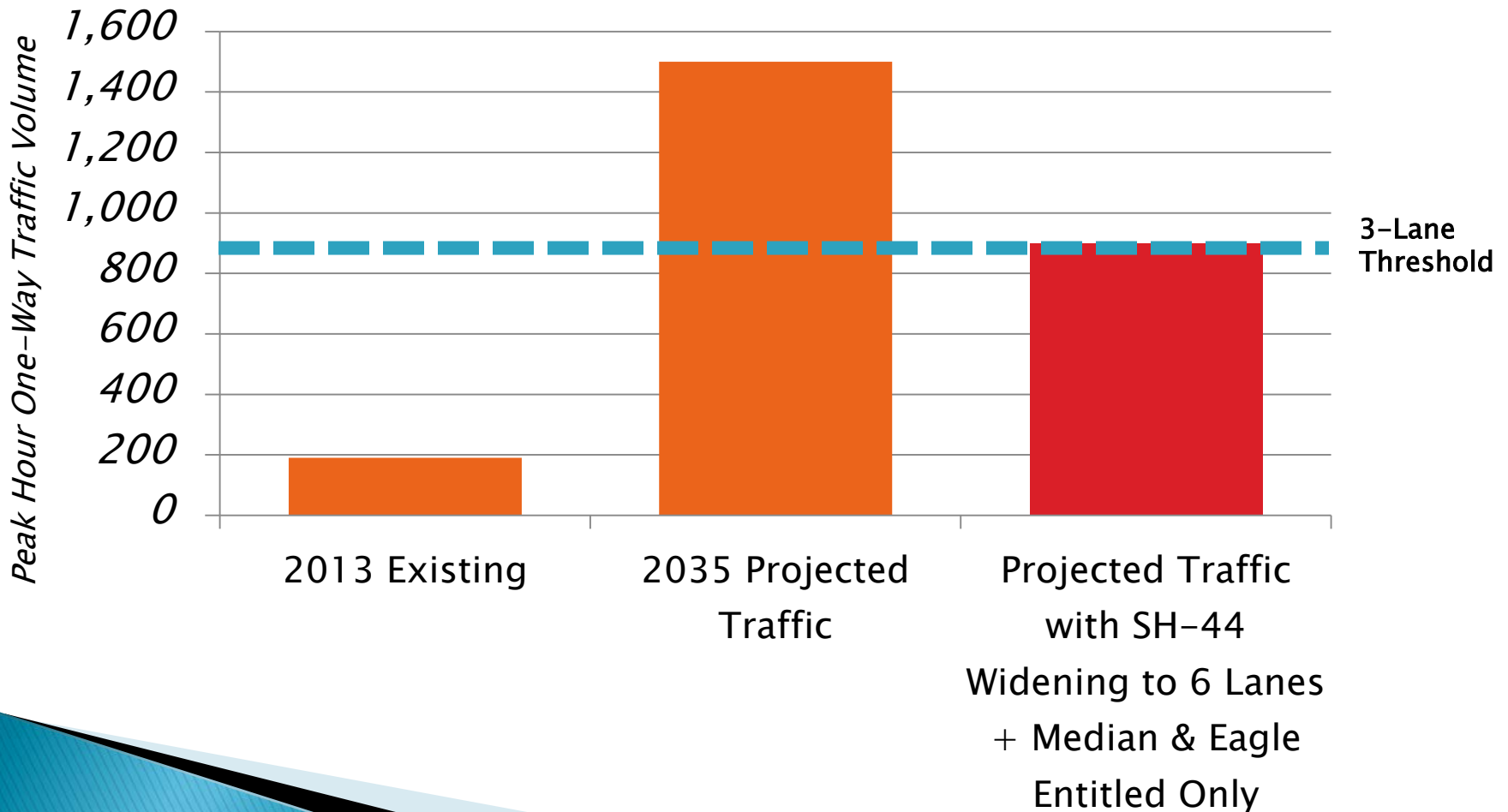




Impact of SH-44 Widening + Land Use Reduction On Traffic Demand



Beacon Light Demand



- Look at impact of:
 - A new east–west road to the north of Beacon Light
 - Extending SH–16 to I–84
- Bring back alternative design options that fit the rural nature of Beacon Light

Take Aways



- **City of Eagle**
 - There is a regional demand for the roadway.
 - The City alone cannot cut back enough growth to keep Beacon Light from eventually needing 5-lanes.
- **ITD**
 - Regional growth and limited east-west alternatives.
 - 6-lanes alone on SH 44 does not keep Beacon Light from eventually needing 5-lanes.

Stakeholder Meeting #2



- What we will be presenting:
 - An east–west road from SH 16 to SH 55 aligning with Homer may sufficiently reduce demand on Beacon Light to keep it at 3–lanes.
 - Would be very expensive and have substantial property impacts.
 - SH–16 Extension to I–84 (not the full expressway), with a 6–lane SH 44, does not solve the problem.
 - Design ideas for a potential 5–lane Beacon Light.

Stakeholder Meeting #2



- Remaining Options to Accommodate Demand
 - Provide for Future Demand on Beacon Light
 - Preserve for 5-lanes and build when needed (**\$35 million CIP estimate**)
 - Design options
 - Limit Beacon Light Expansion to 3-lanes
 - Build new road north of Beacon Light, south of the foothills. (**\$81-\$101 million estimated cost**)
 - Limit growth in Eagle to what is entitled and ITD build SH-44 to 6-lanes + median (**\$117 million estimated cost**)
 - Full build out of the State System (Central Valley Expressway & 6-lanes on SH44 and US 20/26) (**\$1 billion approximate cost**)

City of Eagle Letter



- Letter dated October 29, 2013:

*“The City wishes to reiterate the we are **not opposed to the “preservation”** of right-of-way along Beacon Light road for a future 5-lane section...With that said, the City wishes to retain a Beacon Light as a 3-lane section **as long as possible.**”*

[Emphasis added]

- Current Recommendation in Update – Preserve for 5-lanes but keep at 2-lanes as long as possible.



Ongoing Challenges



- Public opposition to a future 5-lanes
- Stakeholder attendance

Next Steps



- Stakeholder Meeting #2 – November 14, 2013
- City/County/ITD Action – November 19 – December 9, 2013
- Joint Meeting – December 12, 2013
- Adoption Hearing – January 22, 2014

Comments or questions ?

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