Our Mission: We drive quality transportation for all Ada County...Anytime, Anywhere!
The purpose of this joint meeting is for ACHD, City of Eagle, Ada County, and ITD officials to hear and discuss together the future of the Beacon Light Road corridor.

- This is not a decision briefing.
  - There will be opportunity for discussion and questions by official invitees after the staff presentation.

- This is not a public hearing.
  - There will be opportunity for public testimony on January 22, 2014 during the ACHD Commission hearing.
Agenda

- Why We Are Here
- Stakeholder Committee
  - Recommendation
- Path Forward
- Next Steps
Why We Are Here

Population

- 599,840: 2013 Regional Population
- 1,022,000: 2035 Regional Population

Vehicle Trips

- 1,488,580: 2013 Regional Vehicle Trips
- 2,775,000: 2035 Regional Vehicle Trips

Source: COMPASS (Forecasts)
### Why We Are Here

Northwest Ada County will look very different in 2035.

<table>
<thead>
<tr>
<th>City</th>
<th>2013 Population</th>
<th>2013 Estimated Trips</th>
<th>2035 Population</th>
<th>2035 Estimated Trips</th>
<th>Trips Added</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eagle</td>
<td>21,350</td>
<td>~53,000</td>
<td>54,179</td>
<td>~153,000</td>
<td>+100,000 Trips</td>
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<tr>
<td>Star</td>
<td>6,480</td>
<td>~16,000</td>
<td>20,825</td>
<td>~60,000</td>
<td>+44,000 Trips</td>
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<tr>
<td>Meridian</td>
<td>81,380</td>
<td>~202,000</td>
<td>172,576</td>
<td>~480,000</td>
<td>+278,000 Trips</td>
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<tr>
<td>Boise</td>
<td>209,700</td>
<td>~520,000</td>
<td>343,712</td>
<td>~929,000</td>
<td>+409,000 Trips</td>
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</tbody>
</table>

City population growth could add up to ~831,000 trips to Northwest Ada County.
Why We Are Here

2035 Population Increase

Foothills
+32,384
(+1,900%)

Beacon Lt Corridor
+5,876 (+250%)

Includes NWFTS Growth Estimate of 13,889 Households by 2035

North Eagle will look very different in 2035.
Prior land use decisions that have been made.

Beacon Light is a rural two-lane roadway
- Substantial opposition from Beacon Light residents and Eagle City Council against widening beyond 3-lanes.

Beacon Light serves a regional function
- Only east-west arterial connection to Canyon County, besides SH 44, north of the Boise River.
- Connects two State Highways.

Constrained environment
- Boise River
- Foothills
- Federal Lands
- Funding
Met October 24th and November 14th, 2013

Included elected officials from Eagle, Ada County, ACHD, and representatives from ITD, NACFA, and Beacon Light residents. (Star invited. Did not attend.)

Reviewed options and made recommendation for dealing with future demand on Beacon Light Road.
Beacon Light Stakeholder Committee

BEACON LIGHT ROAD TRAFFIC DEMAND

What do we do with the additional demand?

Capacity of Three Lanes
Four options identified that would adequately manage excess projected demand for Beacon Light:

1. Preservation right-of-way for widening Beacon Light Road to 5 Lanes
2. Construct a new east-west roadway north of the Beacon Light
3. ITD to fully build out SH 16, SH 44, and US 20–26
4. City/County to stop allowing future development beyond what is entitled & ITD to build out SH 44 to 6-lanes + median
Excess demand on Beacon Light Road should be handled by full build out of the State system:

- Construction of the Central Valley Expressway (SH 16 as a limited access expressway extended to I-84) – $700 million, $140 million funded.
- SH 44 widening to 6 lanes + median (SH 16 – Glenwood Street) – ~$120 million
- US 20/26 widening to 6 lanes + median (SH 16 – Eagle Road) – ~$180 million

Cost = Approximately $1 Billion

Do not continue to preserve right-of-way for 5-lanes on Beacon Light Road
Encourage ITD to invest in expansion of the State system in Ada County per the Stakeholder Committee recommendation.

- Possibly not feasible – ITD “...is unable to fund.”

Continue to preserve 96’ of right-of-way on Beacon Light Road, when the City/County approves a development application.

- If properties do not develop, additional right-of-way will not be preserved through development. Full right-of-way would be acquired when demand dictates the need.
- Right-of-way may be used for pedestrian or bike facilities, if 5-lanes is determined to not be necessary in the future.

Widen only when prerequisites and triggers are met.
Prior to widening of Beacon Light, Linder to SH 55, these projects would occur, in the order indicated.
Triggers for Widening

- Completion of other anticipated roadway and intersection improvements shown on previous slide before widening. (Prerequisites)
  - AND -

- Floating Feather Road reaches LOS E (about 880 directional peak hour vehicles)
  - AND -

- Beacon Light Road reaches LOS E (about 880 directional peak hour vehicles)
  - AND -

- Prioritized high enough by ACHD for inclusion in the Integrated Five-Year Work Program
Actions to Delay or Make Widening Unnecessary

- Added Capacity on the State Highway System
  - ITD Action

- Slower Regional Population Growth
  - City/County Action
  - Market Driven

- Shifts in Patterns of Growth
  - City/County Action
  - Market Driven

- Changes in Travel Habits/Patterns
  - Individual Choice
  - Alternative Transportation
  - Market Driven
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Next Steps

- **January 6** – Full Northwest Foothills Transportation Plan Draft Released for Public Comment
- **January 22** – Public Hearing on the Full Plan