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

Ryan Head, AICP
Supervisor, Planning & Programming
November 13, 2013

Our Mission: We drive quality transportation for all Ada County...Anywhere, Anytime!
Update on Stakeholder Meeting #1

Introduction to Stakeholder Meeting #2

City of Eagle Letter – October 29, 2013

Ongoing Challenges

Next Steps
<table>
<thead>
<tr>
<th>Stakeholder</th>
<th>Attendance at Meeting #1</th>
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</thead>
<tbody>
<tr>
<td>John Franden, ACHD</td>
<td>Attended</td>
</tr>
<tr>
<td>Jim Reynolds, Eagle</td>
<td>2\textsuperscript{nd} Half</td>
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<tr>
<td>Mary Defayette, Eagle</td>
<td>Did Not Attend</td>
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<tr>
<td>John Grasser, Eagle</td>
<td>1\textsuperscript{st} Half</td>
</tr>
<tr>
<td>Dave Case/Jim Tibbs, Ada County</td>
<td>Staff Substitute</td>
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<tr>
<td>Nathan Mitchell, Star</td>
<td>Did Not Attend</td>
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<tr>
<td>Jim Carpenter, ITD</td>
<td>Staff Substitute</td>
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<tr>
<td>Steve Purvis, NACFA</td>
<td>Sent Substitute</td>
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<tr>
<td>Teri Murrison, Resident</td>
<td>Added for 2\textsuperscript{nd} Meeting</td>
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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?
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*
Most of Eagle’s projected population growth is around Beacon Light.

**Foothills**
- Includes NWFTS Growth Estimate of 13,889 Households by 2035
- +32,384 (+1,900%)

**Beacon Lt Corridor**
- +5,876 (+250%)
Beacon Light Demand

Peak Hour One-Way Traffic Volume

- 2013 Existing
- 2035 Projected Traffic

3-Lane Threshold
Impact of Land Use Reduction On Traffic Demand

Beacon Light Demand

Peak Hour One-Way Traffic Volume

2013 Existing | 2035 Projected Traffic | Projected Traffic with Eagle Entitled Only

0 | 200 | 1,000

1,000 | 1,200 | 1,400 | 1,600

3-Lane Threshold
Impact of SH–44 Widening On Traffic Demand

Beacon Light Demand

- 2013 Existing
- 2035 Projected Traffic
- Projected Traffic with SH–44 Widening to 6 Lanes + Median

Peak Hour One-Way Traffic Volume

0 200 400 600 800 1,000 1,200 1,400 1,600

3-Lane Threshold
Impact of SH–44 Widening + Land Use Reduction On Traffic Demand

Beacon Light Demand

<table>
<thead>
<tr>
<th>Peak Hour One-Way Traffic Volume</th>
<th>2013 Existing</th>
<th>2035 Projected Traffic</th>
<th>Projected Traffic with SH–44 Widening to 6 Lanes + Median &amp; Eagle Entitled Only</th>
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<td>200</td>
<td>1,400</td>
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3–Lane Threshold
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
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.
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.
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)
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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