1. Do you agree or disagree with the recommended roadway and intersection size changes?

☐ Agree  ☒ Disagree = Violently disagree

Why or why not? The traffic problem is a North-South problem on Highway 16. Fix That problem!! There is no need to widen Beacon Light which moves traffic East-West.

2. Do you have any comments or concerns about the Northwest Foothills Transportation Plan Update?

☐ Yes  ☐ No

Please explain: You know the current traffic load on Beacon Light is people trying to go North-South. Fix the North-South problem and leave Beacon Light alone!!

General Comments

You state that the study is not an endorsement of the planned subdivision developments. That statement is not true. Your whole study is based on the expected/proposed needs of the development. Admit that up front and I will have more faith in your conclusions. Don't pee on my leg and tell me it is rain!! — Fix the North-South Traffic problem by pushing Highway 16 through to I-84 and leave Beacon Light alone!!

Name: Guy Pence
Address: 2742 North Hollybrook Pl.
E-mail address: LPence@Q.com

Please leave your completed comment sheet at the sign-in table. If you would like to complete it at a later date, please send it to ACHD, 3775 Adams Street, Garden City, ID 83714 or projects@achd.idaho.org. While your comments are always welcome, they can be best utilized if received by October 25, 2012. All comments will be forwarded to the ACHD Board of Commissioners. Thank you!
1. Do you agree or disagree with the recommended roadway and intersection size changes?
- Disagree
  Beacon light should remain a 3 lanes and protect the original land use of 2 and 5 acres

2. Do you have any comments or concerns about the Northwest Foothills Transportation Plan Update?
- Yes
  Traffic should be cut to the main corridors 55-16-44-26

3. General Comments
If there was a natural park between 55 and 16 Beacon light would not be an option. Just because Beacon light is the cheapest option why shouldnt future and proposed developments pay the impact fee required to upgrade the main arteries 55-16-44 and 26 to handle their increased loads on the system and keep Eagle the way it was originally plan as rural / country

4. Contact Information
Name: Nick Guho
Address: 1301 west Caprey Ridge Dr.
City/Town: Eagle
State: ID
ZIP: 83616
Email Address: nick@guhocorp.com

5. Official Use Only: Comment Number
No Response
1. Do you agree or disagree with the recommended roadway and intersection size changes?

No Response

2. Do you have any comments or concerns about the Northwest Foothills Transportation Plan Update?

Yes

Bike lanes need to be on all roads north of State St and NOT incorporated into pedestrian walking lanes (i.e. sidewalks)

3. General Comments

Thanks for sharing

4. Contact Information

Name: - Nancy Cermak
Address: - 3580 Triple Ridge Pl
City/Town: - Eagle
State: - ID
ZIP: - 83624
Email Address: - cermuk@ableone.net

5. Official Use Only: Comment Number

No Response
1. Do you agree or disagree with the recommended roadway and intersection size changes?

☐ Agree  ☐ Disagree

Why or why not?

- Movement of high density population through a low density corridor - it will destroy the quality of life that many have invested heavily in.

2. Do you have any comments or concerns about the Northwest Foothills Transportation Plan Update?

☐ Yes  ☐ No

Please explain:

Remove any access to 16 & push traffic down 16 to 44 - City provide linker as an access to M3 - Foothills traffic down linker

General Comments


Name: Greg Johnson
Address: 2798 N Emily Meadows
E-mail address: elk.runner@hotmail.com

Please leave your completed comment sheet at the sign-in table. If you would like to complete it at a later date, please send it to ACHD, 3775 Adams Street, Garden City, ID 83714 or projects@achdidaho.org. While your comments are always welcome, they can be best utilized if received by October 25, 2012. All comments will be forwarded to the ACHD Board of Commissioners. Thank you!
1. Do you agree or disagree with the recommended roadway and intersection size changes?

☐ Agree    ☐ Disagree

Why or why not?

2. Do you have any comments or concerns about the Northwest Foothills Transportation Plan Update?

☐ Yes    ☐ No

Please explain: The expansion of Egan Blvd to 4 lanes does not seem consistent with the lesser expansion of 16, 55 and 44. I do not have a feel for how much traffic from Eagle intersects 44.

General Comments

It just seems that we have neglected the area around Eagle that could better support the population.

Why not expand 16, 55 and 44 to help balance traffic in between.

Name: Steve Wats
Address: 3539 Brookside Ln
E-mail address: SWats@msn.com

Please leave your completed comment sheet at the sign-in table. If you would like to complete it at a later date, please send it to ACHD, 3775 Adams Street, Garden City, ID 83714 or projects@achd.idaho.org. While your comments are always welcome, they can be best utilized if received by October 25, 2012. All comments will be forwarded to the ACHD Board of Commissioners. Thank you!
1. Do you agree or disagree with the recommended roadway and intersection size changes?
   □ Agree    □ Disagree
   Why or why not? __________________________________________

2. Do you have any comments or concerns about the Northwest Foothills Transportation Plan Update?
   □ Yes □ No
   Please explain: **There is currently a safety issue at the Beacon Light/Highway 16 intersection. This plan should look at improving conditions sooner.**

**General Comments**

**There has been an increase in the last few years of traffic west to east on Beacon Light traveling across Highway 16. This could be from the Hillsdale Estates Development traffic using Can Ada to New Hope to Beacon Light. There has also been an increase of left turns at Beacon Light for south bound traffic to avoid State St. The expanded plans will help, but the current situation is dangerous!**

Name: Robert Fehlau
Address: 2203 N. Sunny Ln. (West of Highway 16 via Beacon Light)
E-mail address: RFehlau@hotmail.com

Please leave your completed comment sheet at the sign-in table. If you would like to complete it at a later date, please send it to ACHD, 3775 Adams Street, Garden City, ID 83714 or projects@achd.idaho.org. While your comments are always welcome, they can be best utilized if received by October 25, 2012. All comments will be forwarded to the ACHD Board of Commissioners. Thank you!
1. Do you agree or disagree with the recommended roadway and intersection size changes?

☐ Agree  ☒ Disagree

Why or why not? Eagle is a small road community. There are no 5 lane roads through town, except for the by-pass. Even the most heavily traveled roads (Beacon Light from SH65 to Eagle Rd., Floating Feather SH55 - Eagle Rd.) are no longer than 3 lanes.

2. Do you have any comments or concerns about the Northwest Foothills Transportation Plan Update?

☐ Yes  ☐ No

Please explain: True needs to be an easier forum for everyone to get to speak their piece - not just the most verbal and long-winded. Thank you for providing these opportunities!

General Comments

...why insert 5 lanes on some of our more rural roads. I'd be more in favor of keeping the roads to 3 lanes, putting in bike lanes(!) and lowering the speed limits. Also, please don't think about putting in any more traffic circles. Even though they seem to be the "current" trend, they are a nuisance and unnecessarily demand the surrender of more land around the intersection.

Until you hammer out the "alignment to be determined" rectangle on N. Eagle Road, your plans can't be critiqued by those of us living within that box. To us, every hill, drainage, and existing trail is important and the impact of your plans could or could not be devastating to recreationists & homeowners.

Name: Edward Barats
Address: 606 Stillwell Dr, Eagle
E-mail address: ekbarats@msn.com

Thanks! P.S. Please reassess another north-south route east of Eagle!
1. Do you agree or disagree with the recommended roadway and intersection size changes?
   - [ ] Agree
   - [ ] Disagree
   Why or why not?
   - Our concern with the widening of Thunder to 5 lanes. Would it be possible to make the west end of Horizon a dead end?

2. Do you have any comments or concerns about the Northwest Foothills Transportation Plan Update?
   - [ ] Yes
   - [ ] No
   Please explain:
   - Not. If we were commuting from M3 to Boise, it would cut through Horizon Rd to Ballentine to avoid lights and traffic.
   - We have a lot of children in the neighborhood that this would put in danger from increased foot traffic.
   - Thanks for your time.

General Comments

Name: Joe Nevis
Address: 2183 W. Horizon Rd
E-mail address: joboise2@gmail.com

Please leave your completed comment sheet at the sign-in table. If you would like to complete it at a later date, please send it to ACHD, 3775 Adams Street, Garden City, ID 83714 or projects@achd.idaho.org. While your comments are always welcome, they can be best utilized if received by October 25, 2012. All comments will be forwarded to the ACHD Board of Commissioners. Thank you!
1. Do you agree or disagree with the recommended roadway and intersection size changes?

☐ Agree  ☐ Disagree

Why or why not?

Note exceptions below

2. Do you have any comments or concerns about the Northwest Foothills Transportation Plan Update?

☐ Yes  ☐ No

Please explain: I AM VERY CONCERNED WITH FUTURE TRAFFIC FLOW INCREASES SOUTH BOUND THROUGH DOWNTOWN EAGLE. NEED TO ENCOURAGE / REQUIRE TRAFFIC IN NORTHERN ADA COUNTY (EAGLE FOOTHILLS) TO USE HUIT’S 7655 FOR NORTH/SOUTH BOUND TRAVEL.

General Comments

PEACE LIGHT IS CURRENTLY A WONDERFUL COUNTRY ROAD. IT IS TOO BAD THAT PLANS CALL FOR A FIVE-LANE ROAD. THIS WILL ENCOURAGE A LOT OF TRAFFIC THAT SHOULD BE DIRECTED TOWARD HUIT 94. A 3-LANE ROAD THAT LOOKS / FEELS LIKE FLOATING FLOATER (REMOVED EAGLE RD & HUIT 55) WOULD BE BETTER.

Name: DAVE BERENT
Address: 769 N GREY PEBBLE WAY EAGLE
E-mail address: DUBBERENT@gmail.com

Please leave your completed comment sheet at the sign-in table. If you would like to complete it at a later date, please send it to ACHD, 3775 Adams Street, Garden City, ID 83714 or projects@achidaho.org. While your comments are always welcome, they can be best utilized if received by October 25, 2012. All comments will be forwarded to the ACHD Board of Commissioners. Thank you!
1. Do you agree or disagree with the recommended roadway and intersection size changes?

☐ Agree ☐ Disagree

Why or why not? I have spent most of my life in large urban centers (L.A., Manhattan, Vancouver), and the planners there have concluded that you can't pave your way out of poor planning.

2. Do you have any comments or concerns about the Northwest Foothills Transportation Plan Update?

☒ Yes ☐ No

Please explain: State St. desperately needs widening (if it is always fun to have ACHD officials & county Commissioners come out here every few years to verify this). Beacon light does not need widening. This is a pretense to justify the MC3 development.

General Comments

I have visited 70 countries & lived in ~30 localities around the world. The Treasure Valley is an outlier in terms of poor planning & willingness - always - to go against the best wishes of existing landowners. Essentially, every major project seems to be contrived to drive out existing users & landowners to accommodate developers. In short, this is not a quality area to live in, & we are eagerly planning our departure. (There are some fun aspects, though.) From time to time we have driven out-of-towners around to laugh at some of the local engineering blunders.)

Name: LLOYD KIFF

Address: 9999 W. Star Acres Dr.

E-mail address: kiff2@msn.com

Please leave your completed comment sheet at the sign-in table. If you would like to complete it at a later date, please send it to ACHD, 3775 Adams Street, Garden City, ID 83714 or projects@achdidaho.org. While your comments are always welcome, they can be best utilized if received by October 25, 2012. All comments will be forwarded to the ACHD Board of Commissioners. Thank you!
1. Do you agree or disagree with the recommended roadway and intersection size changes?

☑ Agree  ☐ Disagree

Why or why not? Anything will be an improvement!

2. Do you have any comments or concerns about the Northwest Foothills Transportation Plan Update?

☐ Yes  ☐ No

Please explain: I think you are very short sighted to cut down the proposed Chinden expansion from 7 to 5 lanes.

General Comments

Name: Pam Wallace
Address: 75 W. Longhorn, Eagle
E-mail address: N/A

Please leave your completed comment sheet at the sign-in table. If you would like to complete it at a later date, please send it to ACHD, 3775 Adams Street, Garden City, ID 83714 or projects@achdidaho.org. While your comments are always welcome, they can be best utilized if received by October 25, 2012. All comments will be forwarded to the ACHD Board of Commissioners. Thank you!
1. Do you agree or disagree with the recommended roadway and intersection size changes?
   - Agree
   - Disagree
   Why or why not? DON'T INCREASE TRAFFIC VOLUME ON BEACON LIGHT RD. - MOVE THAT INCREASED TRAFFIC TO STATE ST. (HWY. 44)

2. Do you have any comments or concerns about the Northwest Foothills Transportation Plan Update?
   - Yes
   - No
   Please explain: "FUTURE ACHD ALIGNMENT STUDY" - IT IS FRIGHTENING TO THINK THAT THERE IS A POTENTIAL FOR CONTINUING TO USE WILLOW CREEK RD. THROUGH STILLWELL ESTATES (IF THIS IS BEING CONSIDERED).

General Comments

PROJECTED:

IT'S OBVIOUS FROM THE FULL ROAD LAYOUT THAT THAT EAGLE/WILLOW CREEK RD. CORRIDOR WILL BE USED BY THE MAJORITY OF RESIDENTS IN THE CENTRAL PART OF THE FUTURE DEVELOPMENT AREA TO ACCESS EAGLE, A GOOD PORTION OF MERVINDAN AND THE BUSINESS AREA ALL THE WAY TO I-84.

THE TRAFFIC THROUGH STILLWELL WOULD BE UNBELIEVABLE.

DON'T LET THAT HAPPEN!

Name: DARYL WATSON
Address: 5152 N. JAMEKAY LN, EAGLE, ID 83616
E-mail address: DARYL, SHIRLE @ BITSMART.NET

Please leave your completed comment sheet at the sign-in table. If you would like to complete it at a later date, please send it to ACHD, 3775 Adams Street, Garden City, ID 83714 or projects@achdidaho.org. While your comments are always welcome, they can be best utilized if received BY OCTOBER 25, 2012. All comments will be forwarded to the ACHD Board of Commissioners. Thank you!
1. Do you agree or disagree with the recommended roadway and intersection size changes?
   - [ ] Agree
   - [ ] Disagree
   Why or why not? We are Eagle residents and voters. This widening of Beacon St. is the proposed 5 lane, divided x the widening of Eagle Rd. would be devastating to us and to Eagle. This would be destroying our city and the City.
   2. Do you have any comments or concerns about the Northwest Foothills Transportation Plan Update?
   - [ ] Yes
   - [ ] No
   Please explain: I think the developers are driving this entire thing. Our property would be impacted negatively with traffic noise and too many people.

General Comments

We ride our horses off of Eagle Rd. in the foothills and, again, our land is disappearing and all we are going to see is rooftops. We want to see Eagle bypassed altogether. This plan will make Eagle and Ada County look like Orange County.

Do we move away from CA after 60 plus years to get away from what is in this ridiculous proposal.

Name: Linda & Bob Landis
Address: 8392 W. Ram Ave., Eagle 83616
E-mail address: KT22@M.COM

Please leave your completed comment sheet at the sign-in table. If you would like to complete it at a later date, please send it to ACHD, 3775 Adams Street, Garden City, ID 83714 or projects@achdidaho.org. While your comments are always welcome, they can be best utilized if received by October 25, 2012. All comments will be forwarded to the ACHD Board of Commissioners. Thank you!
1. Do you agree or disagree with the recommended roadway and intersection size changes?
   - [ ] Agree
   - [X] Disagree

   Why or why not? My house and a lot more would be unable to use Beaconlight Rd as driveway access. We think it is poor planning from 100 years ago. Now it's just going to Hodge Podge!

2. Do you have any comments or concerns about the Northwest Foothills Transportation Plan Update?
   - [X] Yes
   - [ ] No

   Please explain: Highway 16 needs to be widened and change speed limit back to 55.

---

General Comments

Why are we getting all these roundabouts, instead of stop lights? The only comment I have heard from people is they are confusing.

---

Name: Joe C. Bridgewater
Address: 1133 E. Beaconlight Rd
E-mail address: jeecbridge@gmail.com

Please leave your completed comment sheet at the sign-in table. If you would like to complete it at a later date, please send it to ACHD, 3775 Adams Street, Garden City, ID 83714 or projects@achdidaho.org. While your comments are always welcome, they can be best utilized if received by October 25, 2012. All comments will be forwarded to the ACHD Board of Commissioners. Thank you!
1. Do you agree or disagree with the recommended roadway and intersection size changes?

Agree  □ Disagree

Why or why not? It's better to plan for the future than not. HWY 16 across the river will be a big plus. Lindon is the best access point must be widened.

2. Do you have any comments or concerns about the Northwest Foothills Transportation Plan Update?

Yes  □ No

Please explain: Bike lanes that are safe along Becconight and Floating Feather and Lindon are of primary importance. Equestrian, an Lindon Homed going onto BLM must be accommodated.

General Comments

The safe passage for bikes must be planned as part of the new roadways. It's so frustrating now to be behind a group of bikers unable to pass and so scary when they zip through stop signs crossing Becconight.

Name: Joan Langdon
Address: 4690 Hartley Eagle ID 83616
E-mail address: joanlangdon@rocketmail.com

Please leave your completed comment sheet at the sign-in table. If you would like to complete it at a later date, please send it to ACHD, 3775 Adams Street, Garden City, ID 83714 or projects@achd.idaho.org. While your comments are always welcome, they can be best utilized if received by October 25, 2012. All comments will be forwarded to the ACHD Board of Commissioners. Thank you!
1. Do you agree or disagree with the recommended roadway and intersection size changes?

☐ Agree  ☒ Disagree

Why or why not? Most of the proposed changes to the roads in the NW area (Beacon Light/Linder) are completely incompatible with the current low traffic/low density nature of the area. Plans to support medium/high density housing should not have a negative impact on the existing communities.

2. Do you have any comments or concerns about the Northwest Foothills Transportation Plan Update?

☐ Yes  ☐ No

Please explain: Given the extensive and significant changes proposed relative to the assumptions already captured in the plan, it would be more than appropriate to restart this planning process with a more contemporary and global perspective.

General Comments

The proposals in this plan will affect the rural, small town nature of the Eagle community in a very negative way.

Name: Thomas A. Brengle
Address: 7475 N Sun Valley Place, Eagle 83616
E-mail address: thomas.brengle@gmail.com

Please leave your completed comment sheet at the sign-in table. If you would like to complete it at a later date, please send it to ACHD, 3775 Adams Street, Garden City, ID 83714 or projects@achdidaho.org. While your comments are always welcome, they can be best utilized if received by October 25, 2012. All comments will be forwarded to the ACHD Board of Commissioners. Thank you!
1. Do you agree or disagree with the recommended roadway and intersection size changes?

☐ Agree  ☐ Disagree
des
Why or why not? Because I live off Beacon Light and the traffic does not call for a 5 lane road. Even Hwy 44 to Star is 2 lane. I find it an extremely carless use of our taxpayer money.

2. Do you have any comments or concerns about the Northwest Foothills Transportation Plan Update?

☐ Yes  ☐ No
Please explain: All the people that would lose some of their land and some people will even lose their homes. It is shameful that this project would take that away from people. I also wonder why that during the hard economic times this has become a priority.

General Comments

Every time I think about what this project means and how negatively it will affect people I get very angry and upset. Many of us who will be affected by this feel that no one cares who this will hurt or impact.

Name: Tina Jones
Address: 2798 N. Emily Meadows Dr, Eagle
E-mail address: bertinaj@hotmail.com

Please leave your completed comment sheet at the sign-in table. If you would like to complete it at a later date, please send it to ACHD, 3775 Adams Street, Garden City, ID 83714 or projects@achdidaho.org. While your comments are always welcome, they can be best utilized if received by October 25, 2012. All comments will be forwarded to the ACHD Board of Commissioners. Thank you!
1. Do you agree or disagree with the recommended roadway and intersection size changes?
   
   ☐ Agree   ☑ Disagree
   
   Why or why not? Widening Beacon Light to five lanes will greatly impact the overall country feel of that whole area. All in all, lowering property value and tax base.

2. Do you have any comments or concerns about the Northwest Foothills Transportation Plan Update?
   
   ☐ Yes   ☐ No
   
   Please explain:

   __________________________________________________________
   __________________________________________________________
   __________________________________________________________
   __________________________________________________________

General Comments

   Undoubtedly we need some widening. It would increase values to make safe, wide, bike lanes. For example—Making Beacon Light a major thoroughfare is ill thought out. It will kill a major area in Eagle.

   __________________________________________________________
   __________________________________________________________
   __________________________________________________________

Name: Herbert Cowan

Address: 2526 N. Equestrian Pl, Eagle

E-mail address: hw.cowan@mountainpatriot.com

Please leave your completed comment sheet at the sign-in table. If you would like to complete it at a later date, please send it to ACHD, 3775 Adams Street, Garden City, ID 83714 or projects@achdidaho.org. While your comments are always welcome, they can be best utilized if received by October 25, 2012. All comments will be forwarded to the ACHD Board of Commissioners. Thank you!
1. Do you agree or disagree with the recommended roadway and intersection size changes?
   - [x] Agree
   - [ ] Disagree

Why or why not? ____________________________________________________________
                                                                                      ____________________________________________________________
                                                                                      ____________________________________________________________

2. Do you have any comments or concerns about the Northwest Foothills Transportation Plan Update?
   - [ ] Yes
   - [x] No

Please explain: ________________________________________________________________
                                                                                      ________________________________________________________________
                                                                                      ________________________________________________________________

General Comments

As always, I appreciate the effort to plan ahead. I also appreciate the effort to include the down-stream impacts on roadways outside of the specific study area. I strongly support the preservation of potential for Linder for 7 lanes. Hopefully, that will include limited access as well.

Thanks

Name: David Zaremba

Address: 33 E. Broadway, Meridian, ID 83642

E-mail address: DZaremba@meridiancity.org

Please leave your completed comment sheet at the sign-in table. If you would like to complete it at a later date, please send it to ACHD, 3775 Adams Street, Garden City, ID 83714 or projects@achildaho.org. While your comments are always welcome, they can be best utilized if received by October 25, 2012. All comments will be forwarded to the ACHD Board of Commissioners. Thank you!
1. Do you agree or disagree with the recommended roadway and intersection size changes?
   - [ ] Agree
   - [x] Disagree

   Why or why not? _Highway 44 needs to be widened ASAP._

2. Do you have any comments or concerns about the Northwest Foothills Transportation Plan Update?
   - [x] Yes
   - [ ] No

   Please explain: _Do not want to see any more of the BLM land taken away for developments._

General Comments

_The new Ballyntyne Highway 44 intersection does not make sense! We have no fast way to get north south due to the fact that Eagle Road was not planned out well - there should've been frontage roads. It is a mess. Adding all of the barriers on Eagle Rd are unnecessary & very dangerous. You need to plan way ahead, it seems you are adding lanes long after they are needed. I would like to see barriers/tan roads after because they're made it worse & more unsafe._

Name: _Harley Barthett_
Address: _9831 W Penhurst Dr, Star ID 83669_

Please leave your completed comment sheet at the sign-in table. If you would like to complete it at a later date, please send it to ACHD, 3775 Adams Street, Garden City, ID 83714 or projects@achdidaho.org. While your comments are always welcome, they can be best utilized if received by October 25, 2012. All comments will be forwarded to the ACHD Board of Commissioners. Thank you!
1. Do you agree or disagree with the recommended roadway and intersection size changes?

☐ Agree  ☐ Disagree

Why or why not? State Street should be 2 lanes wider than Beaconlight, otherwise you make Beaconlight another Eagle Rd. and Force the traffic thru residential areas when State St. is the better route for improvement consistent w/ traffic flow.

2. Do you have any comments or concerns about the Northwest Foothills Transportation Plan Update?

☐ Yes  ☐ No

Please explain:

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

General Comments

All utilities should be planned & budget for prior to all roadway expansions. If no money, don't build until there are funds. Bike lanes & pedestrian walkways need to be included up front, not after thought.

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

Name:  Dick Lagerstrom

Address:  1242 W. Beaconlight - Eagle 83616

E-mail address:  

Please leave your completed comment sheet at the sign-in table. If you would like to complete it at a later date, please send it to ACHD, 3775 Adams Street, Garden City, ID 83714 or projects@achdidaho.org. While your comments are always welcome, they can be best utilized if received by October 25, 2012. All comments will be forwarded to the ACHD Board of Commissioners. Thank you!
1. Do you agree or disagree with the recommended roadway and intersection size changes?

- Agree
- Disagree = Violently disagree

Why or why not? The traffic problem is a North-South problem on Highway 16. Fix that problem!! There is no need to widen Beacon Light which moves traffic East-West.

2. Do you have any comments or concerns about the Northwest Foothills Transportation Plan Update?

- Yes
- No

Please explain: You know the current traffic load on Beacon Light is people trying to go North-South. Fix the North-South problem and leave Beacon Light alone!!

General Comments

You state that the study is not an endorsement of the planned subdivision developments. That statement is not true. Your whole study is based on the expected/predicted needs of the development. Admit that up front and I will have more faith in your conclusions. Don't pee on my leg and tell me it is rain!! Fix the North-South Traffic problem by pushing Highway 16 through to I-84 and leave Beacon Light Alone!!

Name: Guy W. Price
Address: 2742 North Hollybrook Pl.
E-mail address: LGPrice@Q.com

Please leave your completed comment sheet at the sign-in table. If you would like to complete it at a later date, please send it to ACHD, 3775 Adams Street, Garden City, ID 83714 or projects@achd.idaho.org. While your comments are always welcome, they can be best utilized if received by October 25, 2012. All comments will be forwarded to the ACHD Board of Commissioners. Thank you!

Also you had minimal signage for this Open House - shame on you!
Mayor Jim Reynolds
Eagle City Hall
660 E. Civic Lane
PO Box 1520
Eagle, ID 83616

Dear Jim:

I attended the Northwest Foothills Transportation Study Open House at Eagle Christian Church on October 11, 2012. I have some comments for you regarding this meeting.

Regarding the format of the Open House:

1. I don't think the Open House format was a very effective way to communicate this information to the public.

2. A few loudmouths were able to hijack the ACHD staff, so it was difficult for others to get information.

3. As I moved around to the different groups and listened to the comments of the attendees, there was clearly a lot of misinformation being spread around by well-intentioned but uninformed attendees.

Regarding the recommendations:

4. ACHD made it clear that the intent of the study was not to endorse development. However, it's pretty clear that they're paving the way for developers. Just because you can build the roads, doesn't mean you should.

6. Most importantly, ACHD didn't make the timeline of its recommendations clear. As far as I could tell, the recommendations were intended to run through 2035, but there was very little indication of priorities or phases.

7. ACHD doesn't seem to be interested at all in maintaining the character of the study area. The reason people moved to this area is because of its rural look and feel. Rather than paving the way for additional development, they should be changing the developers' focus to increase urban density in areas that are already developed. You need look no further than Seattle to see the curse of urban sprawl and its traffic problems.

8. I didn't see any discussion of other uses for the planned roads. The study area is heavily used by many road bicyclists, but there was no mention of accommodations for them. For example, rather than proposing that Beacon Light Road be expanded to 5 lanes, I think it should be expanded to 3 lanes for cars and a bike lane. Based on the debacle over the Garden City Greenbelt, it's pretty clear that this is an important consideration.

9. I think it's a terrible idea to widen Beacon Light to 5 lanes. This road goes through a residential area with many driveways. ACHD is essentially endorsing it as a shortcut between Highway 16 and Highway 55. Instead, they should be routing traffic on Highway 16 and Highway 55 to Highway 44.

10. Why did the Idaho Transportation Department change its recommendation
for Highway 44 to reduce its capacity, but ACHD changed its recommendation for Beacon Light Road to increase its capacity? I think this is backwards. This will only mean that more drivers will use Eagle residential areas as a thruway.

11. The notion that more and bigger roads are the answer is short-sighted.

12. I'd be willing to bet that 99% of the attendees at the Open House hated this plan.

Thanks for listening. Do the right thing.

Sincerely,

Mark E. Bonnellycke

Mark E. Bonnellycke
-----Original Message-----
From: Thomas Brengle [mailto:thomas.brengle@gmail.com]
Sent: Tuesday, November 12, 2013 3:56 PM
To: Tellus; bocc1@adaweb.net; jim.carpenter@itd.idaho.gov; jreynolds@cityofeagle.org; mdefayette@cityofeagle.org; jgrasser@cityofeagle.org; nmitchell@staridaho.org; sp@nacfe.net
Subject: The Future of Eagle's Beacon Light Road

Gentleman and Ladies -

I wish to express my concerns regarding the plans to expand Beacon Light Road. My wife and I own a home in the Calloway Ranch development, just southeast of the intersection of Linder and Beacon Light.

I share concerns that you likely have already heard expressed, especially the value of the rural character of the Eagle community. That is a fundamental reason why my wife and I moved here, and we very much want to see that character preserved as much as possible. We believe that future development can and should be done in ways that minimize the impact of development on the existing community.

In addition to these concerns, I’d like to add one from our own experience. We moved here from Northern California a little over two years ago. We came from a rural community there. During our time there, we saw many developers come and go, with big plans that never quite materialized, and least not in the manner originally described.

One experience there was very disturbing. About fifteen years ago, when a group of developers finally reached agreement with our community to go forward with their development plans, the first thing the developers did was to cut down several dozen hundred-year-old oak trees that lined a two lane road that was targeted for widening. Apparently the developers felt they needed to do this due to California regulations requiring that the trees could not be disturbed if there were nests of protected bird species in those trees. They hurried to take down the trees while they were devoid of the nests in question.

Then apparently financial and demographic issues forced the developers to change their plans. To this day, this two lane road has not been widened, and is lined with the stumps of those trees that can never be replaced. This road was part of my daily work commute route for 25 years, and every day I was saddened when I saw those stumps. I am very concerned that the current planning for Beacon Light Road could lead to a similar result.

I’m sure most community representatives and developers have only the best of intentions, but developers should be prepared to pay the costs of whatever it takes to support any new community they propose as well as the mitigation costs to any impacted communities. The developers would of course pass these costs on to their customers. Existing communities should not be expected to subsidize the costs of new development, nor should they be compelled to accommodate any negative impacts of that development.

I sincerely hope that you will reconsider your plans with regard to expanding the capacity of Beacon Light Road.

Thank you for your time.

Thomas Brengle
2475 N Sun Valley Place
From: Steve Edwards [mailto:Steve@smokeguard.com]
Sent: Wednesday, November 13, 2013 3:05 PM
To: BOCC
Subject: Beacon Light Proposal

To the Ada County Commissioners, Mr. Case, Mr. Tibbs, Mr. Yzaguirre

I would like to express strong opposition to the proposal to widen Beacon Light to 5 lanes. It seems unnecessary, to have a second 5-lane E-W highway a mere 2 miles north of SH 44. I’ve been in N. Eagle near Beacon Light for 15 years, and have seen growth managed with some concern for its residents. This particular proposal is out of line, and needs to be rejected.

I have heard this positioned as an option for the future, however once the vote is taken and the precedent set, it is a matter of allocating funds, and scheduling for implementation. My previous residence was in East Meridian, where many fruitless hours were spend in P&Z meetings trying to have a small say in their development plans. While the process in Eagle seems to be more balanced, it is difficult to understand exactly why this proposal is being considered.

A few thoughts if I may:

1- North Eagle is a rural area where I am quite certain most residents would prefer to avoid major pass-thru traffic. Given that desire, the best way to manage traffic patterns is not to enhance these undesirable options.

2- It is unconscionable to plan for M3 traffic to be channeled thru this area. This needs to be forced to SH16 and 55. ITD should take the lead I making sure this is done correctly. Reported lack of funding is no excuse for bad planning.

3- Why are my county taxes being appropriated for this project? Is Beacon Light to be designated a state highway similar to SH44? If not, why is this level of investment being considered by the county on its own?

4- I suspect with the completion of the SH16 Bridge to Chinden, some of the current central valley traffic will push southward rather than to peripheral roads paralleling 44. I do not believe that general growth models can be extrapolated to traffic patterns. Traffic projections for BL Road are wrong. This does not mean that following these incorrect assumptions cannot significantly affect future patterns. It is more a matter of choosing what the right path is for those who live, vote and pay taxes in this area.

I appreciate your consideration of these ideas, and would be very happy to talk with you individually if this would help you to come to the right choice on this issue. You have the ability to affect the lives many people in this area, for better or for worse. Please make it for the better by rejecting this proposal.
Best Regards,
Stephen Edwards
3405 W. Deerfield Dr.
Eagle ID, 83616
cel 208-631-0572
e-mail saedwards55@gmail.com

Steve Edwards
Procurement Engineer
Smoke Guard, Inc
287 N Maple Grove, Boise, ID 83704
Direct 208-639-7850, Cell 208-631-0572
Email: steve@smokeguard.com
I am directing this comment to all of you who will listen to the plaint of an old man. I moved to Eagle from Northern California just a year ago. I came here because of the wonderful culture that has grown up in Eagle, as a rural community, but welded into a composite of those who desire a warm, friendly, accepting society. There is no divisiveness between those living near the foothills to the North and those who would rather live in a tighter community near the urban center. Now, I find that there is a move afoot to create that divisiveness by creating a Highway 55 like corridor along the present course of Beacon Light. I beg that you consider the ramifications of such a move. Just a short drive to the south of Beacon Light, there is a major highway capable of performing the ‘corridor’ like function of funneling Highway 16 and foothill resident traffic to Boise. Highway 44 does not need a similar neighbor just to the north of it. Please don’t divide Eagle into two parts, thereby creating two isolated communities from the current wonderful town that is Eagle! With regards to all of you who must make this decision, I am Don Evans Don Evans
donevans@lazuli.com
www.lazuli.com
To all Stakeholders of BLR, ACHD Commissioners, ITD, and Eagle City officials:
We live in Buckhorn Estates which borders Beacon Light Road. PLEASE do not allow this rural area to change by turning BLR into 5 lanes. Growth may be inevitable, but there are other solutions for routing traffic. Below is a list of our concerns. Thank you for your service and commitment to our quality of life.
Dale and Mary Gaston

- Eagle is a rural community. Resident property owners like it the way it is. Preserve it.
- Eagle should remain a unified community in order to protect our economy, property values, and quality of life.
- Good planning does not destroy a community. Eagle residents expect good planning that anticipates growth and is proactive. Therefore, any future increased traffic, particularly from foothills development and from the west, should be directed to the State Highway System.
- It is unfair and inappropriate to require Ada County taxpayers to subsidize the state highway transportation system and regional transportation needs.
- Preserving a County right-of-way for 5 lanes ensures Beacon Light Rd eventually will be 5 lanes wide; "If they preserve it they will build it."

This is evident in ACHD’s current CIP plan that shows BLR expanding to 5 lanes in 2022.
- In order to retain the rural feel that gives Eagle its identity, all Ada County roads in the greater Eagle community should be no more than 3 lanes wide. The community includes the north Area of Impact between Beacon Light and Homer Roads.
- Beacon Light Rd needs to show as being Constrained to no more than 3 lanes in the future, in particular from Linder Road east to hwy55. Residents in the Eagle Community want to live their lives without the constant threat of their neighborhoods being destroyed.
- It is logical that Eagle Road should be considered for a Constrained status of no more than 3 lanes north of Floating Feather Road in Eagle.
ACCHD Commissioners,

I was informed through a neighbor last night that there are scheduled meetings this week to vote on expanding Beacon Light Road. My husband and I live on Beacon Light Road and were not notified of any scheduled meetings. Although we will not be able to attend the meeting Wednesday due to the short notice, we still wanted to express our concerns to the potential threat of widening Beacon Light to 5 lanes.

My husband and I built our home in 2012 as we wanted to raise our family in the "rural" setting of Eagle. We ask that the stakeholders consider the impact this will have on multiple families as this is an expectation many of us share. Having driven down Beacon Light in the last 18 months, I have not experienced excessive traffic where it would warrant 5 lanes. In anticipation of future expansion in the foothills, proper planning should be directed by the State Highway System. I do not see it should be Ada county taxpayers responsibility to subsidize the state highway transportation system and regional transportation needs. Proper planning would help preserve the quality of life for the property owners of Eagle while also meeting future traffic needs.

As a representative on this committee, we ask that you protect the local economy, property values, and our quality of life as a rural community and vote NO on the expansion of Beacon Light to 5 lanes.

Thank you,

Kathryn Harsch
1723 W Beacon Light Rd
Eagle, ID 83616
From: Bruce Wong
To: John Franden; Ryan Head; David Wallace
Subject: FW: Beacon Light Road
Date: Tuesday, November 12, 2013 8:55:03 AM

FYI

BRUCE S. WONG, Director
Ada County Highway District
208-387-6110

"We drive quality transportation for all Ada County -- Anytime...Anywhere!"

From: Terri Broome [mailto:tbroome@adaweb.net] On Behalf Of BOCC
Sent: Tuesday, November 12, 2013 8:50 AM
To: David Case; Rick Yzaguirre; Jim Tibbs; Bruce Wong; Larry Maneely
Subject: FW: Beacon Light Road

From: Margie J [mailto:jacobs360@centurylink.net]
Sent: Monday, November 11, 2013 8:45 PM
To: BOCC
Subject: Beacon Light Road

Hello, I am a resident of Eagle, Idaho and own a home on Beacon Light Road East of Eagle Road. I am extremely concerned with ANY consideration to widen Beacon Light Road. I live on a beautiful country road. Routing more traffic onto my street will make it all but impossible for me to have any enjoyment - OR VALUE in my home! Drive down the road and see for yourself what will be destroyed. Just like many of my neighbors, I am sending you “talking points” that I want you to please consider. Just because all of us are sending the same text should not in anyway diminish or water down what we are saying. By widening BLR, you will destroy the value of our homes and the lifestyle we wanted when we moved to this location. We chose not to live in subdivisions with sidewalks because we don’t like them. We don’t want our way of life destroyed by people who DO want to live in a subdivision NW of us.......Time and time again, we see changes in our community for the betterment of a FEW - and primarily those FEW are developers.

I just do not understand why WE do not matter. It’s not like you need to take our streets for a hospital, or a school... Please keep the traffic on Highway 16 - take it to State Street and Chinden from there. Or build an entrance from the north and enter Highway 55 from there - Let the developers pay for it.

- Eagle is a rural community. Resident property owners like it the way it is. Preserve it.
- Eagle should remain a unified community in order to protect our economy, property values, and quality of life.
- Good planning does not destroy a community. Eagle residents expect good planning that anticipates growth and is proactive. Therefore, any future increased traffic, particularly from
foothills development and from the west, should be directed to the State Highway System.

- It is unfair and inappropriate to require Ada County taxpayers to subsidize the state highway transportation system and regional transportation needs.
  
  **Preserving a County right-of-way for 5 lanes ensures Beacon Light Rd eventually will be 5 lanes wide; "If they preserve it they will build it.”  This is evident in ACHD’s current CIP plan that shows BLR expanding to 5 lanes in 2022.**

- In order to retain the rural feel that gives Eagle its identity, all Ada County roads in the greater Eagle community should be no more than 3 lanes wide. The community includes the north Area of Impact between Beacon Light and Homer Roads.
  
  **Beacon Light Rd needs to show as being Constrained to no more than 2 lanes in particular from Linder Road east to Highway 55. Residents in the Eagle Community want to live their lives without the constant threat of their neighborhoods being destroyed.**

- It is logical that Eagle Road should be considered for a Constrained status of no more than 3 lanes north of Floating Feather Road in Eagle.

Thank you for your consideration,
Margie Jacobs
205 E Beacon Light Rd.
Eagle

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FYI

BRUCE S. WONG, Director
Ada County Highway District
208-387-6110

"We drive quality transportation for all Ada County -- Anytime...Anywhere!"

From: Terri Broome [mailto:tbroome@adaweb.net] On Behalf Of BOCC
Sent: Wednesday, October 30, 2013 7:56 AM
To: David Case; Rick Yzaguirre; Jim Tibbs; Larry Maneely; Bruce Wong
Cc: Sue Axtman
Subject: FW: Proposed Widening of Beacon Light

From: lktz@q.com
Sent: Tuesday, October 29, 2013 8:21 PM
To: JohnFranden@cableone.net; marydefayette4eagle@gmail.com; jig_eagle@yahoo.com; nmitchell@staridaho.org; BOCC; jim.carpenterofITD@idaho.gov; spurvis66@msn.com
Subject: Fwd: Proposed Widening of Beacon Light

From: lktz@q.com
To: jreynolds@cityofeagle.com, mdefayette@cityofeagle.com, jgrasser@cityofeagle.com
Cc: mbutler@cityofeagle.com
Sent: Saturday, October 26, 2013 7:07:43 AM
Subject: Proposed Widening of Beacon Light

As a resident of Eagle and living near Beacon Light and Eagle Road, I am opposed to any widening of Beacon Light. I love the rural atmosphere of the road and feel it would be spoiled by more traffic, noise, congestion, and so on. I urge you to consider, instead, putting in a road that is north of Beacon Light and running along the M3 project corridor. My concern with the widening of Beacon Light is the noise factor. As it is, we hear traffic coming from Beacon Light. By adding three more lanes, we will hear a lot more. We moved here over five years ago because of the rural, country atmosphere. I actually go out of my way to meander along Beacon Light because it is so scenic. By making Beacon Light a five lane highway would really be a travesty and a huge error on the part of the city and county officials. I intend to come to the meetings where public input is allowed to show my support of NOT widening Beacon Light. The residents in the area do not want Beacon Light widened and I think they spoke loud and clear at the last public hearing. I certainly hope you listen to your constituents! Linda Kambeitz
November 13, 2013

Ada County Highway District Commissioners
Ada County Commissioners
Idaho Transportation Department
City of Eagle
City of Star
Eagle Foothills/NACFA

Dear BLRD Stakeholder Reps, Commissioners, City Council Members & Others:

I am emailing you to voice my opinion on the options to be considered for the proposed widening of Beacon Light Road at the Stakeholders Meeting #2 on November 14, 2013.

1. Eagle is a rural community and resident property owners like it the way it is and want to preserve it.
2. Eagle should remain a unified community in order to protect our economy, property values and quality of life.
3. Good planning does not destroy a community. Any future increased traffic, particularly from the development of the foothills from the west, should be directed to the State Highway System.
4. Preserving a County right-of-way for five lanes ensures Beacon Light Road will eventually be five lanes wide. We live just south of Beacon Light and just off of Eagle Road. WE DO NOT WANT IT – NOT NOW, NOR IN THE FUTURE!! Residents in the Eagle Community want to live their lives without the constant threat of their neighborhoods being destroyed.
5. In order to retain the rural feel that gives Eagle its identity, all Ada County roads in the greater Eagle community should be no more than three lanes wide. The community includes the north Area of Impact between Beacon Light and Homer Roads.
6. It is logical that Eagle Road should be considered for a constrained status of no more than three lanes north of Floating Feather Road in Eagle. We can’t imagine the impact of widening both Eagle Road and Beacon Light would have on our lives – noise, loss of property value, congestion, higher crime rate, etc.

We moved to get away from all of the congestion and traffic six years ago, only to have our quality of life threatened by the proposed widening of Beacon Light because of the development of the M3/Spring Valley project – that no one around here wanted in the first place. We are very upset about all of this and, believe me, if this proposal goes through, we will be voting to unseat anyone in an elected office who supports this project.

Sincerely,

Linda & Bob Kambeitz
BRUCE S. WONG, Director
Ada County Highway District
208-387-6110

"We drive quality transportation for all Ada County -- Anytime...Anywhere!"

-----Original Message-----
From: Terri Broome [mailto:tbroome@adaweb.net] On Behalf Of BOCC
Sent: Wednesday, November 13, 2013 3:30 PM
To: David Case; Rick Yzaguirre; Jim Tibbs; Larry Maneely; Bruce Wong
Cc: Megan Leatherman
Subject: FW: Beacon Light expansion

-----Original Message-----
From: Vanessa Lochhead [mailto:vlochhead@gmail.com]
Sent: Wednesday, November 13, 2013 3:28 PM
To: BOCC
Subject: Beacon Light expansion

Hello,

My name is Vanessa Lochhead and I'm emailing you to weigh in on the options to be considered at the Beacon Light Road Stakeholders Meeting #2 on November 14, 2013.

My family and I moved to Eagle from Phoenix, Arizona last July. My husband took a job as a neurosurgeon at the Neuroscience associates in Boise. We specifically chose Eagle, over Boise, because it is a rural community. I'm greatly concerned that the expansion of Beacon Light and that it will ruin the beautiful,rural feel of Eagle. People move here to get away from the subdivisions and busy lifestyle of California, Arizona, etc. I believe the community will lose it's value if we continue to develop and expand it. I definitely want good planning and to anticipate growth. However, any future increased traffic, particularly from the foothills development and from the west, should be directed to the State Highway System. We like Eagle the way it is and want to preserve it.

Thanks for your time,
Vanessa Lochhead
Dear Ryan Head........FYI

------------ Forwarded message ------------
From: Pat Minkiewicz <pat.minkeagle@gmail.com>
Date: Mon, Nov 4, 2013 at 12:14 PM
Subject: Hwy16 Boise River Bridge completed?
To: Jim Carpenter COO-IdahoTransDept <jim.carpenter@itd.idaho.gov>
Cc: John Franden ACHD Commissioner <JohnFranden@cableone.net>, Jim Reynolds Eagle mayor <jreynolds@cityofeagle.org>, Mary Defayette Eagle City Council <marydefayette4eagle@gmail.com>, John Grasser Eagle City Council <jjg_eagle@yahoo.com>, Nathan Mitchell Star mayor <nmitchell@staridaho.org>, "Dave Case Ada Cty.Commission" <bocc1@adaweb.net>, Steve Purvis NACFA/Eagle foothills <spurvis66@msn.com>

RE: ACHD Beacon Light Road Stakeholders Meetings

Dear COO Jim Carpenter of the ITD,

It is my understanding the state hwy16 "Project #1/Key 12915" bridge has been completed over the Boise River south of hwy44. However, the ITD Online Link, below, does not mention this fact. Perhaps someone at ITD needs to update the public information. Right now the Link states, "Substantial completion [of the bridge] is anticipated in Sept. 2014."


I attended the Ground Breaking event for the bridge, and I and others are aware the bridge was financed by a coalition of important and concerned stakeholders willing to aid the state. In completing the bridge in a timely manner, the stakeholders clearly have indicated hwy16 needs to be improved sooner rather than later....or maybe segments thereof ? Checking the above Link's ITD Schedule, the ITD already has time scheduled in 2014 to work on hwy16, now that the bridge is completed.

For your consideration: I submit the ITD in 2014 begins the task of improving and widening hwy16 from some a point north of M3Co's Spring Valley west entrance, and continue the highway south to hwy44. Such a segment is doable; it's a case of "thinking outside of the box" in the context of design and financing. In addition to state highway monies, maybe monies from M3Co and Ada County might help to make that segment happen?

The County and Eagle City in years past had considered spending money to widen Beacon Light Road east from hwy16 to a signalized Linder Road, with the intent of helping move future foothills traffic south. It was a very unpopular idea at the time,
particularly among residents of the rural Area of Impact. That proposed money instead could be applied to studying [with a smart consultant engineer] how the west and east ends of Beacon Light Road can be protected from foothills traffic that is looking for a shortcut from an improved hwy16 to and from hwy55.

Property owners in the north Eagle Area of Impact [between Beacon Light Road and Homer Road], as well as property owners in the Eagle foothills, are grateful the ITD is involved now in taking a hard look at a difficult future traffic situation in our areas. I look forward to meeting you at one of the ongoing ACHD - Northwest Foothills Transportation Plan Stakeholders Meetings this year.

Best Regards,

Pat Minkiewicz et al
Beacon Light Road resident
Eagle Area of Impact
Buckhorn Estates subdivision
HOA Liaison to City of Eagle
This is EXACTLY right. When you start with the wrong question, you will get the wrong direction/answer.

The question should be “How big of a road reasonably could be built without materially and adversely impacting the rural character of this treasured corridor and the homes of those living adjacent to the planned expansion?”

The public showed up in mass at the ADA County hearing and the correct decision was reached, albeit temporary. How many times do we have to show up to be heard? Like many, many other decisions made at the local governmental levels, it seems as though the same items just keep getting put on the agenda until people can’t keep showing up to fight them (because we have to live our daily lives), and then they pass with little or no continued opposition. Just beat down the masses over time . . .

The logical place for the traffic is 55, 16 and 44. Allowing the State to bully the local governments to fixing the problem by making a bunch of larger arterials to carry traffic to and from downtown and these large developments instead of expanding the highways that are best suited to handle the traffic is the wrong decision and should be fought. If those highways get enough traffic, and people start getting mad about the volume, the State will get them widened.

As is, Beacon Light Road handles what traffic comes over it JUST FINE. I live on it and travel it every day. It is safe, quiet and rural. Who is complaining about it? And the answer that “it’s okay now, but we need to plan for the future” is
unacceptable. These new developments should be tapered for density so as not to affect how this area has been developed for decades and carefully until now.

Planning for the future, in my mind, is to preserve the beauty of the drive Beacon Light Road provides now, for cars, horses and bicyclists alike. Like Scenic Highway 12 in California through the wine country that handles 10X the traffic as BLR and is still two lanes (no center turn) with only a few traffic lights over dozens of miles. Let’s have some vision here to retain the beauty and character of that area instead of just thinking how to move more cars to downtown.

Regards, Dan

From: Guy [mailto:lgpence@q.com]
Sent: Tuesday, October 29, 2013 7:50 AM
To: Pat Minkiewicz
Cc: CtyC:JOHN GRASSER; cty:Kathy Pennisi; cty:John Franden; cty:Teri Murrison; cty:Cheryl Christensen; f:Steve Purvis; Dan Glivar; City:JIM REYNOLDS; JLowe@achdidaho.org; boccl@adaweb.net
Subject: Re: BLRoad: ACHD-NW FoothillsTransStudy Stakeholders Committee

My wife and I live along Beacon Light Road at the intersection of Hollybrook. We offer this comment to you regarding the notes of the Oct 24 meeting of the stake holder committee. Referencing one of the instructions given; "provide design options for a 5-Lane Beacon Light Road to illustrate how the facility could retain its rural state". We prefer and suggest a better option which would be more realistic and beneficial to the decision making process. That option would be: "PROVIDE DESIGN OPTIONS FOR A 5-LANE BEACON LIGHT ROAD TO ILLUSTRATE HOW THE FACILITY WILL NOT RETAIN ITS RURAL STATE, AND WILL IMPACT THE CURRENT RURAL SETTING AND LIFE STYLES OF THE ENTIRE AREA".

It seems ridiculous to us to focus a study on how a 5-Lane road will retain any rural state, when the real question at hand is how a 5-lane road will destroy the current rural state. This is similar to doing a study to show how an armed conflict (war) is good for the economy!!! It can certainly be proved, but only by ignoring the human suffering caused by the war. We ARE NOT interested in any study designed to placate those of opposed to this 5-lane road. We are far more interested in a true analysis of its impacts. As they say, you can put lipstick and a wig on a pig, but you will just end up with a pig, and that is what this project amounts to. Let’s get realistic and study the right thing so we all will know and see the true impacts.

Sent from my iPhone

On Oct 28, 2013, at 8:10 PM, Pat Minkiewicz <pat.minkeagle@gmail.com> wrote:
Dear Eagle City Councilman & Stakeholder John Grasser
who testified at the July 24 ACHD Public Hearing in Garden City,

FYI, below is official foothills NACFA Stakeholder Steve Purvis's helpful reply to my recent inquiry to you both (scroll down), as well as an important Addendum that needs addressing. Hopefully, these messages are of value when considering a decision with ACHD on the future status of Beacon Light Road in the northern "rural, country atmosphere" of Eagle. Instead of contacting ACHD Staff directly with inquiries, the Staff has encouraged interested persons to contact official Stateholders; hence, my inquiries to you and Steve.

Best Regards,

Pat Minkiewicz
Buckhorn Estates West, Eagle AOI
HOA Liaison to City of Eagle

--------------- Forwarded message ------------
From: Steven Purvis <spurvis66@msn.com>
Date: Mon, Oct 28, 2013 at 3:35 PM
Subject: RE: NW FoothillsTrans Study - Oct.24 Update
To: Pat Minkiewicz <pat.minkeagle@gmail.com>

STEVE WROTE, [brackets are Pat's]
"Hi Pat

I was out of town last week and Kathy [Pennisi] went to the meeting [Oct.24] in my place [as a Stakeholder]. I will follow up with her, as we planned earlier, to get feedback on the meeting. I looked at the slides and they are about what I suspected they would be. The decision time will be at the next meeting [Nov.14 ?]. I thought it was interesting that they [ACHD Staff] did not mention hwy16 or Linder Road in the presentation. Nor did they discuss the potential reduction in cross through traffic [along BLRoad] with the improvements to hwy 44 and Hwy16 [state roads which the state plans to improve at some point in time when $$ is available].

They are still using the roof top projections for M3, Avimor, and Dry Creek without an asterisk for how forecast dependent they are (no roof tops at M3 and Dry Creek and probably less than 100 at Avimor).

More later."

------------------------------------------------------
Pat's addendum: An appropriate AOI Stakeholder has been
omitted on the BLRoad Stakeholder Committee. Why?

It is unclear to many in Eagle's AOI why the ACHD Staff decided to exclude a Stakeholder from the AOI-Beacon Light Road area residents, a Stakeholder in addition to ACHD Commissioner John Franden who happens to live on BLRoad. I believe John would agree. Is the ACHD Staff unaware the AOI does not include the foothills at this point in time? [NACFA Stakeholder Steve Purvis would agree.] Did Eagle P&Z Dept. exert any influence on the ACHD decision to exclude an appropriate Stakeholder from the BLRoad AOI area? I recall that City Planner Nichoel Baird in that Dept. was assigned to assist with the formation of the 2007 M3Co Development Agreement with Eagle City. At that time, she was not in favor of protecting the AOI area from M3Co's Spring Valley cross-through traffic on BLRoad. Instead, she recommended allowing such traffic from hwy 16 to flow onto BLRoad at least as far east as to a signaled Linder Road, and then onto a proposed 5-lane signaled Linder Road heading south to hwy 44. With that information in mind, I have Cc the Eagle Mayor in this Email.

_Bottom Line:_ Many property owners in the Eagle AOI close or adjacent to BLRoad recommend that a BLRoad Stakeholder independent of ACHD connections be invited to represent our area at the official Stakeholders Committee Meetings with ACHD. BLRoad property owner Teri Murrison comes to mind, and I have Cc her in this Email. I believe she knows John Franden and perhaps they will address the questionable lack of appropriate AOI representation on the Committee. I have the names of other AOI residents who also are willing to serve, if needed.

_end of Addendum-

From: pat.minkeagle@gmail.com
Date: Sat, 26 Oct 2013 20:26:29 -0600
Subject: NW FoothillsTrans Study -Oct.24 Update
To: JJG_EAGLE@yahoo.com; spurvis66@msn.com
CC: kpennisi@cableone.net; DGlivar@hollandhart.com; smmusic@cableone.net; terimurrison@gmail.com

Dear Eagle City Councilman John and NACFA Chairman Steve,

The ACHD Report below neither indicates why Beacon Light Road still might become 5 lanes in future, nor why a major east-west road in the Area of Impact still is on the agenda. To my knowledge, the foothills are not yet in the Eagle AOI, so the only east-west new widened road would
be Homer Road? Or something north of Homer Road?

On October 24, was there any serious discussion on improving state hwy.16 on the west? Or, did ITD say that no money will exist in future to widen that highway south of Spring Valley's west entrance? If so, then it is confusing why the pricey bridge was completed on hwy.16 south of hwy.44.

As I recall, the M3Co DA construction Phases depend on Hwy.16 improvements as a CONDITION (?) before Phases II and up can proceed. John, you serve on the C.I.D. for M3Co's Spring Valley development. Steve, you are versed on the 2007 Development Agreement as well. What is the current official status of that DA and were the DA Conditions discussed on October 24? I and others in the AOI agree with NACFA and Eagle City's stance that future heavy traffic from Spring Valley in the Eagle foothills should not be dumped onto a County road in north Eagle.

I and others who live in subdivisions and properties along BLRoad look forward to your feedback. Hopefully, some of us in the AOI can attend and participate in future ACHD Stakeholders meetings.

Thank you very much. Your time is appreciated.

Pat Minkiewicz, Eagle AOI
Buckhorn Estates West on BLRoad

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The following is a message from a subscription you have made to an ACHD Project

Project: Northwest Foothills Transportation Study - ACHD Update

The Beacon Light Stakeholder Committee met for the first time yesterday, October 24, 2013. View the presentation and meeting results here:


End Message
FYI

BRUCE S. WONG, Director
Ada County Highway District
208-387-6110

"We drive quality transportation for all Ada County -- Anytime...Anywhere!"

From: Terri Broome [mailto:tbroome@adaweb.net] On Behalf Of BOCC
Sent: Wednesday, November 13, 2013 9:03 AM
To: David Case; Rick Yzaguirre; Jim Tibbs; Larry Maneely; Bruce Wong
Cc: Megan Leatherman
Subject: FW: Jim Tibbs, Beacon Light Rd.

Dear Mr. Tibbs,

I'm emailing you to weigh in on the options to be considered at the Beacon Light Rd. Stakeholders Meeting #2 on Nov. 14, 2013.
Eagle is a rural community, and the residents like it that way. Please preserve it. Good planning does not destroy a community. Eagle residents expect good planning that anticipates growth and is proactive. Therefore, any future increased traffic, particularly from foothills development & from the west should be directed to the State Hwy. System. It is logical that Eagle Rd. should be considered for a Constrained status of no more than 3 lanes north of Floating Feather Rd. in Eagle. Also Beacon Light Rd needs to show as being Constrained to no more than 3 lanes in the future, in particular from Linder Rd. east to Hwy.55.

Sincerely,

Pat & Norm Waugh
Dear Mr. Hansen,

I'm emailing you to weigh in on the options to be considered at the Beacon Light Rd. Stakeholders Meeting #2 on Nov. 14, 2013. Eagle is a rural community, and the residents like it that way, please preserve it. Good planning does not destroy a community. Eagle residents expect good planning that anticipates growth & is proactive. Therefore, any future increased traffic, particularly from foothills development and from the west, should be directed to the State Hwy. System. BLR needs to show as being Constrained to no more than 3 lanes in the future, in particular from Linder Rd. east to Hwy.55 Residents in the Eagle Community want to live their lives without the constant threat of their neighborhoods being destroyed.

Sincerely,

Pat & Norm Waugh
FYI

BRUCE S. WONG, Director
Ada County Highway District
208-387-6110

"We drive quality transportation for all Ada County -- Anytime...Anywhere!"

From: Terri Broome [mailto:tbroome@adaweb.net] On Behalf Of BOCC
Sent: Wednesday, November 13, 2013 8:32 AM
To: David Case; Rick Yzaguirre; Jim Tibbs; Larry Maneely; Bruce Wong
Cc: Megan Leatherman
Subject: FW: Beacon Light Stakeholder Input

From: Ryan Wilhite [mailto:ryanwilhite@gmail.com]
Sent: Tuesday, November 12, 2013 8:04 PM
To: JohnFranden@cableone.net; BOCC; jreynolds@cityofeagle.org; marydefayette4eagle@gmail.com; mdefayette@cityofeagle.org; mbutter@cityofeagle.org; jpierce@cityofeagle.org; jjg_eagle@yahoo.com; akridgeway@yahoo.com; jeff-kunzi@clearwire.net; nmitchell@staridaho.org; jim.carpenter@itd.idaho.gov; spurvis66@msn.com; terimurrison@gmail.com; David Wilhite; Julie Wilhite; Linda Wilhite; pat.minkeagle@gmail.com; Ryan Wilhite
Subject: Beacon Light Stakeholder Input

Dear Beacon Light Stakeholder,

My name is Ryan Wilhite. My family of 5 moved to Eagle in 1999 and purchased a 5 acre parcel of land on Beacon Light road near Ballantyne lane to pursue our dream of raising our children in the warm, rural town of N. Eagle. We enjoy a beautiful country atmosphere and my wife and three children love our little farm. The vast majority, if not all, residents on Beacon Light Rd and all of N. Eagle made a choice to live here for similar reasons. I am writing to express my deep concern about the movement by the developers and city and county officials to destroy this way of life and value of our properties by unnecessarily approving plans to widen Beacon Light to 5 lanes in the future.

I have faithfully attended all of the public meetings regarding this issue over the past 10 years. Unfortunately, I am not able to take time off of work to attend the upcoming public meetings that have been scheduled during the work day. I am disappointed about the decision to hold public meetings during the day as it will not provide a voice to those of us that must work to provide for our families. So, I'm providing my voice through email and I thank you in advance for upholding your duty as elected officials and civil servants to sincerely consider the input of those you represent.

We all understand and agree that growth is inevitable and some changes will need to take place in order to accommodate the traffic that accompanies this growth. I would like to voice
my support for preserving Beacon Light to be no more than 3 lanes to preserve the quality of life and property values of N. Eagle. According to projections and traffic data, the increased traffic will come mostly from the development in the foothills and growth in Canyon and Gem Counties. It is not right, nor is it the obligation of ACHD, or the city of Eagle to ill effect the 1000's of residents on Beacon Light road and the N. Eagle area to accommodate the traffic of new, large developments in the foothills and increased traffic from other counties.

I believe that pursuing the Stakeholder's recommendation to build Beacon Light to 3 lanes and create a new East/West corridor in the foothills, connecting Hw 16 and Hw 55 would put the lions share of the cost of growth where it belongs, on the foothill developers and the Idaho State Dept. of Transportation. I would argue that the ITD is in a better position to accommodate this growth, in that, they already have purchased right of way to expand the state highways and they would be a more appropriate entity to address the shared needs of at least 3 counties impacted by this growth. I also believe that the developers have a shared responsibility to help provide a solution for the new traffic their developments create.

At a recent ACHD public meeting I attended I left feeling that some of the ACHD planners felt like they had no choice but to expand Beacon Light. Their logic was that the traffic is there (or will be) so we have to accommodate it. I challenged them to think about this situation in a more proactive way that better embraced purposeful land use planning. I suggested that if they took a stand and forever preserved Beacon Light to no more than 3 lanes, they would preserve the rural feel and property values of N. Eagle and would force other viable options to flesh themselves out. It is true that commuters will take the path of least resistance. There is great wisdom in intentionally creating roads to not accommodate large amounts of traffic, thereby forcing that traffic where it belongs...on the state highways and on roads yet to be built in newly developed areas to accommodate the new commuters their developments create.

I implore you to do the right thing for the residents of Eagle. Preserve Beacon Light to 3 lanes now and forever and pursue the expansion of state highways 16 & 55. Work with developers to create a new east/west corridor in the foothills. Don't make the current residents of N. Eagle sacrifice their quality of life and property values for growth in other counties and large developments in the foothills. I welcome any response you may have and thank you in advance for considering my input.

Sincerely,

Ryan Wilhite
Eagle Resident
And another...

BRUCE S. WONG, Director
Ada County Highway District
208-387-6110

"We drive quality transportation for all Ada County -- Anytime...Anywhere!"

---

From: Terri Broome [mailto:tbroome@adaweb.net] On Behalf Of BOCC
Sent: Wednesday, November 13, 2013 9:43 AM
To: David Case; Rick Yzaguirre; Jim Tibbs; Larry Maneely; Bruce Wong
Cc: Megan Leatherman
Subject: FW: Proposed Beacon Light Road Expansion

From: gounits@q.com [mailto:gounits@q.com]
Sent: Wednesday, November 13, 2013 9:40 AM
To: JohnFranden@cableone.net; BOCC; jreynolds@cityofeagle.org; marydefayetteSeagel@gmail.com; mbutler@cityofeagle.org; ipierce@cityofeagle.org; iig; akridgeway@yahoo.com; jeff-kunz@clearwire.net; nmitchell@staridaho.org; jim.carpenter@itd.idaho.gov; spurvis66@msn.com; terimurrison@gmail.com
Subject: Proposed Beacon Light Road Expansion

This is a request to carefully review the proposed widening of Beacon Light Road. We are a rural community and want to keep it this way. The most to be considered is 3 lanes. Traffic needs to be directed to State Highway 44. Beacon Light expansion to 5 lanes is not acceptable, because of the impact to our quality of life and cost to the taxpayers of this county. The Federal government, State of Idaho, Ada County does not have the money to fund this project and the taxpayers are already overtaxed. It is just folly to do this, let alone it is not with the will of the people and ACHD should not be able to decide this far reaching matter.

Lee Young
2850 W. Beacon Light Rd.

I am unable to attend the meeting concerning this most important decision that will have great impact on all our lives. So I must speak in writing. Eagle and the surrounding area is very unique. This would change forever the quality of our lives if you go ahead with this outrageous idea of making Beacon Light a 5 lane highway. We did not move here from Boise to have the quality of our lives destroyed. Our property values would certainly go down. This would not be the same Eagle area we all came here to enjoy. This is a rural area and should remain so. The Eagle bypass is already in place, so continue to use State Highway 44 for the purpose of routing traffic around this area.
Elaine Young
2850 W. Beacon Light Rd.
Ms. Randall,

Thank you for your comments to ACHD regarding Beacon Light Road. ACHD will be forwarding your comments to the Beacon Light Stakeholder Committee.

Sincerely,

Christine Myron
Public Information Specialist
Ada County Highway District
cmyron@achdidaho.org | www.achdidaho.org
direct - 208.387.6257
c - 208.919.5697 | f - 208.345.7650

"We drive quality transportation for all Ada County - Anytime, Anywhere!"

From: Sherri Randall [mailto:srandall@uscapitalidaho.com]
Sent: Wednesday, November 13, 2013 2:44 PM
To: Tellus
Subject: Beacon Light Road Stakeholders Meeting #2

Johns S Franden
Jim Hansen
Sara Baker
Rebecca Arnold
Mitchell Jaurena

Ada County Highway District Commissioners,

My name is Sherri Randall and I have lived on Beacon Light Road for more than 20 years. I chose carefully when deciding where to put down roots and raise my family. Due to my father's career, we moved often when I was growing up. I wanted to find a place that would be HOME, a place to settle down. I looked at the comprehensive plan and the Eagle area noting that the property to the north of Beacon Light was slated for acreage parcels (at least 5 acres) and then expanding to one home per 40 acres moving towards the foothills and away from downtown. Low density, low populations - just what I was looking for.

Over the years, P&Z and City Council have allowed more dense development even approving a community that could rival the size of Eagle for development in the foothills. I testified then, as I have on many occasions, that the comprehensive plan was not being adhered to and that the infrastructure would not support such development. We will certainly see the effects of these decisions in the future.

But even more pressing, Eagle and, in particular, Beacon Light residents, have been heavily impacted by the development to the west in the foothills north of Star and into Canyon County. Vehicles from this area have been flooding our streets because ITD has not (in my opinion) adequately addressed the needs of these communities. We are now paying the price for that.

But facilitating this invasion by widening our neighborhood road is hardly the answer. Building a conduit for
those living in the newer developments to the west to surge through and destroy our neighborhood would be a heartbreaking tragedy.

We are residents of a rural community and we chose this lifestyle, allowing outsiders to spoil our neighborhood, our right of peaceful enjoyment, our safety, is intolerable.

As a taxpayer, I certainly object to ACHD taking on a role outside of its area of responsibility. ACHD should be providing for local transportation, not developing routes for regional traffic. And that is what we are talking about, the perceived “need” to expand BLR is not for Eagle locals. It is for those living outside our community, even outside Ada County.

I am talking about my HOME, my way of life, my small piece of this earth. It is not Mayberry but this little corner of the world is a great place to be and I would like it to stay that way.

Please feel free to contact me should you have any questions,

Sherri Randall
278 E Beacon Light Road
Eagle Idaho 83616
FW: Beacon Light Rd

-----Original Message-----
From: Terri Broome [mailto:tbroome@adaweb.net] On Behalf Of BOCC
Sent: Wednesday, November 13, 2013 4:38 PM
To: David Case; Rick Yzaguirre; Jim Tibbs; Larry Maneely; Bruce Wong
Cc: Megan Leatherman
Subject: FW: Beacon Light Rd

-----Original Message-----
From: Gary L. Davis [mailto:gary@smokydavis.com]
Sent: Wednesday, November 13, 2013 4:28 PM
To: tellus@achdidaho.org; mjaurena@achdidaho.org; BOCC; jim.carpenter@itd.idaho.gov; jreyonalds@cityofeagle.org; mdefayett@cityofeagle.org; jgrassar@cityofeagle.org; mbutler@cityofeagle.org; jpierce@cityofeagle.org; nmitchell@staridaho.org; sp@nacfa.net
Subject: Beacon Light Rd

To Whom It May Concern:

I am emailing you in regard to the proposed expansion of Beacon Light and to weigh in on the options to be considered at the Beacon Light Stakeholders Meeting #2 on November 14, 2013.

First and foremost we have 2 state highways (Highway 16 and Highway 44) that should be utilized prior to Beacon Light Road. It is my understanding that one proposal slates Beacon Light to be expanded into 5 lanes. By expanding Beacon Light instead of expanding Highway 16 and Highway 44 to absorbed increased traffic that may or may not result in the development of the foothills north (northwest) of Highway 44 in a sense would require Ada County taxpayers to subsidize the state highway transportation system. Why expand approximately 5 or 6 miles of Beacon Light only to exit at Highway 55. Expand Highway 16 and Highway 44.

As a lifetime Idahoan I wonder who are making the decisions here. Eagle has and should continue to be a rural community. WE LIKE IT THIS WAY AND INTEND TO PRESERVE THE RURAL LIFESTYLE. Your planning will only destroy our community and will have a negative impact on all properties located on Beacon Light Road. Property values will decrease. Will the property owners be justly compensated? Quality of life will be forever changed. Good planning does not destroy a community. THIS IS NOT GOOD PLANNING.

ACHD may just propose that they want to obtain the rights of ways in case any expansion is approved. Problem here, if you get the right of ways you will expand. In my opinion, those who propose such plans are not privy to rural lifestyle Eagle has to offer or the negative impact that such an expansion would have on homeowners.

We need to retain the rural feel that gives Eagle its identity. Any future increased traffic, particularly from the foothills from the west and northwest should be directed to the state highway system. Where' the logic here?

Gary Davis
Beacon Light Homeowner
Mr. Glivar and Family,

Thank you for your e-mail to ACHD with comments regarding Beacon Light Road. ACHD will be sharing your comments with the Beacon Light Stakeholder Committee.

Sincerely,

Christine Myron
Public Information Specialist
Ada County Highway District
cmyron@achdidaho.org | www.achdidaho.org
direct - 208.387.6257
c - 208.919.5697 | f - 208.345.7650

“We drive quality transportation for all Ada County - Anytime, Anywhere!”

Dear Representatives of the Beacon Light Road (BLR) Planning Group:

This email is to inform you of my position and desires regarding BLR plans for you to consider for your November 14, 2013 meeting.

My family (wife and five kids) have lived just north of BLR in the Buckhorn Estates West subdivision since 2003. We were attracted to the area in large part due to the drive along BLR and absolutely wanted to live there because of that rural beauty. Despite the 15 mile commute, I drive downtown every day for my job because of the value our family places on
living where “development and progress” haven’t yet ruined the character of Boise’s rural beauty.

There are so many reasons to preserve that character and beauty that totally are inconsistent with widening BLR. Not everything is or should be about moving cars and people the most efficiently way possible. It only should be one of many considerations.

BLR is such a beautiful drive, I would compare it to Highway 12 through the wine country in Santa Rosa, CA that is designated and preserved as a Scenic Byway. It handles probably 20 times the traffic as does BLR and it remains a 2-lane road with very few stop lights over a 10+ mile distance. Because there are few stop signs, stop lights and large intersections, the traffic is constant but moves quite well given the major amount of traffic there every day. I know, because I travel it many times a year and because my wife and her family are from Santa Rosa (and they still live there).

There are many other considerations as well:

Eagle remains a rural community and should be preserved to attract people and lifestyles compatible with what already is there and has been there for a very long time.

Cyclists, equestrians, runners and various other residents and visitors use BLR for riding and exercising because it is so beautiful a view. Obviously it is not the safest place for those activities, but people use it constantly because of its beauty and character.

Tractors and farm equipment still travel BLR routinely to service the rural crops. Having a larger road with more traffic would only make that endeavor more dangerous.
There are very good State Highways that are much better positioned to handle increased traffic all around BLR. Highway 16, 55 and 44, in particular. Rather than funnel more traffic through a residential area such as BLR, why not use the existing, larger roads that are built to handle just that? The State is trying to get the County to solve it’s problem of moving people from Star and Emmet through Eagle to get them downtown. This seems very inappropriate to me. Moreover, it is illogical given the surrounding highways that could do that much more sensibly.

Please have some vision to preserve that which is one of the most attractive amenities in the Boise/Eagle and surrounding area. That would be good planning and visionary progress (progress isn’t all about building more and bigger roads to serve more development). People need a reason to live here and to enjoy the area. It would be a shame for Eagle to become more like Meridian.

Please do not expand BLR beyond its current 2-lane configuration. At most, a center turn lane should be considered for the reasons above.

Thank you.

Dan Glivar and Family

Daniel J. Glivar, Esq.
Holland & Hart LLP
101 S. Capitol Blvd., Suite 1400
Boise, Idaho 83702-7714
Telephone (Direct): (208) 383-3958
Facsimile (Main): (208) 343-8869
Facsimile (Desktop): (866) 607-8681
Email: dglivar@hollandhart.com

CONFIDENTIALITY NOTICE: This communication is confidential and may be privileged under law. If you believe that it has been sent to you in error, please reply
to the sender that you received this communication in error, then delete it immediately. Thank you.

**ELECTRONIC TRANSACTION NOTICE:** This communication does not reflect an intention by the sender or the sender's client to provide a signature, conduct a transaction, or make any agreement by electronic means. Nothing contained herein shall constitute an electronic signature, transaction or contract under any law, rule or regulation.
Mr. Lochhead,

Thank you for your e-mail to ACHD with comments regarding Beacon Light Road. ACHD will be sharing your comments with the Beacon Light Stakeholder Committee.

Sincerely,

Christine Myron
Public Information Specialist
Ada County Highway District
cmyron@achdidaho.org | www.achdidaho.org
direct - 208.387.6257
c - 208.919.5697 | f - 208.345.7650

I live in Eagle with my family. My money and my vote will go to support candidates who preserve the rural feel of Eagle. That is why we live here.

Please do not support Beacon Light expansion!

Sincerely,

Richard Lochhead
3353 Holl Drive
Eagle, ID 83616
Dr. Pintar,

Thank you for your e-mail to ACHD with comments regarding Beacon Light Road. ACHD will be sharing your comments with the Beacon Light Stakeholder Committee.

Sincerely,

Christine Myron
Public Information Specialist
Ada County Highway District
cmyron@achdidaho.org | www.achdidaho.org
direct - 208.387.6257
c - 208.919.5697 | f - 208.345.7650

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Light will take away a key through-fare for fellow riders in the Treasure Valley and lead to more cycle / motorist accidents and injuries. Something that the riders in the Treasure Valley have had quite enough of this season.

Thank You for your time and consideration,

Sincerely,

Dr. Thomas Pintar
Ms. Pintar,

Thank you for your e-mail to ACHD with comments regarding Beacon Light Road. ACHD will be sharing your comments with the Beacon Light Stakeholder Committee.

Sincerely,

Christine Myron
Public Information Specialist
Ada County Highway District
cmyron@achdidaho.org | www.achdidaho.org
direct - 208.387.6257
c - 208.919.5697 | f - 208.345.7650

"We drive quality transportation for all Ada County - Anytime, Anywhere!"

Hello, I'm Lori Pintar and I'm emailing you to weigh in on the options to be considered at the Beacon Light Road Stakeholders Meeting #2 on November 14, 2013.

I moved to this area about a year and a half ago because of the peaceful, rural atmosphere. I didn't know about the Beacon Light Road expansion at that point and, if I had known, I would have bought a house someplace else. We need to preserve the small hometown feel of this area. I understand that growth will happen, but I strongly believe that Beacon Light Rd should not be expanded to anything more than 3 lanes. I already put up with the noise from Hwy 55 and don't want to be forced to listen to more traffic.

Thank You for listening.
Lori Pintar
From: Henry Ptasinski
To: johnfranden@cableone.net; Ryan Head; ireynolds@cityofeagle.org; jgrassar@cityofeagle.org; mdefayette@cityofeagle.org; mbutler@cityofeagle.org; jperce@cityofeagle.org; skridgeway@yahoo.com; jeff.kunz@clearwire.net; bocc1@adaweb.net; jim.carpenter@itd.idsho.gov; Jeff Lowe
Cc: Tellus; Henry Ptasinski; Jennifer Fell; Guy And Linda Pence; nmitchell@staridaho.org; spurvis66@msn.com; terimurrison@gmail.com; pat.minkeagle@gmail.com; kpennis@cableone.net; quiltwoman@cableone.net; DGlivar@hollandhart.com
Subject: Beacon Light Road/NW Foothills Transportation Study Stakeholders Committee
Date: Thursday, November 14, 2013 10:32:16 AM

I am strongly opposed to widening Beacon Light past 3 lanes. The rural character of the area, which is one of the defining characteristics of the Beacon Light area and the city of Eagle, would be significantly impacted if Beacon Light road were to be widened past 3 lanes. It would not only destroy the rural character, but it would divide Eagle. The city of Eagle is already bisected into two relatively isolated regions by SH-44, and adding another large east-west roadway would further fragment the city of Eagle.

Additionally, I would like to point out that page 15 of the Commission Update Presentation of 11/13/13 (http://www.achdidaho.org/Projects/Media/124/1979_Ppt111313RHeadCommissionUpdate.pdf) is rather misleading.

Under “Limit Beacon Light Expansion to 3 lanes”, it lists:

"- 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)"

The need to build out SH-44 or the Central Valley Expressway are presented as *results* of limiting Beacon Light to 3 lanes, and the $1B cost listed for the CVE is listed as if it were the result of not spending just $31M on widening Beacon Light.

The need for widening SH-44 to 6-lanes + median, and for full build out of the CVE, will not be alleviated by widening Beacon Light to 5 lanes, despite what is implied in the presentation.

Finally, the State Street Transit and Traffic Operational Plan (TTOP) calls for SH-44 between SH-16 and Eagle Road to be 6-lanes + median *when needed*. It seems clear that *before* widening Beacon Light road is when the build out of SH-44 is needed. At a minimum, before starting *any* expansion of Beacon Light Road, SH-44 should be built out to the full 6-lanes + median from SH-16 through to Glenwood Street. ACHD should work closely with ITD to ensure that such a build out happens in a timely fashion.

Sincerely,
---
Henry Ptasinski
henry@logout.com
2620 N. Hollybrook Pl.
Eagle, ID 83616
Apparently eagle mayor Reynolds sent a letter saying eagle supports preservation of five lanes. COUNCIL HAS NOT TAKEN THAT POSITION!!!

I personally will never support more than three lanes for Beacon light Road.

Mark Butler

Sent from my iPhone

On Nov 14, 2013, at 9:55 AM, Henry Ptasinski <henry@logout.com> wrote:

> I am strongly opposed to widening Beacon Light past 3 lanes. The rural
> character of the area, which is one of the defining characteristics of
> the Beacon Light area and the city of Eagle, would be significantly
> impacted if Beacon Light road were to be widened past 3 lanes. It would
> not only destroy the rural character, but it would divide Eagle. The
> city of Eagle is already bisected into two relatively isolated regions
> by SH-44, and adding another large east-west roadway would further
> fragment the city of Eagle.
>
> Additionally, I would like to point out that page 15 of the Commission
> Update Presentation of 11/13/13
> (http://www.achdidaho.org/Projects/Media/124/1979_Ppt111313RHeadCommissionUpdate.pdf)
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>
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> 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 $"
>
> The need to build out SH-44 or the Central Valley Expressway are
> presented as *results* of limiting Beacon Light to 3 lanes, and the $1B
> cost listed for the CVE is listed as if it were the result of not
> spending just $31M on widening Beacon Light.
>
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> of the CVE, will not be alleviated by widening Beacon Light to 5 lanes,
> despite what is implied in the presentation.
>
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> calls for SH-44 between SH-16 and Eagle Road to be 6-lanes + median
> *when needed*. It seems clear that *before* widening Beacon Light road
> is when the build out of SH-44 is needed. At a minimum, before starting
> *any* expansion of Beacon Light Road, SH-44 should be built out to the
> full 6-lanes + median from SH-16 through to Glenwood Street. ACHD
> should work closely with ITD to ensure that such a build out happens in
> a timely fashion.
>
> Sincerely,
>
> Henry Ptasinski
> henry@logout.com
> 2620 N. Hollybrook Pl.
> Eagle, ID 83616
Sent from my iPhone

Begin forwarded message:

Resent-From: <mbutler@cityofeagle.org>
From: Janet Buschert <janet@buschert.com>
Date: November 21, 2013, 5:14:21 PM MST
To: 'Jim Reynolds' <jreynolds@cityofeagle.org>, <mbutler@cityofeagle.org>, 'Mary Defayette' <mdefayette@cityofeagle.org>, <jpierce@cityofeagle.org>, <jgrassner@cityofeagle.org>
Subject: Northwest Transportation Study / Beacon Light Road

Dear Councilpersons and Mayor,

I am writing to ask for your support of the ACHD Stakeholders conclusion that Beacon Light Road should not be planned to be built out to five lanes in the future. In addition, it's my personal preference that planning for Linder Road north of Homer be limited to three lanes (and bike lanes) to preserve the park entity between the southern part of Eagle and Spring Valley as a single entity and a more rural area.

As a long term resident of the City who lives directly on a road impacted by transportation planning (Floating Feather near Eagle Road), I have followed comprehensive planning and transportation planning closely for a long time. It's my strong belief that future development of Beacon Light Road should be restricted to three lanes at least from Linder Road to Hwy 55.

That restriction in road width is the best chance we have to protect the rural quality of life that has brought so many people to live in Eagle over the years. We are all experiencing the issues associated with major roadways that have dissected our downtown into three or four separate areas. Planning for five lanes on Beacon Light Road would have a similar deleterious effect on the neighborhoods north of Eagle. And the view of the immediate neighbors in the area is clear - they showed up in swarms at ACHD public hearings to protest any plan for five lanes on Beacon Light Road.

There are alternatives to this approach that would alleviate traffic issues in the future, and all efforts should be made to focus on those alternatives rather than this solution. Further, it is important that Eagle take a strong and clear stance with respect to the Northwest Ada Transportation Study. This area is either, depending on the location, within the city limits or within the area of impact for the city. And those portions that are within the AOI will eventually be annexed, I'm sure. It is important for
you to represent your constituents in working with ACHD.

Please take and communicate a strong position in support of a three lane and bike lane plan for the future of Beacon Light Road. Thank you for your consideration, and for all of your work for the City.

Best regards,

Janet Buschert
I lived in Eagle when I was a kid back in the late 1960's, I move back 15 years ago. A lot has changed since then. I realize growth is going to happen but does it have to ruin the rural feeling many of us cherish? North of Beacon Light should remain rural and quiet. There are plenty of choices for those that want smaller lot sized subdivisions. Eagle isn’t the premier area just because of Island Woods type developments, the 5 acre developments north of Beacon Light are very valuable to many people as well. Please don’t allow greater density and a 5 lane Beacon light to ruin that. We’ll never get it back.
Using Beacon Light to move traffic because Hwy 16 won’t be finished is shortsighted.
Thank you,
Bert Brownen
939-9388
Mr. Mayor and City Council:

Beacon Light Road between Linder and Highway 44 should not be widened beyond three lanes. If required, Beacon Light should only be widened to three lanes to support traffic due to the local community. It should not be widened at all for the purpose of supporting "through" traffic for the convenience of people outside of the Eagle community.

Support for "through" traffic created by the development of new communities around Eagle should be borne by the state highway system. Expecting to widen Beacon Light to five lanes appears to be at best a limited solution to a long term problem that can ultimately only be adequately addressed by a broader view of transportation planning.

Support by the Eagle community for regional development must not come at the expense of Eagle’s quality of life and rural lifestyle.

Thank you.

Thomas Brengle
2475 N Sun Valley Place
(in Calloway Ranch, near the intersection of Linder and Beacon Light)
Dear Ada County Commissioners, (please forward to all)

In the matter of the proposed widening of Beacon Light Road in the future, we are greatly opposed to this proposal and these are the reasons why. We have lived in the same home on 5 acres just north of Beacon Light/Eagle Rd for 34+ years and the reason we bought this property so long ago is to live a rural life in the country raising our family and animals. We would like to see that continue for many many years into the future.

A 5-lane highway would abolish homes that have been there for years and ruin families lives. We can think of many homes that would have the highway right up to their front doorstep. That is harsh and needs to be reconsidered. It would totally change the rural feel of north Eagle, thus destroying the reason why so many families have chosen to live at the north end of Eagle.

Our community, ACHD Stakeholders Committee, and the Eagle City Council support NO MORE than three lanes in future for Beacon Light Rd. We would not oppose 3 lanes......but 5 is ridiculous for a rural area to remain "rural".
The state highway system must be adequate to handle traffic generated outside of Eagle and from the foothills. Eagle residents should not have to solve the inadequacies of state Hwys 55, 16, 44, 20/26.

We hope you will take into consideration the above reasoning. Thank you for your service in our behalf.

Sincerely,

Dan and Laura Bradshaw
3285 Shadow Hills Dr
Eagle, ID 83616
208-283-4440
Dear ACHD Commissioners;

Please oppose the proposal to expand Beacon Light Road, north of Eagle, into a five lane expressway. This is an established neighborhood. To create a five lane expressway now would gut the neighborhood, destroy the quality of life now enjoyed and severely reduce property values. The proposed road in the foothills linking Highway 16 and Highway 55 would be better suited for five lanes as the road has not been completed thus very little development has occurred. Thank you for your consideration.

Stan Boyd
2929 W. Beacon Light Road
Eagle, ID 83616
208-939-8977
Thank you for your e-mail to ACHD regarding Beacon Light Road. All comments will be shared with the ACHD Commissioners who will be holding a hearing on the Northwest Foothills Transportation Study Update and Beacon Light on January 22, 2014 at 6 p.m. This will be an opportunity for public comment.

Please note that there will also be a joint meeting between ACHD, the City of Eagle and Ada County December 12 at 10:30 a.m. at ACHD. While this is not an opportunity for public comment, the public is welcome to attend and observe.

Sincerely,

Ryan Head, AICP
Supervisor, Planning and Programming
Ada County Highway District
3775 Adams Street
Garden City, ID 83714
(208) 387-6234

To whom it may concern,

We like rural north Eagle – Please keep it that way. Building a five lane road through north Eagle ruins our community, destroys property values and the quality of life for the whole city!

Thank you for your consideration,

Ron & Michelle Despain
4027 Sandbar Ln.
Eagle ID. 83616
208-371-3872
Mr. Wong, please forward to commissioners Mitchell and Jim, as I could not locate their email addresses. With regret, I will not be able to attend the meeting today. I appreciate the opportunity that has been afforded us to address the Beacon Light Road concerns.

I agree with the letter provided by planner Nichoel Baird that Eagle should not bear the burden of regional traffic by preserving Beacon Light Road for five lanes. In addition, I would like to go on the record that turning Linder into a five lane road, much like Eagle road from Highway 44 north to Beacon Light Road will have similar results. I fear that ship has already sailed. The people that have built houses, particularly on the east side of Linder, north of 44, will be greatly impacted by the noise generated from five lanes of traffic on Linder. For that reason, I do not support preserving five lanes from highway 16 to Linder on Beacon Light Road.

Hopefully, the State will come up with a better plan for regional transportation in the entire Valley.

Respectfully,

--

Mary Defayette
Eagle City Council President
PO Box 2284
Eagle, ID 83616
208 440 1252

marydefayette4eagle@gmail.com

If you would like to contact me about Eagle Informer business please direct messages to press@mytowninformer.com
<B68.gif> **Friends of Beacon Light Road:** Good news!

- City Council on Nov.26 last night voted 3-1 (Pierce dissenting) in favor of a Motion to Recommend keeping Beacon Light Road a rural road of no more than 3 traffic lanes in future.
- An official City Letter of the Recommendation will be sent to the ACHD Staff.
- The Motion included a suggestion to ACHD to consider returning the 5-lane right of way to property owners along the Road.
- Councilman Butler’s second Motion at the meeting also passed. It was to direct Eagle P&Z Staff to rethink the current higher density zoning in northern Eagle, particularly along the BLRd corridor. There is a good chance in 2014 the Comprehensive Plan zoning for that area will be addressed.

Many thanks to all of you who sent Emails to Council on short notice; they made an impact!

-------------------------------------------------------------------------- <B06.gif> SAVE THE DATE  --------------------------------------------------------------------------

- Thurs December 5th, 7:00--9:00 pm at Eagle Life Church on corner of Floating Feather Road & Park Lane.
  A Friends of Beacon Light Road Informational Gathering is sponsored by the Friends Planning Committee:

  - A knowledgeable briefing on why a rural BLR is threatened in future.
  - Learn the official meeting schedule through January, at which time ACHD will make a decision.
  - Discuss plans of action for December/January.
  - Questions & Answers

....from the <image001.jpg> Friends Planning Committee

--------------------------------------------------------------------------

Like us and Share on FACE BOOK: Friends of Beacon Light Road
We will post updates!
FYI

BRUCE S. WONG, Director
Ada County Highway District
208-387-6110

"We drive quality transportation for all Ada County -- Anytime...Anywhere!"

From: Terri Broome [mailto:tbroome@adaweb.net] On Behalf Of BOCC
Sent: Thursday, November 21, 2013 8:20 AM
To: David Case; Rick Yzaguirre; Jim Tibbs; Larry Maneely; Bruce Wong; Megan Leatherman
Subject: FW: Beacon Light Road

From: Larry Fischer [mailto:lostfish1@hotmail.com]
Sent: Wednesday, November 20, 2013 10:50 PM
To: John Franden@cableone.net; BOCC; jreynolds@cityofeagle.org; marydefayettedeagle@gmail.com; mbutler@cityofeagle.org; jpierce@cityofeagle.org; jjg; akridgeway@yahoo.com; jeff-kunz@clearwire.net; jim.carpenter@itd.idaho.gov; terimurrison@gmail.com; lynn gayle mckee
Subject: Beacon Light Road

As a resident of Eagle and a property owner at 1275 W Beacon Light Road since 1985 I am greatly saddened and upset at even the prospect of the proposed widening of this rural country road. Three lanes at this time is unnecessary, the road is sufficient to carry the local traffic, it has for many years. Eagle High School itself generates peaks mornings for less than 40 minutes, I seldom have to wait for more than a few cars to pass when leaving in the morning,cars from Gem County use the road as an obvious connection between State Highways 16 and 55, this specific traffic has been greatly reduced with the addition of several stop signs and Ada Co Sheriff patrols. The primary issues herein are, realistic road use projections, the using of Beacon Light Road as the major E/W connector between the two State Highways, the overlooking the already planned Idaho Transportation Dept. projects that will considerably lessen need for such a destruction of this rural corridor, and the responsibility of developers to provide for their generated traffic load. At Stake Holder Meeting #2 the Stake Holders agreed to constrain (limit) the expansion of BLR to 3 lanes, what does this mean ? Are we who live in this area and particularly on BLR to understand that this is a binding determination ? At this meeting it was stated several times that this planning was projected for perhaps 2035 ? by a private company using a generic computer generated model that perhaps may not be applicable here ? I sincerely question this "science". Have there been any study on the impact of this proposed widening on the residents in this area ? have there been other comparable professional "2d opinion" studies done and suggestions made ? I surely understand the economics of this, Ada Co has 67% of the right of way purchased, The BLR alternative is the cheapest at this point. At this Stake Holders meeting they were "allowed" to vote or choose 1 of the 4 options, told specifically that there was to be no combinations suggested ....... what's up with that ? seems that the combining of
parts of even only those proposals put forth from these planners might have the likelihood of a better solution? Perhaps there are other reasons behind the curtailing of other options by combinations ?? I would like see full disclosure on the agreements made with M3 from their first application, by what City entity these agreements were made, how the M3 project impacts local residents ... were there public meetings on this subject? if so as a long time resident I was not contacted! As was noted at the Stake Holders Meeting by a BLR resident connected professionally with M3 ..... this plan ... to widen BLR to 5 lanes, when there are other simpler, less damaging and more well thought out options ... in overall results, and preserve a way of life that has important benefits to our Eagle community. What if this E/W corridor was planned in the M3 project? why should M3 residents be brought down through an existing community when it is a simpler, easier and more direct route to stay North of Homer Road? Certainly any decision made now that provides through preservation along BLD that is permanent, cannot be altered by ITD projects already planned and started, projects that have likelihood of funding and construction in a time frame that will be all or in a large part solution to the present and projected traffic in this area. I believe that our present Eagle City Council should have the overall best interest of Eagle through preserving BLR in as close to it's present status as they can. Saying "widening only occurs when need is demonstrated by actual cars on the road AND project prioritizes higher than OTHER regional projects " the last part of this statement surely leaves the door open to 5 lanes under "preservation" and by planners who have NO connection to this area !!! Another obvious fact ..... traffic will follow the path that is easiest, make it BLR and it will become 5 lane Eagle Road. Thank you for your time, sincerely, George Fischer, 1275 W Beacon Light Road, Eagle.
Mayor Reynolds and City Council Members,

I live down the street from Guy and Linda Pence. I grew up in the Eagle area, originally in Sage Acres and then off Ballantyne north of Beacon Light. As an adult, I moved back to invest in a home of my own in the place that feels most like home to me...where I can enjoy the rural atmosphere and lifestyle.

I'll keep this simple: I agree with everything that Guy and Linda said below.

I attended the June ACHD meeting, I have a complete copy of the proposal and proceedings released at that meeting and since then, and I have been following the issue quite closely.

I believe that the Gem County solution is to provide good access to Highways 44 and 20 via Highway 16. Eagle already has more highways running through it than any other town its size. Turning Beacon Light into a 5-lane expressway will turn Eagle into one big highway intersection, with a few homes wedged between sound walls.

I believe that saying that "preserving five lanes so that our grandchildren can decide what to do with it" is deliberate double-speak. If we set aside five lanes for development of a road, then we will get a road. We should be protecting private land, and we should be protecting the rural nature of Eagle for our grandchildren. If you make it easy to build, then they will build it. It's easier to turn private land into public. It's impossible to reverse the process. If we want to preserve Eagle for our grandchildren to decide, then we defend what makes Eagle great today, and we limit Beacon Light to 3 lanes with bike access.

I can't find any clear record of what the current City Council thinks. I appreciate that the City Council is spending the time to discuss the matter and to put forward a formal statement.

In closing, I would like to thank Councilman Grasser for speaking at the June ACHD meeting, and for being a visible presence on Eagle's behalf.

Regards,
Jennifer Fell
2620 N Hollybrook Pl
Eagle, ID 83616

On 11/25/2013 2:00 PM, lgpence@q.com wrote:

It is our understanding you will be "clarifying" the Council's position on proposed expansions of Beacon Light Road at Tuesdays evenings meeting. This is GOOD, because we have not been able to clearly understand your position. My wife and I plan to be at the meeting, but since no public input is apparently going to happen, please allow us to clearly state our opinions with this e-mail. We live at the intersection of Beacon Light and Hollybrook, owning 5 acres there, and paying taxes on such acreage. We moved here 15 years ago and did so to enjoy the rural
atmosphere and life style. Much to our dismay we have watched the increase in traffic on Beacon Light road due to no good North-South transportation route. Highway 16 carries a high volume of traffic and recently many commuters have elected to turn off of 16 and travel East on Beacon Light Road in an effort to avoid traffic congestion on 16 and and 44 as they make the daily drive to their employment in and around Meridian and Boise. The recent improvements on 16 and 44 have resulted in a less congested route and the traffic on Beacon Light has diminished to some extent. This will continue as 16 is improved across the Boise River and further South. This proves that there is no East-West traffic problem. The problem is a North-South issue, and widening Beacon Light, an East-West road, will not solve the North-South problem. It is a North-South traffic problem and needs to be solved with improving North-South transportation. We are opposed to ANY widening of Beacon Light Road. Trying to solve a North-South problem by spending tax dollars on an East-West road is plainly stupid.

Over a year ago we attended an ACHD open house on this topic and while explaining our position to an ACHD employee and suggesting that they spend their money associated with widening Beacon Light Road on Highway 16 to solve the North-South problem, the employee explained to us that this was not possible and that they would loose the money associated with the Beacon Light Road if they didn't spend it on Beacon Light Road. This too is stupidity at its worst. It is similar to cutting your finger off because of a hang nail. Treat the hang nail, in this case the North-South transportation problem with current and future work on highway 16, and save the finger, in this case Beacon Light Road in its current state. If money must be spent on Beacon Light Road, we suggest creating bike routes on both sides of the road.

This will greatly improve a current hazardous situation with the large number of bikes on Beacon Light, keep the rural atmosphere, and help Eagle and this portion of Ada County economically by becoming an even better rural biking area than it is currently. Bike riders spend money in Eagle.

We think we understand that there has been direction to ACHD to complete a study to show how widening Beacon Light will retain rural atmosphere. If so, this is a study directed completely out of context. It is like studying how armed conflict (war) enhances the economy. One can certainly prove it, but only by ignoring the costs that armed conflict (war) has on civilization. If a study is to be done, study the correct thing, which would be how widening Beacon Light Road will destroy, the rural atmosphere and property values. Only then will the true story be displayed.

Thank you for your attention.

Guy and Linda Pence
2742 Holly Brook Place.
Hello Mr Franden

It appears the statement of support from Eagle regarding the Beacon Light Road expansion, as circulated by Mayor Reynolds, may be a little premature. I’m not certain of the basis for such a statement given the overwhelming response to reject this proposal by all residents in the area, and the questionable logic supporting the need for such a radical transgression on the lives of those in the area of impact.

I would hope that this statement would be completely ignored today, and that some sanity would prevail within the council tonight leading to an outright rejection of this proposal.

Stephen Edwards
Eagle Resident, tax payer and voter
Subject: FW: Beacon Light Proposal

From: Steve Edwards [mailto:Steve@smokeguard.com]
Sent: Wednesday, November 13, 2013 3:05 PM
To: BOCC
Subject: Beacon Light Proposal

To the Ada County Commissioners, Mr. Case, Mr. Tibbs, Mr. Yzaguirre

I would like to express strong opposition to the proposal to widen Beacon Light to 5 lanes. It seems unnecessary, to have a second 5-lane E-W highway a mere 2 miles north of SH 44. I've been in N. Eagle near Beacon Light for 15 years, and have seen growth managed with some concern for its residents. This particular proposal is out of line, and needs to be rejected.

I have heard this positioned as an option for the future, however once the vote is taken and the precedent set, it is a matter of allocating funds, and scheduling for implementation. My previous residence was in East Meridian, where many fruitless hours were spend in P&Z meetings trying to have a small say in their development plans. While the process in Eagle seems to be more balanced, it is difficult to understand exactly why this proposal is being considered.

A few thoughts if I may:
1- North Eagle is a rural area where I am quite certain most residents would prefer to avoid major pass-thru traffic. Given that desire, the best way to manage traffic patterns is not to enhance these undesirable options.

2- It is unconscionable to plan for M3 traffic to be channeled thru this area. This needs to be forced to SH16 and 55. ITD should take the lead I making sure this is done correctly. Reported lack of funding is no excuse for bad planning.

3- Why are my county taxes being appropriated for this project? Is Beacon Light to be designated a state highway similar to SH44? If not, why is this level of investment being considered by the county on its own?

4- I suspect with the completion of the SH16 Bridge to Chinden, some of the current central valley traffic will push southward rather than to peripheral roads paralleling 44. I do not believe that general growth models can be extrapolated to traffic patterns. Traffic projections for BL Road are wrong. This does not mean that following these incorrect assumptions cannot significantly affect future patterns. It is more a matter of choosing what the right path is for those who live, vote and pay taxes in this area.

I appreciate your consideration of these ideas, and would be very happy to talk with you individually if this would help you to come to the right choice on this issue. You have the ability to affect the lives many people in this area, for better or for worse. Please make it for the better by rejecting this proposal.

Best Regards,
Stephen Edwards
3405 W. Deerfield Dr.
Eagle ID, 83616
cel 208-631-0572
email saedwards55@gmail.com

Steve Edwards
Procurement Engineer
Dear Ada County Highway District Commissioners

In the matter of the proposed widening of Beacon Light Road in the future, please **DO NOT PLAN FOR MORE THAN 3 LANES.**

- This is a residential area, and should retain that feel
- Quality of life and property values will be adversely affected
- Residential roadways should not be used to handle *outside traffic* from proposed developments
- HI 16 extension should reduce the thru traffic from Star and Middleton such that this additional route should not be necessary.
- M3 should be required to route traffic to 16 or 55, not thru existing residential areas.

Thank you for your consideration again.

Regards

Stephen and Susan Edwards
3405 W. Deerfield Dr.
Eagle ID, 83616
Ada County Highway District

Re: Proposed Widening of Beacon Light Road

Dear Ada County Highway Commissioners:

We moved to Eagle because we love the rural feel of this area and wanted some open space and privacy away from the congestion of city life. We have lived here for almost eleven years and have immensely enjoyed the quiet and serenity of this area.

The proposed widening of Beacon Light Road to five lanes (and Linder Rd., for that matter) will ruin one of the last rural areas of Eagle, diminish our property values, and destroy the quality of life in this area. Further, it is completely unnecessary because we have Hwy. 16, 44, and 55 already in place to route traffic past Eagle.

The Eagle community, ACHD Stakeholders Committee, and the Eagle City Council all support no more than three lanes in the future for Beacon Light Road. If roads need to be widened to accommodate the additional anticipated traffic from the foothills and outside of Eagle, then the existing highways should be modified and traffic should be kept out of the Eagle area. Please do not make Eagle residents pay to solve the inadequacies of state Hwys 55, 16, 44, and 20/26 for increased traffic use! It just doesn’t make sense.

Thank you for your consideration of this matter.

Sincerely,

Kim Giannecchini
Patrick Coleman

2491 Homer Road
Eagle, ID 83616
208.484.3098
Dear Representatives of the Beacon Light Road (BLR) Planning Group:

This email is to inform you of my position and desires regarding BLR plans for you to consider for your November 14, 2013 meeting.

My family (wife and five kids) have lived just north of BLR in the Buckhorn Estates West subdivision since 2003. We were attracted to the area in large part due to the drive along BLR and absolutely wanted to live there because of that rural beauty. Despite the 15 mile commute, I drive downtown every day for my job because of the value our family places on living where “development and progress” haven’t yet ruined the character of Boise’s rural beauty.

There are so many reasons to preserve that character and beauty that totally are inconsistent with widening BLR. Not everything is or should be about moving cars and people the most efficiently way possible. It only should be one of many considerations.

BLR is such a beautiful drive, I would compare it to Highway 12 through the wine country in Santa Rosa, CA that is designated and preserved as a Scenic Byway. It handles probably 20 times the traffic as does BLR and it remains a 2-lane road with very few stop lights over a 10+mile distance. Because there are few stop signs, stop lights and large intersections, the traffic is constant but moves quite well given the major amount of traffic there every day. I know, because I travel it many times a year and because my wife and her family are from Santa Rosa (and they still live there).

There are many other considerations as well:

Eagle remains a rural community and should be preserved to attract people and lifestyles compatible with what already is there and has been there for a very long time.
Cyclists, equestrians, runners and various other residents and visitors use BLR for riding and exercising because it is so beautiful a view. Obviously it is not the safest place for those activities, but people use it constantly because of its beauty and character.

Tractors and farm equipment still travel BLR routinely to service the rural crops. Having a larger road with more traffic would only make that endeavor more dangerous.

There are very good State Highways that are much better positioned to handle increased traffic all around BLR. Highway 16, 55 and 44, in particular. Rather than funnel more traffic through a residential area such as BLR, why not use the existing, larger roads that are built to handle just that? The State is trying to get the County to solve it’s problem of moving people from Star and Emmet through Eagle to get them downtown. This seems very inappropriate to me. Moreover, it is illogical given the surrounding highways that could do that much more sensibly.

Please have some vision to preserve that which is one of the most attractive amenities in the Boise/Eagle and surrounding area. That would be good planning and visionary progress (progress isn’t all about building more and bigger roads to serve more development). People need a reason to live here and to enjoy the area. It would be a shame for Eagle to become more like Meridian.

Please do not expand BLR beyond its current 2-lane configuration. At most, a center turn lane should be considered for the reasons above.

Thank you.

Dan Glivar and Family

Daniel J. Glivar, Esq.
Holland & Hart LLP
101 S. Capitol Blvd., Suite 1400
Boise, Idaho 83702-7714
Telephone (Direct): (208) 383-3958
Facsimile (Main): (208) 343-8869
Facsimile (Desktop): (866) 607-8681
Email: dglivar@hollandhart.com

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**ELECTRONIC TRANSACTION NOTICE:** This communication does not reflect an intention by the sender or the sender’s client to provide a signature, conduct a transaction, or make any agreement by electronic means. Nothing contained herein shall constitute an electronic signature, transaction or contract under any law, rule or regulation.
I concur completely.

Jim Reynolds

Sent from my iPad

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On Nov 14, 2013, at 8:53 AM, "John - Eagle" <jig_eagle@yahoo.com> wrote:

    Hi Jennifer,

    I cannot represent the views of the other Eagle elected officials, however just to be very clear, I do not support plans for widening Beacon Light Road any more than 3-lanes… I have been very vocal about that point of view. I also testified against the effort at the ACHD meeting several months back (7/24). I will continue to seek and influence alternatives and do my best to prevent any future plans to reserve 5-lane capacity along Beacon Light Road… as I believe it would cut the heart out of our Eagle rural feel and charm.

    I certainly hope that the entire community will attend the meetings and voice constructive ideas for alternatives. One of the stakeholder meetings is today (11/14) 12:30-2:30 at Eagle City Hall.

    For important issues like this, doing Something is usually simple and easy. However, doing the Right thing is often difficult requiring time, energy, creative-thinking and persistence. In behalf of preserving our Eagle community atmosphere, it’s my belief that we need to do the Right thing.

    Kind regards,

    John

From: Jennifer Fell [mailto:jennifer.fell@silverpath.org]  
Sent: Thursday, November 14, 2013 7:41 AM  
To: CityC: JOHN GRASSER; cty: Kathy Pennisi; cty: John Franden; cty: Teri Murrison; cty: Cheryl
Dear Mayor Reynolds and Eagle City Councilmen,

I am extremely disappointed to hear that the City is in support of widening Beacon Light Rd to 5 lanes. I grew up in Eagle, long before many of you lived here. I recently moved back, because I was drawn by the rural character of the area along Beacon Light Rd. I was drawn by the mix of housing styles, the mix of property sizes, the old homes, the farms, the horses, and the fact that most of the area was already built out to 5 acre properties. I took a risk on Eagle, over Star or Middleton which could still choose to subdivide their rural areas into cookie-cutter subdivisions. I chose Eagle because I thought that Eagle still cared about its small-town and rural character. Obviously, I was wrong. You don't seem to understand that it's the rural character and small town charm that bring people and money into Eagle.

I am strongly opposed to widening Beacon Light past 3 lanes.

It can't be said enough. Widening Beacon Light past 3 lanes will DESTROY the rural feel, and therefore destroy the value of the Beacon Light area and all of North Eagle. Do you not understand why people move here? Even the people in the subdivisions live here because they want to live next to the small country roads, 5 acre properties with horses, and hay fields. They want their children to learn to ride horses, and they want to get eggs from their neighbors.

You don't need to study how a 5-lane road will look. We've already seen Eagle Rd through Eagle Island. It's not a "road." It's an expressway. Actually, let's start calling these things what they are. Eagle Rd is HIGHWAY 55.

Eagle did a smart thing bringing Highway 44 and Highway 55 around the core of the City. Why then destroy Beacon Light? Beacon Light is only 2 miles from Highway 44. Highways 44 and Highway 20 need to carry the East-West loads around our communities. AROUND our community.

I expect more from Eagle's official representatives. I expect you to not fall for theoretical numbers that are to the advantage of only two groups: developers and Gem County residents. Eagle is out of water, but you still buy the snake oil being sold about growth? I expect you to demand better numbers and to not give up the gold (the rural feel) until those numbers are proven. I would expect you to lead the charge in looking at ALTERNATIVES to Beacon Light.

Enormously disappointed but still holding out hope until there's a vote,
Jennifer Fell
2620 N Hollybrook Pl

On 10/29/2013 7:50 AM, Guy wrote:

My wife and I live along Beacon Light Road at the intersection of Hollybrook. We offer this comment to you regarding the notes of the Oct 24 meeting of the stake holder committee.
Referencing one of the instructions given; "provide design options for a 5-Lane Beacon Light Road to illustrate how the facility could retain its rural state". We prefer and suggest a better option which would be more realistic and beneficial to the decision making process. That option would be: "PROVIDE DESIGN OPTIONS FOR A 5-LANE BEACON LIGHT ROAD TO ILLUSTRATE HOW THE FACILITY WILL NOT RETAIN ITS RURAL STATE, AND WILL IMPACT THE CURRENT RURAL SETTING AND LIFE STYLES OF THE ENTIRE AREA".

It seems ridiculous to us to focus a study on how a 5-Lane road will retain any rural state, when the real question at hand is how a 5-lane road will destroy the current rural state. This is similar to doing a study to show how an armed conflict (war) is good for the economy!!! It can certainly be proved, but only by ignoring the human suffering caused by the war. We ARE NOT interested in any study designed to placate those of opposed to this 5-lane road. We are far more interested in a true analysis of its impacts. As they say, you can put lipstick and a wig on a pig, but you will just end up with a pig, and that is what this project amounts to. Let's get realistic and study the right thing so we all will know and see the true impacts.

Sent from my iPhone

On Oct 28, 2013, at 8:10 PM, Pat Minkiewicz <pat.minkeagle@gmail.com> wrote:

Dear Eagle City Councilman & Stakeholder John Grasser who testified at the July 24 ACHD Public Hearing in Garden City,

FYI, below is official foothills NACFA Stakeholder Steve Purvis's helpful reply to my recent inquiry to you both (scroll down), as well as an important Addendum that needs addressing. Hopefully, these messages are of value when considering a decision with ACHD on the future status of Beacon Light Road in the northern "rural, country atmosphere" of Eagle. Instead of contacting ACHD Staff directly with inquiries, the Staff has encouraged interested persons to contact official Stateholders; hence, my inquiries to you and Steve.

Best Regards,

Pat Minkiewicz
Buckhorn Estates West, Eagle AOI
HOA Liaison to City of Eagle
STEVE WROTE,  [brackets are Pat's]
"Hi Pat

I was out of town last week and Kathy [Pennisi] went to the meeting [Oct.24] in my place [as a Stakeholder]. I will follow up with her, as we planned earlier, to get feedback on the meeting. I looked at the slides and they are about what I suspected they would be. The decision time will be at the next meeting [Nov.14 ?]. I thought it was interesting that they [ACHD Staff] did not mention hwy16 or Linder Road in the presentation. Nor did they discuss the potential reduction in cross through traffic [along BLRoad] with the improvements to hwy 44 and Hwy16 [state roads which the state plans to improve at some point in time when $$ is available].

They are still using the roof top projections for M3, Avimor, and Dry Creek without an asterisk for how forecast dependent they are (no roof tops at M3 and Dry Creek and probably less than 100 at Avimor).

More later."

------------------------------------------------------
Pat's addendum: An appropriate AOI Stakeholder has been omitted on the BLRoad Stakeholder Committee. Why?

It is unclear to many in Eagle's AOI why the ACHD Staff decided to exclude a Stakeholder from the AOI-Beacon Light Road area residents, a Stakeholder in addition to ACHD Commissioner John Franden who happens to live on BLRoad. I believe John would agree. Is the ACHD Staff unaware the AOI does not include the foothills at this point in time? [NACFA Stakeholder Steve Purvis would agree.] Did Eagle P&Z Dept. exert any influence on the ACHD decision to exclude an appropriate Stakeholder from the BLRoad AOI area? I recall that City Planner Nichoel Baird in that Dept. was assigned to assist with the formation of the 2007 M3Co Development Agreement with Eagle City. At that time, she was not in favor of protecting the AOI area from M3Co's Spring Valley cross-through traffic on BLRoad. Instead, she recommended allowing such traffic from hwy 16 to flow onto BLRoad at least as far east as to a
signaled Linder Road, and then onto a proposed 5-lane signaled Linder Road heading south to hwy.44. With that information in mind, I have Cc the Eagle Mayor in this Email.

Bottom Line: Many property owners in the Eagle AOI close or adjacent to BLRoad recommend that a BLRoad Stakeholder independent of ACHD connections be invited to represent our area at the official Stakeholders Committee Meetings with ACHD. BLRoad property owner Teri Murrison comes to mind, and I have Cc her in this Email. I believe she knows John Franden and perhaps they will address the questionable lack of appropriate AOI representation on the Committee. I have the names of other AOI residents who also are willing to serve, if needed.

-end of Addendum-

From: pat.minkeagle@gmail.com
Date: Sat, 26 Oct 2013 20:26:29 -0600
Subject: NW FoothillsTrans Study -Oct.24 Update
To: JJG_EAGLE@yahoo.com; spurvis66@msn.com
CC: kpennisi@cableone.net; DGlivar@hollandhart.com; smmusic@cableone.net; terimurrison@gmail.com

Dear Eagle City Councilman John and NACFA Chairman Steve,

The ACHD Report below neither indicates why Beacon Light Road still might become 5 lanes in future, nor why a major east-west road in the Area of Impact still is on the agenda. To my knowledge, the foothills are not yet in the Eagle AOI, so the only east-west new widened road would be Homer Road? Or something north of Homer Road?

On October 24, was there any serious discussion on improving state hwy.16 on the west? Or, did ITD say that no money will exist in future to widen that highway south of Spring Valley's west entrance? If so, then it is confusing why the pricey bridge was completed on hwy.16 south of hwy.44.

As I recall, the M3Co DA construction Phases depend on Hwy.16 improvements as a CONDITION (?) before Phases II and up can proceed. John, you serve on the C.I.D. for M3Co's Spring Valley development. Steve, you are versed on the 2007 Development Agreement as well. What is the current official status of that DA and were the DA Conditions discussed on October 24? I and others in the AOI agree with NACFA and Eagle City's stance that future heavy traffic from
Spring Valley in the Eagle foothills should not be dumped onto a County road in north Eagle.

I and others who live in subdivisions and properties along BLRoad look forward to your feedback. Hopefully, some of us in the AOI can attend and participate in future ACHD Stakeholders meetings.

Thank you very much. Your time is appreciated.

Pat Minkiewicz, Eagle AOI
Buckhorn Estates West on BLRoad

The following is a message from a subscription you have made to an ACHD Project

Project: Northwest Foothills Transportation Study - ACHD Update

The Beacon Light Stakeholder Committee met for the first time yesterday, October 24, 2013. View the presentation and meeting results here:


End Message
Hello,

My name is Jaylene Groeniger. I just moved to a court off of Beacon Light from out of state. I purchased my home because it was rural and off of the beaten path. I moved from a very large impacted area in California and wanted to be on a few acres and not in a track home, which is why I moved here. Sadly, I was unaware of the cities desire to expand Beacon Light Road to 5 lanes prior to my purchase. There are three very good and simple reasons not to expand this road.

1) To keep Eagle development limited to slow growth with optimal planning. I do not believe that the Eagle Community would like to see their town become an overdeveloped, poorly planned, stack and pack community. In fact, I believe people move to Eagle for just the opposite of lifestyles.

2) Expanding Beacon Light to 5 lanes would change the entire city of Eagle in a very big way. I know this from experience in my own former community that was once a dairy farm community over taken by major thoroughfares, big buildings, stack and pack like homes and apartments, with construction happening on every patch of land without the thought of the future. It was all about the money not what the community wanted for its future. For those type of communities you have options here and can move to Meridian or Boise, or to California for that matter. You have options. There are not many small communities like this around any more.

3) Expanding Beacon Light is only the gateway to much bigger problems in the future. You must ask yourself where does this end? When Eagle is no longer a rural community, but a mini San Francisco or New York city? Where people that don't want to live in an overgrown, unplanned community need to move further out? What type of community does that bring? Look around the country into these types of communities and ask yourself, is this the type of place I want to live? Is this what I want to develop for my grandchildren and the generations that follow them here in Eagle? Believe me, if you lived in some of these communities you would know the answer....NO!

Please, please, do not allow the expansion of Beacon Light Road to 5 lanes for ANY reason. Allow there to be some part of this community to be preserved for people that don't want to live inner city.

Thank you for considering my plea!
Respectfully,

Jaylene Groeniger
2537 N Big Sky Place
-----Original Message-----
From: Mark Butler, Councilman [mailto:eaglecitybutler@gmail.com]
Sent: Monday, November 18, 2013 4:49 PM
To: Guy
Cc: Henry Ptasinski; <johnfranden@cableone.net>; Ryan Head; <mdefayette@cityofeagle.org>; 
<mbutler@cityofeagle.org>; <jpierce@cityofeagle.org>; <akridgeway@yahoo.com>; <jeffkunz@clearwire.net>; <bocc1@adaweb.net>; <jim.carpenter@itd.idsho.gov>; Jeff Lowe; Tellus; 
Jennifer Fell; <spurvis66@msn.com>; <terimurrison@gmail.com>; <pat.minkeagle@gmail.com>; 
<kpennisi@cableone.net>; <quiltwoman@cableone.net>; <DGlivar@hollandhart.com>
Subject: Re: Beacon Light Road/NW Foothills Transportation Study Stakeholders Committee

Hi Guy,

It was on official city letterhead with the council members names. It was not approved by the council and is and was not the position of the council. He has mayor letterhead paper he could have used but he didn’t. Contact eagle city hall for a copy. It is irritating to say the least. Mark

Sent from my iPhone

On Nov 18, 2013, at 4:35 PM, Guy <lgpence@q.com> wrote:

> I would like to know if this letter the mayor sent was on official Eagle stationary or if it was a personal letter representing only himself. If it was on official stationary and the council has not taken that position, then I believe a retraction on his part is needed. How can I get a copy of this letter??
> >
> > Sent from my iPhone
> >
> >> On Nov 14, 2013, at 12:04 PM, "Mark Butler, Councilman" <eaglecitybutler@gmail.com> wrote:
> >>
> >> Apparently eagle mayor Reynolds sent a letter saying eagle supports preservation of five lanes. 
> >> COUNCIL HAS NOT TAKEN THAT POSITION!!!
> >> >> I personally will never support more than three lanes for Beacon light Road.
> >> >>
> >> >> Mark Butler
> >> >>
> >> >> Sent from my iPhone
> >>
> >> > On Nov 14, 2013, at 9:55 AM, Henry Ptasinski <henry@logout.com> wrote:
> >> >
> >> >> I am strongly opposed to widening Beacon Light past 3 lanes. The 
> >> >> rural character of the area, which is one of the defining 
> >> >> characteristics of the Beacon Light area and the city of Eagle, 
> >> >> would be significantly impacted if Beacon Light road were to be 
> >> >> widened past 3 lanes. It would not only destroy the rural character, 
> >> >> but it would divide Eagle. The city of Eagle is already bisected 
> >> >> into two relatively isolated regions by SH-44, and adding another 
> >> >> large east-west roadway would further fragment the city of Eagle.
> >> >>
> >> >> Additionally, I would like to point out that page 15 of the 
> >> >> Commission Update Presentation of 11/13/13
> >> >> (http://www.achdidaho.org/Projects/Media/124/1979_Ppt111313RHeadComm)
is rather misleading.

Under "Limit Beacon Light Expansion to 3 lanes", it lists:

- 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)

The need to build out SH-44 or the Central Valley Expressway are presented as *results* of limiting Beacon Light to 3 lanes, and the $1B cost listed for the CVE is listed as if it were the result of not spending just $31M on widening Beacon Light.

The need for widening SH-44 to 6-lanes + median, and for full build out of the CVE, will not be alleviated by widening Beacon Light to 5 lanes, despite what is implied in the presentation.

Finally, the State Street Transit and Traffic Operational Plan (TTOP) calls for SH-44 between SH-16 and Eagle Road to be 6-lanes + median *when needed*. It seems clear that *before* widening Beacon Light road is when the build out of SH-44 is needed. At a minimum, before starting any expansion of Beacon Light Road, SH-44 should be built out to the full 6-lanes + median from SH-16 through to Glenwood Street.

ACHD should work closely with ITD to ensure that such a build out happens in a timely fashion.

Sincerely,

---

Henry Ptasinski
henry@logout.com
2620 N. Hollybrook Pl.
Eagle, ID 83616
Dear ADA County Highway District Commissioners,

I recently purchased the home at 457 Beacon Light Rd on 1 acre. My family and I loved this home because it was in a country setting not too far from town. Widening the road in front of our house will destroy this feeling of living in the country with horses being ridden down the road. This will also reduce our 1 acre drastically as the canal running behind the home is already taking up much of the acre. We feel the right thing to do is to direct traffic onto the main throughways like Hwy 44 and Hwy 20/26 and keep the rural feel.

I am fully against the widening of Beacon Light Rd.

Regards

Tracy Hermann

457 Beacon Light RD

Eagle, ID 83616

(541) 610-3445
Ryan,
I just purchased a house at 457 Beacon Light Road and was never informed of this project. Can you tell me if letters went out prior to the letter I receive a few weeks ago? If so how many and when?

Also I would like to state that I am fully against this project as the 1 acre piece of property I purchased is lengthwise along Beacon Light road and backed up against the canal on the other side so the small amount of front yard I have would be gone and I would have a lane of traffic literally less than 10’ off my front door porch making it very dangerous for my young son and my pets. I understand this may not happen for several years but this will obviously have major negative impact on the value of my home and make it next to impossible to sell as nobody wants 5 lanes of traffic feet from their front door.

Thank you for your time and I look forward to voicing my objections at all of the hearings I can attend.

Tracy Hermann
457 Beacon Light Rd
Eagle ID. 83616
(541) 674-9117
Eagle City Council and Mayor,

I want to say that it would be a mistake to expand Beacon Light Road from its current two lanes. This would just ensure that a major highway is out here, cutting through the heart of one of Eagle's signature areas. Protect this area as it is the reason that Eagle has a good name and is a place that people want to live. A large road does not only affect those who live next to it. It makes for noise pollution in the whole area. It also changes the character of the land from prime residential to cheaper housing. You can still plan on leap frog developments, but please don't route traffic caused by them through the existing neighborhoods.

Eagle is lucky. There are transportation alternatives, like using the state highway system to the east, west, and south. Please use these corridors for regional traffic and not make a new one at the location of Beacon Light Road.

Thank you.

Dana Hofstetter
1098 Los Luceros Dr.
Eagle, Id. 83709
Eagle City Council and Mayor,

I just want to say that it would be a mistake to widen Beacon Light Road to 5 lanes. This would just ensure that a major highway is out here, cutting through the heart of one of Eagle's signature areas. Protect this area as it is the reason that Eagle has a good name and is a place that people want to live. A large road does not only affect those who live next to it. It makes for noise pollution in the whole area. It also changes the character of the land from prime residential to lower class housing and light industrial. You can still plan on leap frog developments, but please don't route them through the existing neighborhoods.

Eagle is lucky. There are transportation alternatives, like using the state highway system to the east, west, and south. If ACHD feels an obligation to ITD, due to this unique existing state highway infrastructure, the budget that is apparently available for BLR should be given to the State to maintain capacity around, not through.

Thank you.

Vic Hofstetter - Resident 24 years here.
1098 Los Luceros Dr.
Eagle, Id. 83709
One of the things that makes Eagle a special community is its rural atmosphere. The proposal to widen Beacon Light Road to 5 lanes and encourage heavy traffic through the heart of this rural community puts the entire Eagle community north of State Street at risk. When ITD implemented the Eagle Bypass and Highway 55 projects about 20 years ago, the goal was to route regional traffic around Eagle to preserve the community. Now, ITD expects a county road like Beacon Light to bear future regional traffic burdens. This is not right. A new East West route to Highways 16 and 55 in the M3 vicinity needs to be preserved for future growth and to protect the existing Eagle community, including Beacon Light Road and North Eagle Road from bearing undue traffic. Traffic calming should be implemented on Beacon Light and North Eagle Roads to protect the Eagle community north of State Street and to encourage regional traffic to use the State highway system. Beacon Light and North Eagle Roads should be constrained to no more than 2-3 lanes. Good planning requires being proactive, rather than reactive. Let's protect our community!!! Let's have some leadership!!!

Thank you,
Dana Hofstetter
1098 Los Luceros Drive
Eagle, Idaho 83616
From: June Horsley [mailto:junehorsley@gmail.com]
Sent: Tuesday, December 10, 2013 10:18 AM
To: Jim Reynolds
Subject: 5-land road at Beacon Light

Attention: City Clerk - Please make copies and distribute to pertinent City officials

Dear Mayor Reynolds:

I wish to express my strong opposition to the proposed 5-land highway at Beacon Light.

Very truly yours,

June Horsley
280 W Beacon Light Road
Eagle, ID 83616
junehorsley@gmail.com
Dear Commissioners,

The process of meetings, public notification and allowance for public input is appreciated and opens the decision to thorough vetting. Thank you for such an opportunity.

To share my thoughts, I am in hopes that BLR can be determined as 3 lane permanent status, or possibly even remain as 2 lanes with bike lane added. The surrounding and northward area is rich indeed with multi-acre land plots which enhance the balance toward natural and wildlife environment and movement, especially since its an area adjacent to BLM/Foothills. Providing for increased auto travel on BLR and roads north would be such a detriment to that setting, a quality becoming less in abundance and therefore even more vital. It is now a frequently used area for cycling and foot traffic which would be great to retain for all users, many coming from nearby higher density developments.

I hope that 44 and 16 can be determined as the corridors to carry increased auto/shuttle/bus/public transport.

Thank you for consideration,

Barb Jekel
Dear Ada County Highway District Commissioners,

Thank you for this opportunity to comment on the BHR widening. I hope that it can be kept to 3 lane permanent restrictions. Its surrounding and northward setting is in rural setting and has majority of multiple acre homesteads. This gives a nature, more than human created, landscape to the area and extension of the BLM/Foothills natural properties and wildlife which is still frequent in the area.

With just outlying major corridors of 44 and 16 it seems a win to move the traffic along those routes and preserve BHR and routes north.

Thank you for consideration,

Barb Jehel
District Officer; please forward copies to commissioners.
Ryan Head

Subject: FW: Beacon Light proposal

From: Mark Johnson [mailto:cjohnsm5@hotmail.com]
Sent: Wednesday, December 11, 2013 9:30 AM
To: John Franden; Tellus; Sara Baker; Rebecca W. Arnold; Mitchell Jaurena
Cc: terimurrison@gmail.com
Subject: Beacon Light proposal

Dear Ada County District Commissioners,

My wife and I moved to Eagle in August of 2013. We moved to Eagle because we wanted the rural environment that north Eagle offers. The proposed expansion of Beacon Light Road to 5 lanes would drastically change that way of life.

We were told that the local community, ACHD Stakeholder Committee and the Eagle City Council supported the expansion of Beacon Light to no more than 3 lanes. Based on that commitment from all previously mentioned entities, we made the decision to move to Eagle.

State highways (HWYS 55, 16, 44. 20/26) should be improved to handle traffic that is generated outside of Eagle. Beacon Light Road should NOT be turned into a thoroughfare for traffic that is generated elsewhere. Linder Road should not be extended up into M3. Equest Lane should be extended/expanded to Hwy 16, and Aeire Way extended/expanded to Hwy 55. Shouldn’t the developer be responsible for building access to Highway 16 & 55?

Thank you for your consideration.

Mark Johnson (208-939-6352)
4690 N Burt Pl
Eagle, ID 83616
Nichoel Baird

From: janekkramer@q.com
Sent: Sunday, November 24, 2013 8:10 PM
To: Nichoel Baird
Subject: Fwd: Beacon Light Road

Nichoel:
I do believe Beacon Light Road should be expanded. While I respect the foothill and immediate area residents desire to keep it to just two lanes and 'rural,' I don't see how that will be feasible, especially once the M3 project is fully underway. I endorse expanding Beacon Light to three lanes, and if necessary in the future, to five lanes in order to support the inevitable increase in vehicle traffic.

Respectfully,
Jane Kramer
Once Upon a HOA
57 Ranch Drive, Eagle
208 371 9971
janekkramer@q.com
Dear Commissioner,

Thank you for allowing me to voice my opinion on a matter that I feel strongly about. I do not think that Beacon Light road should ever be considered for a 5 lane road. Please drop this from future plans. This is a rural area and we bought a house here for that reason, to keep the rural rustic road. There are other roads in plan that will handle an increase in traffic. We do not need to also expand a less traveled and alternate path down Beacon Light. I think there is much better use of tax payer dollars than an additional expansion of an intential rural road.

Again, please do not preserve a County right-of-way for 5 lanes on Beacon Light betwee Homer and Highway 55.

Please consider.

Thanks for your consideration

Allison Linton
Vizcaya Subdivision

Allison Linton Voice Studio
National Association of Teachers of Singing
Eagle, ID 83616
208-871-1386 c
208-939-2905 h
alintonstudio@yahoo.com
Dear Commissioner,

Thank you for allowing me to voice my opinion on a matter that I feel strongly about. I do not think that Beacon Light road should ever be considered for a 5 lane road. Please drop this from future plans. This is a rural area and we bought a house here for that reason, to keep the rural rustic road. There are other roads in plan that will handle an increase in traffic. We do not need to also expand a less traveled and alternate path down Beacon Light. I think there is much better use of tax payer dollars than an additional expansion of an intential rural road.

Again, please do not preserve a County right-of-way for 5 lanes on Beacon Light between Homer and Highway 55.

Please consider.

Thanks for your consideration

Bret Linton
Viczaya Subdivision
December 7, 2013

Dear Ada County Highway District Commissioners:

The ACHD has proposed to widen Beacon Light Road between Highway 55 and Highway 16. This seems a waste of the tax payer funds. State Street and Chinden are more logical, economic use of funds, especially given the improvements to Highway 16 with the new bridge across the Boise River. Currently State and Chinden are overloaded at peak traffic use times. They are the logical focus of multiple lane(s) projects.

Public transit and HOV lanes are a likely inevitable strategy for our transportation needs, given experience of other cities with the inability to accommodate expanding transportation needs.

We believe city, county and State elected officials plus IDT and ACHD must educate and lead the Legislature to address these transportation needs.

We will be attentive and supportive to your willingness to be proactive in addressing these concerns. We do not support disbursement of traffic through residential areas such as Beacon Light Road. It does appear M-3 is a vital element in developing roads on the M-3 site that gets traffic to Highways 16 and 55. Their promotion of the 700 million dollars plus infrastructure bond is evidence that they will generate funding for future needs. It should not be passed to the shoulders of the greater Eagle and State taxpayers. It is our and public official responsibility to keep developers addressing costs generating from their projects.

Thank you for your time and consideration.

Sincerely,

Richard and Dr. Dessa Lagerstrom
1262 W Beacon Light Road
Eagle, Idaho  83616
Dear Ada County Commissioners,

We are struggling with understanding where the “need” comes from that justifies destroying a beautiful country road, destroying local property values, and eroding a quality of life for your constituents.

Do the needs of big property developers, and possible future commuters supersede the heartfelt community values of the current residents and your constituents? We hope you will agree that they do not.

The state highway system has the implied obligation of handling traffic generated outside of Eagle and the foothills and the burden of that traffic should not fall on local residents, your constituents.

I hope you will agree with us that a scenic local, rural lane is much more important to our community’s future than the eyesore and noise of a five or even three lane highway.

Regards,

Steve & Jo McIntyre

2312 W. Brisbane Ct.

Eagle, Idaho 83616
Dear Ms. Baker,

My wife and I purchased and are building a home in the northern section of Eagle because it is a rural community. We are currently building a home on North Vizcaya Way which would connect directly to Beacon Light Road.

Your considering to widen Beacon Light Road to 5 Lanes is ill conceived and counter-productive to the current and future nature of our community. Building a 5 lane road through north Eagle ruins our community, destroys property values and the quality of life for the whole city. We urge you to keep this section of our community rural.

I believe that the state highway system must be adequate to handle traffic generated outside of Eagle and from the foothills. However the residents of northern Eagle should not have to solve the inadequacies of state Highways 55, 16, 44, and 20/26. There are other, more reasonable solutions to those highways problems which do not include shoving the widening of a rural road down the throat of our community.

The Eagle City Council supports NO MORE than 3 lanes in future for Beacon Light Road. Virtually our Entire community and the ACHD Stakeholders Committee support this position as well. We urge you to endorse and support this reasonable plan as well.

Firmly,

Mr. & Mrs Robert Mahy
2178 North Vizcaya Way
Eagle, ID 83616

619 540 3124
Dear Mr. Hansen,

My wife and I purchased and are building a home in the northern section of Eagle because it is a rural community. We are currently building a home on North Vizcaya Way which would connect directly to Beacon Light Road.

Your considering to widen Beacon Light Road to 5 Lanes is ill conceived and counter-productive to the current and future nature of our community. Building a 5 lane road through north Eagle ruins our community, destroys property values and the quality of life for the whole city. We urge you to keep this section of our community rural.

I believe that the state highway system must be adequate to handle traffic generated outside of Eagle and from the foothills. However the residents of northern Eagle should not have to solve the inadequacies of state Highways 55, 16, 44, and 20/26. There are other, more reasonable solutions to those highways problems which do not include shoving the widening of a rural road down the throat of our community.

The Eagle City Council supports NO MORE than 3 lanes in future for Beacon Light Road. Virtually our Entire community and the ACHD Stakeholders Committee support this position as well. We urge you to endorse and support this reasonable plan as well.

Firmly,

Mr. & Mrs Robert Mahy
2178 North Vizcaya Way
Eagle, ID  83616

619 540 3124
Dear Eagle City Council and Mayor,

I am writing regarding the proposal to widen Beacon Light Road to 5 lanes. My family recently moved to Eagle from Meridian to enjoy a slower pace of life and return to the rural lifestyle. I am extremely concerned and disappointed to hear that there is a proposal to widen BLR. The street our home sits on is just a mere few hundred feet away.

Widening this road will destroy our current quality of life and rural lifestyle. I'm concerned about safety for our children and pets. Motorists already travel too fast down this road. Widening it to five lanes will encourage traffic of much higher speeds, which will be deadly to our children who must use this road to enter and exit school buses.

It is fundamentally wrong to make BLR into a 5-lane major east/west corridor. I ask that the Council support better planning so that Eagle residents don't end up living like adjacent communities. Please revisit the comprehensive land use policies to ensure Eagle's rural quality of life and the community are protected into the future.

Thank you for your time and the important work you do.

Sincerely,

Heidi Mikel
2397 N. Hollybrook Pl.
Eagle, ID 83616
December 10, 2013

Honorable Sara Baker, President
Commissioners Franden, Hansen, Arnold, and Jaurena
Ada County Highway District Board
3775 Adams St.
Garden City, ID 83714
Submitted via email to: Sara Baker - shaker@achd.idaho.org

Re: Northwest Foothills Transportation Study (NWFTS), Acquisition of ROW on Beacon Light Road

Dear President Baker and Commissioners:

Thank you for delaying the adoption of the NWFTS to work through the controversy over the ROW acquisition on Beacon Light Road. The additional time has allowed the Stakeholders’ Committee and the City, County, ITD, and the community to fully understand and consider the impacts that will result from the Board’s decision in January.

The Friends of Beacon Light Road group has solicited considerable input from the community and our elected leaders over the last five months. We were surprised to learn that a large segment of the community was unaware that the acquisition of 5 lanes is still “on the table”, and that a considerable number of them can’t attend meetings held during the day to tell ACHD their opinions. So attached is a petition our group circulated to permit these people to express themselves.

The petition contains the signatures of 477 members of the community – all of whom are gravely concerned about what the preservation and construction of 5 lanes would mean to Eagle’s families, the community, property values, and the quality of life here. To a person, they want you to know and understand the following:

1. Eagle is a rural community. That’s why we moved here. Preserving and building 5 lanes on BLR will destroy the community, our property values, and quality of life.
2. Our community, the ACHD Stakeholders Committee, and the Eagle City Council support acquisition and building of no more than 3 lanes only when (and where) absolutely necessary.
3. The State Highway system must be adequate to handle the traffic generated outside of Eagle and in the foothills. Eagle residents must not be required to mitigate traffic capacity inadequacies of Hwys 55, 16, 20/26, and 44.
Honorable Sarah Baker, President
December 10, 2013
Page Two

Again, thank you for granting additional time to better coordinate this critical decision with the City, County, ITD, and for allowing us to reach out to and involve the community. We look forward to Thursday's Joint Meeting and to resolving this long-standing controversial issue.

Sincerely,

TERI A. MURRISON, Chair
Friends of Beacon Light Road, ACHD Stakeholder Committee Member

Encl. Petition re Northwest Foothills Transportation Study (NWFTS), Acquisition of ROW on Beacon Light Road

cc: ACHD Commissioners John S. Franden, Jim Hansen, Rebecca W. Arnold, Mitchell Juarena
ACHD Director Bruce Wong, Project Planner Ryan Head
Ada County Commissioners Dave Case, Jim Tibbs, Rick Yzaguirre
Ada County Commission Chief of Staff Larry Maneely
Eagle Mayor Jim Reynolds, City Councilmembers John Grasser, Mark Butler, Jason Pierce, and Mary Defayette
Eagle City Planner Nichoel Baird
Idaho Department of Transportation Chief Operations Officer Jim Carpenter
ACHD Stakeholder Committee Member and NACFA Steve Purvis
Friends of Beacon Light Road Committee Members: Pat Minkiewicz, Terry Hoebelheinrich, Cindy Andrews, Dana Hofstetter, Cheryl Bloom, Cheryl Christensen, Steve Mitchell, Lynn & Gayle McKee, Jaylene Groeniger, Kathy Pennisi
FRIENDS OF BEACON LIGHT ROAD PETITION

We the undersigned state the following:
We like rural Eagle - keep it that way. Building a 5 lane road through North Eagle ruins our community, destroys property values, quality of life. Our community, ACHD Stakeholders Committee, and the Eagle City Council support NO MORE than 3 lanes (eventually, not now). Finally, the state highway system must be adequate to handle traffic generated outside of Eagle.

Eagle residents shouldn't have to solve the inadequacies of Hwys 55, 16, 20/26, and 44

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<td>Kevin Justus</td>
<td>2798 N. Emily Meadows Pl</td>
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<td>Trina Toddie</td>
<td>(208) 342-3875</td>
<td>2203 E. Victoria Way 1085 W. Quarter Dr. Eagle, ID 83654</td>
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<tr>
<td>Alex McMatt</td>
<td>(208) 978-1830</td>
<td>1500 E. Dragonfly Creek, Eagle, ID 83616</td>
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<tr>
<td>Herb Becker</td>
<td>(208) 519-2973</td>
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Signature: [Signature]

Date: [Date]

Decker
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<td>5555 W. Homer Rd.</td>
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<td>John L. Barnicia</td>
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<td>Robert Dunlap</td>
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<td>Carrie Silver</td>
<td>3527 Homer Rd.</td>
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<td>Michelle Eckard</td>
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<td>Patricia Mannell</td>
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<td>Dana Blackwood</td>
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FRIENDS OF BEACON LIGHT ROAD PETITION

We the undersigned state the following:

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Eagle residents shouldn’t have to solve the inadequacies of Hwys 55, 16, 20/26, and 44

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<td>Bryan McCauley</td>
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<td>lvl McCauley</td>
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<td>Ellen Marler</td>
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<td>Jane Marler</td>
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<td>Steve &amp; Nancy</td>
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<td>Shawn O'Neill</td>
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<td>John Ross</td>
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24
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<td>Laurie Biddle</td>
<td>3201 N Hannen</td>
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<td>R. Bell</td>
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<td>Larry Fischer</td>
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<td>Larry McCubey</td>
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<td>Pat-Kathie Minkiewicz</td>
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<td>P. Minkiewicz</td>
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<td>Gary and Darlene DuBois</td>
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<td>Teresa Peery</td>
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<td>(208) 936-4199</td>
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<td>Nicky Gilmartin</td>
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<td>Joe Bridgewater</td>
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<td>Vanessa Leichman</td>
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<td>Lynette + Paul Biffencourt</td>
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<td>Darby Young</td>
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<td>Ed Romano</td>
<td>4464 W. Morgan Creek</td>
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<td>Maria Barnard</td>
<td>4221 Morgan Creek</td>
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<td>Heath Barnard</td>
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<td>John Davis</td>
<td>1154 Morgan Creek</td>
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<td>Tracey Gorman</td>
<td>4221 W. Eagle Creek</td>
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<td>Cody Gorman</td>
<td>2822 W. Morgan Creek</td>
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<td>Heather Scott</td>
<td>2645 N. Saddle Rd.</td>
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<td>Jen Herrington</td>
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<td>Lewis Booth</td>
<td>2343 N. Sun Valley</td>
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<td>Jason Perry</td>
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<td>Martha White</td>
<td>200 W. Pacific Rd.</td>
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<td>Karen Bostwick</td>
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<td>Jen Gorman</td>
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<td>Anita Brengle</td>
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<td>Michelle Tegs</td>
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<td>Whitney Perry</td>
<td>424 Pebble Beach Way</td>
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FRIENDS OF BEACON LIGHT ROAD PETITION

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Eagle residents shouldn't have to solve the inadequacies of Hwys 55, 16, 20/26, and 44

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<tr>
<td>Sherry Stafford</td>
<td>1881 W. Campolin Dr.</td>
<td>937-4837</td>
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<tr>
<td>Sandy Stone</td>
<td>1495 W. Washen Dr.</td>
<td>954-0976</td>
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<tr>
<td>Barndall Peterson</td>
<td>566 Hawthorn Dr</td>
<td>735-6266</td>
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<td>John Johnson</td>
<td>1046 Bannock St</td>
<td>208-234-6018</td>
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<tr>
<td>Michael Haasey</td>
<td>946 Steele View Dr</td>
<td>208-939-7408</td>
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<tr>
<td>Arlene Simpson</td>
<td>133 N. Yorkshire Dr</td>
<td>208-629-6002</td>
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<td>Bill King</td>
<td>1102 W. Arrington Dr</td>
<td>208-610-3700</td>
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<td>Charlene Aplin</td>
<td>2103 W. Champaign Ct</td>
<td>208-939-6376</td>
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<td>Delani Taylor</td>
<td>7039 E. Holgate Dr</td>
<td>208-290-2387</td>
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<td>Charlotte Howard</td>
<td>74 S. Equestrian Dr</td>
<td>208-794-2934</td>
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<td>Robert Goodwin</td>
<td>1748 Palmeto</td>
<td>704-934-6104</td>
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<td>John Viehner</td>
<td>4346 W. Cardon</td>
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<td>Hal Lipescu</td>
<td>2103 W. Champaign Ct</td>
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<td>John and Marv</td>
<td>2033 Holgate</td>
<td>208-414-0524</td>
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<td>Rachel Robidou</td>
<td>825 W. Lucas Way, Eagle</td>
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<td>Michelle Maupin</td>
<td>2747 W. Wind Dr</td>
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<td>John Bell</td>
<td>1571 N. Duneau Way</td>
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17
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<td>BAIN, Hopscotch</td>
<td>3439 Shadow Hills Dr</td>
<td>208-333-8839</td>
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<tr>
<td>KISLING, Local</td>
<td>3439 Shadow Hills Dr</td>
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<tr>
<td>JOHN K. SERRA</td>
<td>3905 Sanbar LNEagle</td>
<td>208 945-8147</td>
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<td>LORI BUCKHOUT</td>
<td>3285 Shadow Hills Dr</td>
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<td>DON BRADSHAW</td>
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<td>208-484-2434</td>
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<td>ROLAND SEELEY</td>
<td>3420 Shadow Hills Dr</td>
<td>208-838-1577</td>
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<td>JAMES DAVIS</td>
<td>3420 Shadow Hills Dr</td>
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<tr>
<td>MARSHA DAVIS</td>
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<td>TINA LINZER</td>
<td>3540 Shadow Hills Dr</td>
<td>208-938-8594</td>
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<td>NEIL DECKER</td>
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<td>SHARON DECKER</td>
<td>3635 N. Eagle Rd Eagle</td>
<td>939-6350</td>
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<td>ENOVOUS L. BENSON</td>
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<td>VIVIAN L. BENSON</td>
<td>3505 N. Eagle Rd Eagle</td>
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<td>Warren Johns</td>
<td>2663 E Deer Point</td>
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<td>Julie Hopkins</td>
<td>2663 E Deer Point</td>
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<td>Rebecca Haynes</td>
<td>2685 N Showcase</td>
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<td>Allen L. Haynes</td>
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<td>Nicole K Pollock</td>
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<td>Craig Frame</td>
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<td>Melissa Usko</td>
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<td>Trenton Shepperd</td>
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<td>Stephanie L. Wadsworth</td>
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<td>Ken Tucker</td>
<td>4604 Blue Tree Lane</td>
<td>939-1531</td>
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<td>Melody Witte</td>
<td>4870 N. Cuppens Road</td>
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<td>Cathleen</td>
<td>2332 W. Homer Ave.</td>
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<td>Karen Badly</td>
<td>2332 W. Homer Ave.</td>
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<td>Germaine Howson</td>
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<td>Walter Meyer</td>
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<td>Connie Baker</td>
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<td>Carolyn Neves</td>
<td>2183 W. Homer Rd.</td>
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<tr>
<td>Julian Wilhite</td>
<td>1325 W Beacon Light</td>
<td>810-2914</td>
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<td>Tom Ryan</td>
<td>1725 N Beacon Light</td>
<td>914-3285</td>
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<td>Tim Rump</td>
<td>1460 W Carlsbad</td>
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<td>Christine Cleverley</td>
<td>232 E Beacon Light Rd.</td>
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<td>Richard Lockhead</td>
<td>3353 Hull Dr, Etc.</td>
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<td>Terri Morrison</td>
<td>2380 W Beacon Light Rd.</td>
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<td>Jack Morrison</td>
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<tr>
<td>John Huber</td>
<td>2373 N. Ram Ave.</td>
<td>801-400-0214</td>
<td>John Huber</td>
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<tr>
<td>Sarah Huber</td>
<td>2373 N. Ram Ave.</td>
<td>(801)400-0942</td>
<td>Sarah A Huber</td>
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<td>Nola Seva</td>
<td>395 Saddle Ln.</td>
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<td>Rhonda Munk</td>
<td>764 N. Cobblestone Way</td>
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<td>Michelle Hall</td>
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<td>Thomas Hace</td>
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Follow Us On Face Book
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<td>Judy Wood Millen</td>
<td>1380 W. Meander Dr.</td>
<td>208.870.4565</td>
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<td>Robert L. Wood</td>
<td>1380 W. Meander Dr.</td>
<td>208.860.1951</td>
<td>John L. Wood</td>
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<tr>
<td>Kip C. Wood</td>
<td>1380 W. Meander Dr.</td>
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<tbody>
<tr>
<td>Tim R. DeHaas</td>
<td>3663 N. Green Valley, Eagle</td>
<td>208-939-9403</td>
<td>James</td>
</tr>
<tr>
<td>Shannon DeHaas</td>
<td>3663 N. Green Valley, Eagle</td>
<td>939-9403</td>
<td>Cheryl</td>
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<tr>
<td>Danielle DeHaas</td>
<td>3663 N. Green Valley, Eagle</td>
<td>939-9403</td>
<td>Danielle</td>
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[3]
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<td>VON L. HANSEN</td>
<td>3837 N. GREEN VALLEY WY</td>
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<tr>
<td>JULIA HANSEN</td>
<td>3837 N. GREEN VALLEY WY</td>
<td>208-376-8041</td>
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<tr>
<td>Von S. Hansen</td>
<td>3837 N. GREEN VALLEY WY</td>
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<tr>
<td>David Highetlew</td>
<td>4475 W. Avery Trail</td>
<td>(208) 841-8412</td>
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<td>X</td>
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<tr>
<td>Paul Highetlew</td>
<td>4475 W. Azure Trail</td>
<td>841-8412</td>
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Follow Us On Face Book
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_Eagle residents shouldn't have to solve the inadequacies of Hwys 55, 16, 20/26, and 44_

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<th>ADDRESS</th>
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<tbody>
<tr>
<td>Michel Schwartz</td>
<td>5550 W. Homer Rd, Eagle</td>
<td>208-938-4331</td>
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<tr>
<td>Laurel Schwartz</td>
<td>5550 W. Homer Rd, Eagle</td>
<td>208-938-4331</td>
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<tr>
<td>Arene S. Fug</td>
<td>901 W Neander St, Eagle</td>
<td>939-7047</td>
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<tr>
<td>Kenneth W. Fug</td>
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<th>NAME</th>
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<th>CITY OF EAGLE (CHECK)</th>
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<tr>
<td>Connie Carter</td>
<td>3305 N Galvin Dr</td>
<td>935-8595</td>
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<tr>
<td>Bonnie Knapp</td>
<td>3305 N. Ralston</td>
<td>809-2610</td>
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<tr>
<td>Jeffrey Knaus</td>
<td>2583 Deer Point</td>
<td>938-0709</td>
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<tr>
<td>Wan Kragg</td>
<td>2583 Deer Point</td>
<td>938-6709</td>
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<tr>
<td>Dee Gowans</td>
<td>3140 W. Buckhorn</td>
<td>891-7510</td>
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<tr>
<td>Ken Knaus</td>
<td>211 W. Buckhorn</td>
<td>941-1561</td>
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<tr>
<td>Roger Toma</td>
<td>4665 N. Linder Rd</td>
<td>870-4348</td>
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<tr>
<td>George Dube</td>
<td>4310 N. Linder Rd</td>
<td>870-7370</td>
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<tr>
<td>Kimberly Kent</td>
<td>4201 W. Bluebird</td>
<td>985-4174</td>
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<td>Greg Kent</td>
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<td>Ken Toma</td>
<td>4585 W. Bluebird</td>
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<td>Marnelle Toma</td>
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<tr>
<td>Dave Driscoll</td>
<td>4450 Park Ln.</td>
<td>623-1614</td>
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<tr>
<td>Martha Highman</td>
<td>4425 W. Frontage Rd</td>
<td>1609-1590</td>
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<tr>
<td>Robert Butler</td>
<td>5294 N. Hwy 17</td>
<td>800-3164</td>
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<tr>
<td>Randall Taylor</td>
<td>4143 W. Highland Ct</td>
<td>377-0577</td>
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<tr>
<td>Dolores F. Taylor</td>
<td>4143 W. Highland Ct</td>
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<tr>
<td>Cecilia Cadek</td>
<td>2350 W. Buckhorn Ct</td>
<td>588-5245</td>
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<tr>
<td>Michael Trudell</td>
<td>2612 Haven Dr</td>
<td>931-6606</td>
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<tr>
<td>Stephen Mitchell</td>
<td>2350 W. Buckhorn Ct</td>
<td>938-3316</td>
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<tr>
<td>Larry Hahn</td>
<td>3841 W Meander Way</td>
<td>629-1601</td>
<td>Signature</td>
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<td>Patricia Ryan</td>
<td>990 W. Meander Ct</td>
<td>939-2812</td>
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<tr>
<td>Dusty Langford</td>
<td>3852 N Green Valley</td>
<td>935-2060</td>
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<tr>
<td>MAURICE HORNocker</td>
<td>3652 N MEANDER WAY</td>
<td>208-720-2218</td>
<td>MAURICE HORNocker</td>
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<tr>
<td>ROG MORGAN</td>
<td>1148 W. Carey Ridge</td>
<td>208-841-6238</td>
<td></td>
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<tr>
<td>Steven Nayar</td>
<td>1148 W. Carey Ridge</td>
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Please bear with us as this is the second time we have sent this e-mail and the above addresses have been returned. So we shall try again. This is a request to carefully review the proposed widening of Beacon Light Road. We are a rural community and want to keep it this way. The most to be considered is 3 lanes. Traffic needs to be directed to State Highway 44. Beacon Light expansion to 5 lanes is not acceptable because of the impact to our quality of life and cost to the taxpayers of this county. The Federal government, State of Idaho, and Ada County do not have the money to fund this project and the taxpayers are already overtaxed. It is just folly to do this, let alone it is not with the will of the people and ACHD should not be able to decide this far reaching matter.

Lee Young
2850 W. Beacon Light Rd.

The city of Eagle and the surrounding area is quite a unique area. Putting in a 5 lane expansion on Beacon Light Road would undoubtedly ruin the quality of our lives. We moved from Boise many years ago to the Eagle area. We and our neighbors enjoy the rural setting. It should remain so. Our property values would most certainly go down. People who have little frontage on their property would have cars speeding by their homes much too close because most certainly the speed limit would be increased. Some people would lose their homes entirely as they are already built close to the road. The Eagle bypass is already in existence. State highway (44) should have this traffic directed onto it, and not through our neighborhood outside of our front doors.

Elaine Young
2850 W. Beacon Light Rd.
2850 W. Beacon Light Rd.
Eagle, Idaho 83616
December 8, 2013

Ada County Highway District Commissioners
3775 Adams St.
Garden City, ID 83714

RE: PROPOSED WIDENING OF BEACON LIGHT RD.

Dear Ada County Highway District Commissioners:

We have been attending the meetings concerning the proposed widening of Beacon Light Road. We have been residents on Beacon Light Road since 1979 and like us, anyone who has moved out here came here for the very reasons we did. The open spaces where we could keep animals, work our small farms and the peace and quiet of the countryside are most inviting. The rural setting of the area would most certainly be destroyed if this project is allowed to pass.

Not only would our properties be devalued by putting a 5 lane road through our neighborhood, our quality of life would certainly be diminished with undue amounts of traffic right outside our front doors. Anyone who lives out here will tell you that a large amount of traffic that passes down Beacon Light Road are not local residents. They come from other counties to work and shop in Eagle and Boise. It is our opinion that they are welcome to shop in Eagle and Boise of course, but why don’t they use the state highway system that was designed for that purpose? The Eagle bypass works wonderfully. They use Beacon Light Road to pass through to their destinations. We use the main arteries to travel to our destinations thus avoiding people’s neighborhoods. They should be using the state highway system: highway 16, 44, and 20/26. A 5-lane highway down Beacon Light would turn our rural area into a speedway, because most certainly the speed limits would be increased. That is most undesirable.

It is not fair to ask local residents of this area to agree to this. It seems the developer of the foothills property thought we would all agree to his plan of exiting his traffic down Willow Creek Rd. to Eagle Rd. to Beacon Light Rd. We respectfully disagree.

We support NO MORE THAN 3 LANES in the future for Beacon Light Rd.

Please forward copies of this letter to all Commissioners.

Respectfully yours,

Ronald L. Young and Elaine C. Young
208/939-6861
Dear Ada County Highway District Commissioners,

As a resident of Eagle, living within the city limits, we are writing to request your support to preserve the character and integrity of this community through responsible development. We are strongly opposed to the widening of Beacon Light and Linder Roads to five-lane arterial routes for the following reasons:

1. Safety concerns for children on bus routes and bicycles
2. Safety concerns for cyclists who frequent this community
3. Disruption of the community cohesiveness and quality of life for residents
4. Significant decline in property values for all properties within a mile of these roads

A state highway system is currently in place and should be improved to adequately handle traffic for existing and future homes in outlying communities. Please do not sacrifice the immediate and long-term value of the community to address a problem that can be solved properly with our state highways.

The Eagle area is unique and charming. It’s beauty draws families to move and visit here. Dissecting this prized area with high traffic roads would permanently destroy this value and character.

Improvement of Beacon Light, Linder and other roads in the Eagle community should be focused on widening them to three lane roads with bike lanes to provide for safe transport within the community and to build upon the quality of life features that make Eagle a desirable community for generations to come.

Thank you for your consideration of these important concerns for your Eagle residents.

Most sincerely,

Tom and Debbie Williams

4246 W Braveheart Lane

Eagle, ID  83616
My name is Ryan Wilhite and I reside at 1825 W. Beacon Light Rd. I am writing to ask that you follow the wishes of the NW Foothills Stakeholder's recommendation, the recommendation of the Eagle City Council and the wishes of the residents of North Eagle to preserve Beacon Light Rd. to no more than 3 lanes.

My wife and 3 children purchased a 5 acre parcel of land with an old farmhouse on Beacon Light Rd. 13 years ago with the dream of raising our family in the country. The vast majority of residents in the North Eagle area have made a similar decision and collectively we enjoy a high quality of life in our rural country setting. The vast majority of residences along Beacon light road are 1 to 5 acre rural residences and have significant property values ranging from 500,000 to several million dollars.

I have played an active role in the planning process of ACHD and have faithfully attended public meetings and provided input on ACHD's planning efforts. I was shocked at the public hearing held last year when Beacon Light was proposed to be widened to 5 lanes when it had historically been slated for 3. When I questioned the ACHD representatives they stated that increase growth in Ada, Gem and Canyon counties, along with a very large pending development in the foothills was the reason for the proposed expansion of Beacon Light Rd. It was also stated that IDT wasn't planning to expand the state highways, which would force ACHD to respond with a solution to address the increased traffic.

That evening I expressed my concerns about expanding Beacon Light Rd. and offered some potential solutions. My concerns and solutions are as follows:

1.) It is not the responsibility for Ada County tax payers to solve transportation issues caused by other counties and a single, large development. It would be more appropriate for the State Dept. of Transportation to address traffic issues caused by multiple counties. The right of ways for expanding the State highways have already been purchased and no residences would be negatively effected by expanding the highways into the land already set aside for this purpose. IDT is in a far better position to widen their roads than ACHD is to widen theirs.

2.) If one single development is causing the majority of the traffic, that developer should play a larger role in the solution. This could be done by having the developer create a 3 to 5 lane road on their land connecting Hwy 16 and Hwy 55. No land would have to be purchased (by taxpayers) and nothing would have to be moved. The only thing that would be disturbed up there is some sage brush and jack rabbits. It is not wise or fair to put this burden of increased traffic from this single development on the current citizens of N. Eagle. Requiring the developer to foot their share of the bill is not only appropriate, but a better use of tax payer dollars. It will cost current tax payers of Eagle and Ada County a lot money if ACHD decides to buy up all the land, fill in canals, move power lines, etc. to expand Beacon Light to 5 lanes. Furthermore, doing so is shooting yourself in the foot because all of the high end properties on Beacon Light and the surrounding N. Eagle area will lose property value if a 5 lane road is put in. In short, it will cost tax payers a lot of money and the end result will be lost
revenue for the county. The solution is to require the developer to shoulder his fair share of the increased traffic caused by his development.

3.) Over the years I've realized that (admit it or not) ACHD and IDT play an ongoing game of chess to see who will pay for what first. When IDT is asked why they don't respond by increased traffic projections by widening the state highways their response is, "It's not in the budget." Well, I've said that about a lot of things in my life and it comes down to prioritizing and making decisions about what is the greatest need for the limited resources you have. A better answer from IDT would be, "We don't want to pay for it, especially if ACHD will." The solution is for ACHD to do the right thing by the taxpayers in their county and preserve Beacon Light to 3 lanes thereby ensuring the rural, country life and the high property values that result from this desired setting. ACHD has no obligation to IDT. If ACHD simply says, "We're going to preserve Beacon Light to 3 lanes now and forever," it will force the developer and IDT to pull their weight in solving these traffic concerns. In this situation, everybody gives a little. ACHD ultimately pays to widen Beacon Light to 3 lanes. The developer builds a new east west road connecting Hwy 16 and Hwy 55. The IDT expands HWY 16, 44, & 55 (of which they already own all of the right away for, so it's just the cost of building the road). Everyone gives a little and everyone gets a little.

I think you will find that my proposed solutions provide a way that all parties involved can share the burden of increased traffic and development. Please do the right thing and not punish the current residents of N. Eagle by shouldering 100% of the burden of increased traffic from one developer and other counties.

Thank you in advance for thoughtfully considering my input.

Sincerely,

Ryan Wilhite
Ada County Resident, Tax Payer and Voter
Dear Beacon Light Stakeholder,

Our names are David and Linda Wilhite. We moved to Eagle in 1999 and purchased a 5 acre parcel of land on Beacon Light road near Ballantyne lane then subsequently purchased another adjacent 10 acre parcel and sold the 5 acre parcel to our son and daughter-in-law Ryan and Julie Wilhite to pursue their dream of raising their children in the enjoyable country setting and for us to enjoy our family and grandchildren in this peaceful setting as well. We enjoy a beautiful country atmosphere and our kids and grandkids love our collective little farm and enjoy the serene environment of watching sheep grazing on the peaceful rolling hills.

We are also writing to express our deep concern about the movement by the developers and city and county officials to destroy this way of life and value of our properties by unnecessarily approving plans to widen Beacon Light to 5 lanes in the future.

Expanding this road would virtually condemn a beautifully preserved and historic rebuilt farmhouse originally constructed in about 1905 that our son and family have magnificently preserved as a historical gem of what Eagle Country living represents.

Although it’s not possible for us to attend the daytime meeting, we’re trusting you sincerely consider the email input as equally as those who are able to be at the meeting to speak their views.

We would like to voice my support for preserving Beacon Light to be no more than 3 lanes to preserve the quality of life and property values of N. Eagle. According to projections and traffic data, the increased traffic will come mostly from the development in the foothills and growth in Canyon and Gem Counties. It is not right, nor is it the obligation of ACHD, or the city of Eagle to ill effect the 1000's of residents on Beacon Light road and the N. Eagle area to accommodate the traffic of new, large developments in the foothills and increased traffic from other counties.

We believe that pursuing the Stakeholder's recommendation to build Beacon Light to 3 lanes and create a new East/West corridor in the foothills, connecting Hw 16 and Hw 55 would put the lion’s share of the cost of growth where it belongs, on the foothill developers and the Idaho State Dept. of Transportation. We would argue that the ITD is in a better position to accommodate this growth, in that, they already have purchased right of way to expand the state highways and they would be a more appropriate entity to address the shared needs of at least 3 counties impacted by this growth. We also believe that the developers have a shared responsibility to help provide a solution for the new traffic their developments create and not to shift that burden onto Beacon Light road.

We implore you to do the right thing for the residents of Eagle. Preserve Beacon Light to 3 lanes now and forever and pursue the expansion of state highways 16 & 55. Work with developers to create a new east/west...
corridor in the foothills. Don't make the current residents of N. Eagle sacrifice their quality of life and property values for growth in other counties and large developments in the foothills. We welcome any response you may have and thank you in advance for considering our input.

Sincerely,

David and Linda Wilhite

Eagle Residents
 Nichoel Baird

From: Brian Whipple [brian@summitwall.com]
Sent: Tuesday, November 26, 2013 1:36 PM
To: Jim Reynolds; Mary Defayette; John Grasser; Mark Butler; Jason Pierce; Nichoel Baird
Subject: Beacon Light Widening

Greetings –

My name is Brian Whipple. My wife, Kathy, and I have lived in our home at 1155 E. Beacon Light Road (halfway between Eagle Road and Hwy. 55) for nearly 10 years.

We have five acres, with several Golden Retrievers, a couple of cats, and a barn full of horses my wife takes care of. We bought our home in this location due to the peaceful, rural location. While we had concerns about Beacon Light being a bit busy compared to previous streets we had lived on in Eagle, we have found that it actually is pretty peaceful most of the time. I enjoy bicycling in the area and on our street as well.

I know that the City Council is in the process of having discussions about the possible widening of Eagle Road. Our bedroom and living room sit about 40 feet from the shoulder of the road already. To widen the street would be extremely damaging to our property, but perhaps more importantly, to the quality of life of the entire community.

PLEASE help us maintain what we all so appreciate about Eagle and the Beacon Light area. Please do not agree to ruining the peaceful lifestyle we have enjoyed for the last 10 years, and hope to enjoy into retirement!

Thank you for your consideration. Please let me know if you have any questions or need any additional information.

Respectfully,

Brian Whipple
1155 E. Beacon Light Road
Eagle, ID 83616
208.867.2770
Dear Mr. Reynolds,

Eagle was a great town before the big push back in the mid 2000’s by the “powers that be” to make it another Sun Valley. The growth was unsustainable and the real estate bubble burst because the house of cards created by the “easy money” scheme of the banks and realtors collapsed before our eyes. Now look at the unfinished subdivisions and empty commercial spaces. Eagle was a much better place to live prior to the greed-driven craziness of the first decade of this century.

Building a five lane Beacon Light Road monstrosity is just another symptom of not really thinking things through rationally. Eagle does not need a major highway like the abomination called Eagle Road running through the most beautiful rural section of Eagle. Enough is enough when it comes to government officials destroying the most important qualities of living in Eagle.

In fact, a five-lane Beacon Light highway will not only destroy the remaining remnants/vestiges of Eagle’s rural beauty, it will actually do nothing to effectively alleviate traffic congestion. It’s like a solution looking for a problem. Please put an end to the lunacy. We, the "little people " would appreciate it.

Regards.

William Whelan
To whom it may concern,

I've lived in Eagle, off Eagle Road north of Beacon Light Road for 12 years now. The reason we chose to live here was because of the rural nature of this area and we would like very much for it to stay that way! Building a 5 lane road on Beacon Light would ruin the very nature of our community, it would destroy the property value of so many homes along Beacon Light, and completely ruin the quality of life for the entire city of Eagle. We are already unhappy with the changes we have seen in Eagle and would definitely sell our home and move from this area if this 5 lane monstrosity were to be built!

I believe that Beacon Light Road should remain as it is, a two lane road, and if any thing be created into NO MORE THAN 3 LANES. Not a 5 lane causeway!

The Highways (55, 16, 44, 22/26) constructed for this area should be improved to handle the growth of this community! The burden of this growth should not be forced onto the homeowners and people who made this community what it is. Why should our quality of life be compromised for the benefit of development?

Sincerely,
Amelia Whelan
Thank you for your e-mail to ACHD regarding Beacon Light Road. All comments will be shared with the ACHD Commissioners who will be holding a hearing on the Northwest Foothills Transportation Study Update and Beacon Light on January 22, 2014 at 6 p.m. This will be an opportunity for public comment.

Please note that there will also be a joint meeting between ACHD, the City of Eagle and Ada County December 12 at 10:30 a.m. at ACHD. While this is not an opportunity for public comment, the public is welcome to attend and observe.

Sincerely,

Ryan Head, AICP
Supervisor, Planning and Programming
Ada County Highway District
3775 Adams Street
Garden City, ID 83714
(208) 387-6234

I would like the following comments to become part of the public record for this potential project. I am formally expressing my opposition to widening Beacon Light Rd between Highway 55 and 16. I do not believe all options have been exhausted to deal with traffic related issues in this area of Ada County. This section of Ada County does not have a traffic problem. It is not fair and equitable to attempt relieving traffic impact to other sections of this Region by impacting an area that has no current problems. This is a rural section of the County that should not be further developed by creating a five lane highway. In addition, as a resident of this area, I feel I would be negatively impacted by additional noise, light, and environmental pollution. My property value will also be negatively impacted. Please consider other options.

Please add me to all public mailing lists related to this project.

Sincerely,

Christopher F. Vick, P.E., PMP
2328 N Big Summit Way
Thank you for your e-mail to ACHD regarding Beacon Light Road. All comments will be shared with the ACHD Commissioners who will be holding a hearing on the Northwest Foothills Transportation Study Update and Beacon Light on January 22, 2014 at 6 p.m. This will be an opportunity for public comment.

Please note that there will also be a joint meeting between ACHD, the City of Eagle and Ada County December 12 at 10:30 a.m. at ACHD. While this is not an opportunity for public comment, the public is welcome to attend and observe.

Sincerely,

Ryan Head, AICP
Supervisor, Planning and Programming
Ada County Highway District
3775 Adams Street
Garden City, ID 83714
(208) 387-6234

Dear Ada County Highway District Commissioners,

I am writing in regards to the future proposal to widen Beacon Light Road in which I strongly oppose. We have lived in the Eagle area off Ballantyne Lane since 1990. We have seen much growth during our time here but nothing that would impact our rural setting more than changing Beacon Light road into a 3 or 5 lane roadway. This would definitely impact our rural quality of life negatively, and have a negative impact on our property values.

Many in our area including ACHD Stake holders committee, and the Eagle City Council feel that Beacon Light should be left as a rural road absolutely no more that 3 lanes.

I believe it is the state highway system (Highways 55, 16, 44, 20/26) that should be updated to provide adequate traffic patterns for future development that is outside of Eagle.

Regards,

Chris and Greg Taylor
4216 N Ballantyne Lane
939-0710
Thank you for your e-mail to ACHD regarding Beacon Light Road. All comments will be shared with the ACHD Commissioners who will be holding a hearing on the Northwest Foothills Transportation Study Update and Beacon Light on January 22, 2014 at 6 p.m. This will be an opportunity for public comment.

Please note that there will also be a joint meeting between ACHD, the City of Eagle and Ada County December 12 at 10:30 a.m. at ACHD. While this is not an opportunity for public comment, the public is welcome to attend and observe.

Sincerely,

Ryan Head, AICP
Supervisor, Planning and Programming
Ada County Highway District
3775 Adams Street
Garden City, ID 83714
(208) 387-6234

From: bowtay@bitsmart.net [mailto:bowtay@bitsmart.net]
Sent: Monday, December 09, 2013 9:25 AM
To: Tellus; Webmaster
Subject: Beacon Light Road widening
Importance: High

New Message from Contact Us Web Form

From: Christine Taylor
Email: bowtay@bitsmart.net
Points of Reference or Closest Intersection:
Comments: Dear Ada County Highway District Commissioners, I am writing in regards to the future proposal to widen Beacon Light Road in which I strongly appose. We have lived in the Eagle area off Ballantyne Lane since 1990. We have seen much growth during our time here but nothing that would impact our rural setting more than changing Beacon Light road into a 3 or 5 lane roadway. This would definitely impact our rural quality of life negatively, and have a negative impact on our property values. Many in our area including ACHD Stake holders committee, and the Eagle City Council feel that Beacon Light should be left as a rural road absolutely no more that 3 lanes. I believe it is the state highway system (Highways 55, 16, 44, 20/26) that should be updated to provide adequate traffic patterns for future development that is outside of Eagle. Regards, Chris and Greg Taylor 4216 N Ballantyne Lane 939-0710

~~ End Message ~~
New Message from Contact Us Web Form

From: Nancy Stone
Email: nbsidaho@msn.com
Points of Reference or Closest Intersection:
Comments: As a property owner on N Burt Place, I am very concerned to hear that expansion of Beacon Light Road to five lanes is being considered. This would impact everyone living near it. It would bring noise and air pollution into our neighborhood totally destroying property values and our ability to enjoy the peace and quiet for which we have paid good money. Please route the traffic somewhere else - like the state highways!

~~ End Message ~~
Ryan Head

Subject: FW: Widening Beacon Light Road - ACHD Reply

From: Lynne and Curtis STODDARD [mailto:cw2greentree@msn.com]
Sent: Monday, December 09, 2013 6:12 PM
To: John Franden; Tellus; Sara Baker; Rebecca W. Arnold; Mitchell Jaurena
Cc: terimurrison@gmail.com
Subject: Widening Beacon Light Road

Dear Ada County Highway District Commissioners

When we built our house and moved from Boise to Eagle eighteen years ago, one of the main attractions of building in the Beacon Light Road area was rural feel. We were purposely leaving the “city life”, buying acreage, and committing ourselves to living a simpler, quieter, more basic way of life. The area was perfect - and very nearly still is - the widening of Highway 55, though needed, did have an adverse impact on that “rural feel”, with traffic and noise degrading it somewhat.

However, building a 5-lane highway through the north Eagle area would quite obviously ruin it almost completely. When we want to “zip into Boise”, we take 55: when we want a leisurely trip into downtown Eagle, we use Beacon Light and Eagle Roads. Turning Beacon Light into a copy of Highway 55 would destroy the “countryside drive” and comfort of the road. While our area must naturally grow, it is not necessary that it all become urban concrete. A great part of the charm of Eagle and the surrounding area is that still feels like a small farm community in the 1950’s, yet with much of the amenities of the modern world. Why have so many chosen to relocate here - so that we can tear up the countryside and make it look like “the big city”?

There is no logical reason to make Beacon Light into a 5-lane road. Floating Feather is adequate to handle current loads, and it seems that the only reasoning is that Highways 55 and 16 need a “feeder”. But isn’t that what all the widening to Highway 44 are intended to do? Beacon Light is not a state highway - it should not be sacrificed to help mask the inadequacies of the state highway system surrounding it.

We stand opposed to widening of Beacon Light Road in any amount, but certainly in excess of 3-lanes. We’re totally opposed to a 5-lane widening.

Thank you for you kind consideration of two loyal Ada and Eagle citizens,
Lynne and Curtis Stoddard
2462 North Majestic Place
Eagle, Idaho 83616
If state transportation planning has determined that BLR will be a connection from Highway 16 to Highway 55, then the State, the County and the City need to candidly and honestly inform residents living within one mile on the north and south sides of BLR that the area will be transformed into a five lane highway corridor, and the rural residential housing, therefore, must relocate.

The current plan is woefully inadequate, however, unless state transportation planning also has devised a way to connect a five lane BLR through Cartwright Road and east to I-84 and (via Hwy 55) through State Street, concurrently cutting south to I-84, and then State Street (expended to seven lanes) connects to Capitol Blvd, which connects south through an expanded Vista Avenue to I-84.

Unless the above circular route essentially connecting Middleton/Star with Eagle and Boise is planned, the expansion simply of BLR is short sighted and little more than a taking of residential property along BLR.

Respectfully submitted,

Bryant Rudd
208.938.7907
Just a quick note to thank you for your support of keeping Beacon Light Road to a maximum of 3 lanes. It seems irresponsible to me that those of us who live, and have lived on Beacon Light for many years, should suffer the disruption of increased traffic for conditions over which we have no input or control.

I urge you to continue to keep Beacon Light a road for primarily residential use.

Thanks again,

Anne Ritter
1270 West Beacon Light Road
Eagle, ID
---Original Message-----
From: Cherry Ann Redd [mailto:cherryann@kimballlarsen.com]  
Sent: Wednesday, December 11, 2013 6:28 PM  
To: Tellus; John Franden; Sara Baker; Rebecca W. Arnold; Mitchell Jaurena  
Cc: terimurrison@gmail.com; Phillip Redd  
Subject: Beacon Light Expansion  

Dear Ada County Highway District Commissioners,

Our names are Phillip and Cherry Ann Redd. We live on Tanglerose Place, just off of Beacon Light in Eagle. We built our house and moved in this past February. Having been previous military and having moved several times, we chose Eagle to be our final destination and the ideal place to establish our family roots. We have six children and intend to raise them all and retire here permanently.

We are VERY DISTRESSED about the proposed 5 lane expansion of Beacon Light. We could have built our house anywhere in the country, as choosing our permanent home post military was completely up to us. We chose north Eagle, and chose to move to Tanglerose Place BECAUSE of the rural environment and serenity we feel here. Our children are safe to play outside. Crime is low. It is peaceful. There is land to look at, and TRAFFIC IS MINIMAL. We drive Beacon Light multiple times daily and NEVER have to wait in traffic, or get stopped behind someone who is turning left. The stop signs are adequate. The speed limit is safe. Traffic is very manageable. We simply DO NOT understand the push to expand Beacon Light to 5 lanes!

Building a 5 lane road through north Eagle will ruin the community. It will destroy property values and the quality of life for the whole city. It will invite unnecessary traffic onto our little rural street with only 9 homes. It will destroy the ability for the children on our street to play outside due to the heavy traffic just yards away. It will create undue noise pollution, destroy the clean air, disrupt the serenity of the livestock and farmland, and it will permanently destroy the property values of the homes that we have worked so hard to build. The reason people live here is because they have chosen to GET AWAY from city life, suburbia, and all of these consequences! It is rare to find a community that is close to city life, yet removed with land, livestock, the country feel, and peaceful living. This is the whole reason we chose to move to Eagle, Idaho. This is why EVERYONE here has chosen to call north Eagle home! PLEASE don’t take that away from us by expanding Beacon Light into a highway! NOBODY in Eagle supports this expansion!

Our community, ACHD Stakeholders Committee, and the Eagle City Council support NO MORE than 3 lanes in the future for Beacon Light Rd. While we, homeowners, do see a need for a sidewalk and a bike lane on Beacon Light Rd, at this point we don’t even see a need for a 3 lane road.

It is our understanding that a lot of development will be taking place in the foothills of north Eagle, with a road that is already set to be built between Hwy 16 and Hwy 55. With State Hwy 44, Floating Feather's expanded lanes, and the new road in the north foothills, there is no need to expand Beacon Light AT ALL. The state highway system must be adequate enough to handle traffic generated outside of Eagle and from the foothills. Eagle residents should not have to solve these inadequacies.

PLEASE do not destroy our community, our property values, the safety of our children, and the serenity of north Eagle by inviting heavy traffic, congestion, noise, and by replacing nature with concrete. We like rural north Eagle like it is. PLEASE KEEP IT THAT WAY!

Ryan Head
Thank you for your consideration,

Dr. Phillip and Cherry Ann Redd
2647 N. Tanglerose Pl., Eagle, ID 83616
The Tuesday evening Council Agenda includes a very important discussion and decision on the future of Beacon Light Road. Your decision and the communication of it to the Ada County Highway District is a key element in the finalization of the Northwest Foothills Transportation Plan.

At the July 18, 2013 public meeting on the Northwest Transportation Study there was considerable discussion and public concern about the future widening of Beacon Light Road. The decision at that time was to table the study and obtain additional input and to formulate options for Beacon Light Road. Subsequently a Stakeholder Committee was organized.

The Stakeholder Committee met on October 23 and November 14. The October 23rd meeting was for fact finding and discussion and the November 14th meeting finalized the discussion, presented four alternatives for Beacon Light Road development, and committee members voted on the alternatives. Five of the nine Stakeholder Committee members indicated that their first choice was to have no more than three lanes on Beacon Light Road.

As the Chairman of the North Ada County Foothills Association and a member of the Stakeholder Committee I urge you to follow the recommendation of the Stakeholders Committee to limit the width of Beacon Light Road to three lanes.
Dear Ada County Highway District Commissioners,

We are writing as concerned residents of Eagle. We are aware of the possible expansion of Beacon Light Road and feel that it would be a mistake. We are property owners on Beacon Light Road. We moved to Eagle 3 years because of the rural feel it has. We enjoy this feeling and know that building a 5 lane highway through the center of the north side will severely compromise this feeling and decrease property values. We recognize that the area is growing but feel that the solution is not building a 5 lane highway. We support the idea of a maximum of 3 lanes on Beacon Light Road. We believe that the state is responsible for addressing the traffic needs using the state highway system. It is not our burden to bear as residents of a rural community.

Regards,

Michael and Maria Proudfoot
3425 West Beacon Light Rd
Eagle, ID 83616
208-995-3642
It is our understanding you will be "clarifying" the Council's position on proposed expansions of Beacon Light Road at Tuesdays evenings meeting. This is GOOD, because we have not been able to clearly understand your position. My wife and I plan to be at the meeting, but since no public input is apparently going to happen, please allow us to clearly state our opinions with this e-mail. We live at the intersection of Beacon Light and Hollybrook, owning 5 acres there, and paying taxes on such acreage. We moved here 15 years ago and did so to enjoy the rural atmosphere and life style. Much to our dismay we have watched the increase in traffic on Beacon Light road due to no good North-South transportation route. Highway 16 carries a high volume of traffic and recently many commuters have elected to turn off of 16 and travel East on Beacon Light Road in an effort to avoid traffic congestion on 16 and 44 as they make the daily drive to their employment in and around Meridian and Boise. The recent improvements on 16 and 44 have resulted in a less congested route and the traffic on Beacon Light has diminished to some extent. This will continue as 16 is improved across the Boise River and further South. This proves that there is no East-West traffic problem. The problem is a North-South issue, and widening Beacon Light, an East-West road, will not solve the North-South problem. It is a North-South traffic problem and needs to be solved with improving North-South transportation. We are opposed to ANY widening of Beacon Light Road. Trying to solve a North-South problem by spending tax dollars on an East-West road is plainly stupid.

Over a year ago we attended an ACHD open house on this topic and while explaining our position to an ACHD employee and suggesting that they spend their money associated with widening Beacon Light Road on Highway 16 to solve the North-South problem, the employee explained to us that this was not possible and that they would loose the money associated with the Beacon Light Road if they didn't spend it on Beacon Light Road. This too is stupidity at its worst. It is similar to cutting your finger off because of a hang nail. Treat the hang nail, in this case the North-South transportation problem with current and future work on highway 16, and save the finger, in this case Beacon Light Road in its current state. If money must be spent on Beacon Light Road, we suggest creating bike routes on both sides of the road. This will greatly improve a current hazardous situation with the large number of bikes on Beacon Light, keep the rural atmosphere, and help Eagle and this portion of Ada County economically by becoming an even better rural biking area than it is currently. Bike riders spend money in Eagle.

We think we understand that there has been direction to ACHD to complete a study to show how widening Beacon Light will retain rural atmosphere. If so, this is a study directed completely out of context. It is like studying how armed conflict (war) enhances the economy. One can certainly prove it, but only by ignoring the costs that armed conflict (war) has on civilization. If a study is to be done, study the correct thing, which would be how widening Beacon Light Road will destroy, the rural atmosphere and property values. Only then will the true story be displayed.

Thank you for your attention.

Guy and Linda Pence
2742 Holly Brook Place.
Ryan Head

Subject: FW: Please Vote No to Five Lanes on Beacon Light

From: jtpeery@q.com [mailto:jtpeery@q.com]
Sent: Wednesday, December 11, 2013 3:26 PM
To: John Franden; Tellus; Sara Baker; Rebecca W. Arnold; Mitchell Jaurena; bocc1@adaweb.net
Cc: jim.carpenter@itd.idaho.gov
Subject: Please Vote No to Five Lanes on Beacon Light

Dear Ada County Commissioners and Ada County Highway District Commissioners,

We are residing in Callaway Ranch subdivision which is located on Beacon Light Road. We have lived in this area for nine years, and we moved to Eagle to raise our family because of the quality of life, open space and beauty we found here. We were so happy with the plan that Eagle had in effect for maintaining large lot sizes of two acres or greater in our area and for keeping the rural feel of the community.

As we have watched the development continue in Eagle, we would like to recommend that you protect and preserve our community as a family-friendly, rural, open large lot size area with no more than three lanes on Beacon Light. We and many others like us will no longer choose to live in Eagle, if Beacon Light becomes a freeway for the foothills development and surrounding areas. We have no desire to have the pollution, the destruction of so many trees, the noise, and dangerous roadway in front of our neighborhood. Our children wait for the bus on Beacon Light, our teenagers drive on Beacon Light to get to school and work, and our neighbors and friends bike and run on Beacon Light Road. Beacon Light is a city road for a rural community. If our foothills are to be developed, it needs to be developed in a low density design. The state highway system needs to handle the traffic from the foothills and surrounding areas with a belt-loop in the foothills area if needed.

Our family, our community, ACHD stakeholders committee, and the Eagle City Council support no more than three lanes in the future for Beacon Light Road. Please help us protect our quality of life, and please choose to keep Eagle family-friendly. Please vote no to five lanes on Beacon Light Road.

Thank you,

Jason & Teresa Peery
2458 N. Bottle Creek Place
Eagle, Id 83616
(208)938-9499
Mayor Reynolds,

We are residing in Callaway Ranch subdivision which enters from Beacon Light. We have lived in this area for nine years, and we moved to Eagle to raise our family, because of the quality of life, open space and beauty we found here. We were so happy with the plan that used to be in effect for maintaining large lot sizes of two acres or greater in our area, and of keeping the rural feel of the community.

As we have watched the development continue in Eagle, we would like to recommend that you protect and preserve our community as a family-friendly, rural, open, large lot size area with no more than three lanes on Beacon Light. We and many others like us will no longer choose to live in Eagle, if Beacon Light becomes a freeway and if our surrounding land is subdivided into small lots. We have no desire to have the pollution, the destruction of so many trees, the noise, and dangerous roadway in front of our neighborhood. Our children wait for the bus to come on Beacon Light. Our teenagers drive on Beacon Light to get home each day. Our neighbors and friends bike and run on Beacon Light. The scenery is beautiful. The State highway 44 is designed to move traffic between Highway 16 and Highway 55. If our foothills are to be developed, it needs to be developed in a low density design.

Please support development that will enhance our family-friendly community in Eagle. Keep Eagle different in a good way.

Thanks,
Jason and Teresa Peery
2458 N. Bottle Creek Place
Eagle, ID
(208) 938-9499
I am writing to object to plans to convert Beacon Light Road into a 5-lane east-west traffic corridor. We moved here 14 years ago for Eagle's quality of life and rural lifestyle. We live in a modest home on a 5-acre parcel where we keep horses. A through-way created by the contemplated road changes will destroy our rural lifestyle and annihilate our property values. The traffic and increased safety issues will be unbearable and the noise totally unacceptable and incompatible with the tranquil country living we presently enjoy and paid for when we purchased this property. If such a roadway is needed, put it someplace where housing density already contemplates it, or someplace where no one presently lives and development can come to it with eyes wide open. The community values we enjoy should be preserved, not destroyed through your actions.

Additionally, I didn't receive any notice of this project other than recently from my neighbors, which I first received earlier this month but too late to comment to ACHD and which I received for the second time from a neighbor today. We never received any mailing alerting us of these plans or any hearings about these plans. I encourage you to make sure in the future that multiple mailings are delivered to each household in town, particularly those in the vicinity of the proposed project and perhaps door-hangars delivered to the homes most affected, when issues of this magnitude are being considered to insure that your constituents receive timely information and opportunity to be heard on important issues. Thank you.

/s Christine Nicholas
Morningstar Farms
603 Los Luceros Drive
Eagle, Idaho 83616
(208) 939-5256
I am deeply saddened to hear about the proposed widening of Bean Light Road as our home sits on Bacon Light between Park and Linder in the Callaway Ranch subdivision. We have lived in North Eagle for 10 years and have thoroughly enjoyed raising our daughter in the rural countryside.

When my husband and I were choosing where to build our dream home we were instantly drawn to the Eagle area, especially since we own horses and wanted some acreage. We were equally impressed with the thought that had gone into the development of the north Eagle area-keeping it rural.

I understand that growth is inevitable but development proposals should be considered carefully; widening Bean Light Road to five lanes will ruin the character of North Eagle and I believe overwhelm our area with traffic. The protection of the already established homes, ranches, equine facilities and agricultural qualities is supported by: local community, ACHD Stakeholders Committee and Eagle City Council.

If we knew then what we know now, Shane and I would not have even considered purchasing acreage in the North Eagle area much less on Bean Light Road. Our property value along with many others who reside around Bean Light Road will be greatly diminished and the corresponding tax base will suffer.

It seems as if Eagle residents are bearing the burden for traffic generated outside of Eagle; highway 55, 16, 44 and 20/26. Using Bean Light as a diversionary artery for the inadequacies of the above mentioned highways is short sided and harmful to the areas rural quality of life.

Please help protect what rural aspects we have left in the greater Boise valley!

Idaho Natives,

Jeffrey S. and Tina Newcomb
Jeff and Ryan:

I have a few comments for you following yesterday’s NWFTP stakeholder meeting:

1. ACHD’s overall plan assumes a huge cost to ITD. Your agency’s plan identifies ITD widening sections of five highways and involves new construction, right-of-way acquisition, interchanges, new bridges, etc. At the present time, ITD is unable to fund ACHD’s program.

2. Given that the listed ITD improvements may not be funded, it may be worth ACHD’s effort to show the public the model run and analysis of a future roadway network without any ITD improvements. The public won’t be happy with the traffic forecasts on Beacon Light Road but the elected officials need to know how critical it is to preserve the right-of-way.

3. Deferring the widening of Beacon Light Road has a tremendous cost to several other corridors, neighborhoods, and businesses. The ACHD plan calls for widening US 20-26, SH-16, SH-44 and two sections of SH-55. An extensive public outreach would be needed to identify the impacts and costs to residents, businesses and right-of-way in those other corridors. ITD would have that responsibility. This is a huge effort and a big cost just to delay the eventual widening of a portion of Beacon Light Road.

4. Given ITD’s limited funding, ACHD should expect that we won’t widen any roads until each segment rises in importance beyond any other roadway in the State. ITD’s focus is on issues such as moving regional commerce, mobility and safety. Our focus is not on reducing the impact to Beacon Light Road.

Your team has a useful and important project. I just worry that the bigger issues of ITD funding are lost in the effort to minimize the impact to the residents in the Beacon Light Road Corridor.

Dave Szplett
Development Services Manager – ITD District III
Email: dave.szplett@itd.idaho.gov
208.334.8377 office or 208.949.5683 cell

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Ryan:

I was kind of disappointed that the focus group picked an ACHD option that is outside of ACHD’s control.

For your next meeting, I suggest saying something like:

The group picked an option outside of ACHD’s control. What should ACHD do independent of any potential ITD action?

1. Continue to purchase right of way and widen Beacon Light Road to five lanes?
2. Continue to purchase right of way for Beacon Light Road but defer widening until such time as congestion makes widening necessary?
3. Stop purchasing right of way for Beacon Light Road but defer additional right of way purchases and widening until such time as congestion makes widening necessary?

It is your project, not ours.
I just feel badly that the focus group chose options that are outside of ACHD’s ability to implement.

Dave

Dave Szplett
Development Services Manager – ITD District III
Email: dave.szplett@itd.idaho.gov
208.334.8377 office or 208.949.5683 cell

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Dear Commissioner Franden,

The City thanks you for your and your staff's continued work and support of the City, our planning, and land use objectives. After the October 24, 2013, Beacon Light meeting the City wishes to provide some clarity and direction on Beacon Light Road. In July of 2013, the City recommended the following:

"The 2008 NWFTP projected the 2030 need on Beacon Light to be 3 lanes, and that is all that has been endorsed by the City. Not knowing the future, that is not to say that "preserving" to keep developers from encroaching beyond what might be needed for 5 lanes one day is not a good idea."

During the October 2013, Beacon Light meeting the ACHD staff provided the panel an overview of four options for the management of Beacon Light Road post 2035. Those options included:

1) Widen Beacon Light Road to 5 lanes;
2) Widen State Highway 44 to 6 lanes with a median;
3) Build or widen another east/west roadway; or
4) Decrease the level of development allowed in the City's plan/development approvals starting immediately

The City wishes to reiterate that we are not opposed to the "preservation" of right of way along Beacon Light Road for a future 5 lane section and considering that the ACHD has already preserved over 60% of the ROW in the corridor this seems to be a responsible and proactive safe guard. With that said, the City wishes to retain a Beacon Light as a 3 lane section as long as possible and requests the ACHD continue to monitor and review the traffic volumes on Beacon Light Road so both the City and ACHD can continue our proactive conversation about the demands on the road.

We look forward to continuing our dialogue on Beacon Light Road and working together for a bright future.

James D. Reynolds, Mayor

Council Members
Mark Butler
Mary Defayette
John Grasser
Jason Pierce
Ada County Highway District
3775 Adams St.
Garden City, ID 83714

December 10, 2013

Dear Commissioners,

The City would like to thank Commissioner Franzen and ACHD staff for their continued efforts to work through the issues associated with Beacon Light Road. At the November 14, 2013, Beacon Light Stakeholder Committee meeting, the committee recommended to limit the expansion of Beacon Light Road from State Highway 16 to State Highway 55 and improve and expand the state highway system to accommodate future growth. On November 26, 2013, the Eagle City Council voted to endorse this position.

In association with the City’s November 26th meeting, the City received significant written testimony and concerns from its citizenry about the expansion of Beacon Light Road to 5 lanes. While the City understands ACHD’s concerns about LOS and congestion in 2035 on the local roadway system, the City of Eagle cannot support the expansion of the local system to offset the lack of planning and investment on the state highway system.

The City has worked proactively with ACHD to plan for our community’s transportation needs, including but not limited to, including ACHD staff on the foothills comprehensive plan transportation committee, working with ACHD and COMPASS staff to model various densities and intensities of uses within the foothills before choosing a land use option, conditioning development within the foothills on the completion the 2008 Northwest Foothills Transportation Plan, and finally, requesting ACHD’s staff to review master TIS documents for compliance with the plan before moving forward in the entitlement process. All of this was done to ensure decisions were being made by an informed and mindful Council. The City’s land use decisions were made with the best data available at the time and with special consideration that Beacon Light Road be retained as a 3 lane facility.

Since 2008, a lot has occurred within the region:

- The Treasure Valley has continued to grow, even during the recession;
- The regional growth projections were extended for an additional 5 years to 2035 thus increasing the regional population to over 1.02 million in 2035;
- The ACHD Commission, contrary to the request of the City, has chosen to not proceed with federal funding of the Three Cities River Crossing; and
- ITD has completed very limited, and forecasts to complete even fewer, State Highway System expansion projects.
But, the densities and land uses within the City's comprehensive plan have gone unchanged and now the City of Eagle is being requested to accommodate additional regional trips to a rural road - the City of Eagle finds this request unacceptable.

The Eagle City Council on November 26, 2013, formally voted to recommend to the ACHD Commission that Beacon Light Road be retained and planned for a maximum of 3 lanes from State Highway 16 to State Highway 55. Further, the Council recommends that ACHD return all excess right-of-way, beyond the three lane section, to the adjacent land owners.

While the City understands the demands being placed on the ACHD roadway system due to the underfunded state highway system the City feels that over sizing the local roadway systems with 5 lane arterials is inappropriate and it does not resolve the larger issue at hand. As a region and as a State we need to be working together to find solutions to properly fund the state highway system so it can accommodate the forecasted growth within the region and State and serve as an economic driver for our State by efficiently and effectively moving people and goods between communities.

The City continues to see ACHD as a proactive partner in the implementation of our community’s vision and we look forward to working together for a bright future.

Sincerely,

James D. Reynolds, Mayor

CC: Council
  Zoning Administrator
  Ryan Head
December 12, 2013

The Honorable Mayor Reynolds
City of Eagle
PO Box 1520
Eagle, Idaho 83616

Dear Mayor Reynolds,

Thank you for your letter of December 10th, regarding your thoughts on the Northwest Foothills Study and Beacon Light Road. It has been shared with the ACHD Commission. However, I must address several comments in your letter that are factually not correct.

1. The City claims that ACHD is “over sizing the local roadway system” because of the “underfunding of the State Highway system”. This is not completely accurate. While an expansion of the State System would potentially allow Beacon Light to stay at three-lanes in 2035 at the projected growth, This State System Expansion makes only a marginal reduction in traffic demand on Beacon Light: it will be at the maximum threshold of a 3-lane roadway that year. Even then, it is likely that Beacon Light will need to be widened as the City and region continue to grow after 2035, and as the expanded state system becomes overwhelmed with traffic such growth produces.

2. The City “recommends that ACHD return all excess right-of-way, beyond the three-lane section”. This is not realistic. Any release of any property to adjacent owners would require a vacation process and compensation to ACHD by the landowners (if not the original property owner). We cannot just give it back.

3. The City makes claims that it is unacceptable for the City to have to “accommodate additional regional trips.” Not true. Beacon Light Road is an arterial roadway and serves a regional function. It is the only arterial which connects Ada County with Canyon County and SH 16 with SH 55, besides SH 44, north of the river. While ACHD agrees that the State Highway System best serves regional trips, we do not, nor should we, inhibit the use of arterial roadways especially in such a constrained environment.

4. The City seems to indicate that its Comprehensive Plan was developed to ensure its land uses were compatible with its desired roadway configuration. While this is a laudable practice, there are some issues with some of the assumptions that were included in this effort. The impact of their densities was based on a 2030 land use projection by COMPASS. While the selected densities were adequate when compared against the 2030 regional picture, the region will not stop growing in 2030. As we continue to plan for growth beyond 2030 (as in the case of the
update), the forecasted regional growth will continue to increase the demand on all regional roadways, including Beacon Light.

5. Your claim that Eagle let ACHD be involved in the NWFTS is simply not true. The NWFTS is an ACHD study which Eagle participated in.

Moreover, the 2008 Northwest Foothills Study identified Beacon Light for preservation of 96 feet of right-of-way. The City was involved in that decision. The ACHD Master Street Map, adopted after the City’s Comprehensive Plan, identified arterial classifications for Beacon Light Road, with preservation for 5 lanes. The City was involved in that decision. Our models show that the Three Cities River Crossing would not have impacted demand on Beacon Light Road. Finally, the decision of the Stakeholder Committee to recommend expansion of the State Highway system as the top choice was supported by 5 of 9 committee members. Clear direction of no more than 3-lanes was limited to the section between Linder and SH 55. The section of Beacon Light between SH 16 and Linder was left up in the air for additional consideration.

Mr. Mayor, ACHD is committed to partnering with you and all of Ada County in not only solving today’s transportation challenges, but proactively planning for Ada County’s future transportation requirements. We look forward in continuing this partnership.

Sincerely,

Sara M. Baker
Commission President
Ada County Highway District