Beacon Light Road– Stakeholder Committee Meeting #2
Why Are We Here?

Traffic Delay $\equiv$ Need for More Roadway Capacity
Why Are We Here?

BEACON LIGHT ROAD TRAFFIC DEMAND

- Capacity of Three Lanes
- What do we do with the additional demand

Peak Hourly One-Way Traffic Volume

2013 EXISTING

2035 PROJECTED TRAFFIC
Last Meeting: Beacon Light Road Options

- Preserve for 5 lanes, widen when capacity is reached
- Widen State Highway 44 to 6 Lanes + Median
- Build or Widen Another East-West Roadway
- Less Development = Less Traffic

Current Recommendation
More ITD Improvements
Shift Impact to Other ACHD Roads
Reduce Land-use Growth
Last Meeting: Beacon Light Road Options

Beacon Light Road– Traffic Projections
What Does Preservation Mean?

1984 – Pre-development
1995 – At Time of Development – 45’ of Right-of-Way preserved (from center of road)
What Does Preservation Mean?

2010
What Does Preservation Mean?

- Right-of-Way is acquired as development occurs.
- No immediate changes to roadway by ACHD.
  - Frontage improvements may be done by developer.
- Right-of-Way could be used for interim pedestrian/bike facilities.
- Widening only occurs when need is demonstrated by actual cars on the road and project prioritizes higher than other regional projects.
• Evaluate the impact of the following options:
  – A new roadway north of Beacon Light Road
    • Two alignments considered
  – SH 16 at 4 lanes with median extended to I–84
  – Buildout of State System– 6 lanes with median on SH 44 and US 20/26 plus Central Valley Expressway (requested after meeting)

• What design options are available if it were widened?
Full State System Expansion

SH 16 to I-84 as Expressway

Widen to 6 lanes with median
SH-16 Extension to I-84

4 lane highway, 55mph to I-84
Impact on Beacon Light Road

Beacon Light Road - Traffic Projections

Options to Limit Beacon Light to 3 Lanes
5 Lane Cross Sections
5 Lane Cross Sections
5 Lane Cross Sections
Options For Moving Forward

• Provide for demand on Beacon Light
  – Option A: Widen Beacon Light Road to 5 Lanes

• Limit Beacon Light Expansion to 3–Lanes
  – Option B: Reduce land-use and widen SH 44
  – Option C: New east–west roadway north of Beacon Light Road
  – Option D: Full Expansion of State System
Option A: Widen Beacon Light Road to 5 Lanes

• Pros
  – Lowest cost option
  – ACHD already owns 67% of the right-of-way
  – Can be phased as needed over time

• Cons
  – Impacts properties along Beacon Light Road
  – May change rural environment along Beacon Light Road

• Cost
  – According to CIP: $35 million
Option B: Reduce Land–Use and Widen SH 44 to 6 + Median

• Pros
  – Lower development density matches rural character
  – Allows vehicles to travel on most desired route (SH 44)
  – Limit Beacon Light expansion to 3–lanes

• Cons
  – Implementation challenges for stopping future growth
  – ITD funding limitations
  – Impacts properties on SH 44

• Cost
  – Approximately $117 million
Option C: New East–West Roadway

• Pros
  – Distributes traffic demand evenly on two roads
  – Provides direct connection for foothills traffic
  – Limit Beacon Light expansion to 3–lanes

• Cons
  – Impacts properties on Homer Road
  – Physical/environmental impacts due to topographic constraints
  – Higher Cost

• Cost
  – Bent Alignment: Approximately $81 million
  – Straight Alignment: Approximately $101 million
Option D: Full Expansion of State System

• Pros
  – Traffic focused on high speed/low access facilities
  – Limit Beacon Light Road to 3-lanes

• Cons
  – Limited ITD Funding
  – Extensive property impacts
  – Most expensive alternative

• Cost
  – Approximately $1 billion
### What does the Committee Recommend?

<table>
<thead>
<tr>
<th>Option</th>
<th>Pros</th>
<th>Cons</th>
<th>Cost</th>
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</table>
| A      | Lowest Cost  
Phased Construction  
67% ROW already owned | Changes Character  
Impacts Properties on Beacon Light | $35 million |
| B      | Matches rural character  
Vehicles on desired route  
Beacon Light = 3–Lanes | Control Development  
Funding Limitations  
Impacts on SH 44 | $117 million |
| C      | Traffic on two roads  
Foothills connection  
Beacon Light = 3–Lanes | Impacts Properties on Homer Road  
Environmental Impacts  
Higher Cost | $81 – $101 million |
| D      | Beacon Light = 3–Lanes  
Traffic on Highway Facilities | Funding Limitations  
Property Impacts  
Most Expensive | $1 billion |