



*Committed to Service*

# GARDEN CITY **Bicycle & Pedestrian Plan**

## ACKNOWLEDGEMENTS



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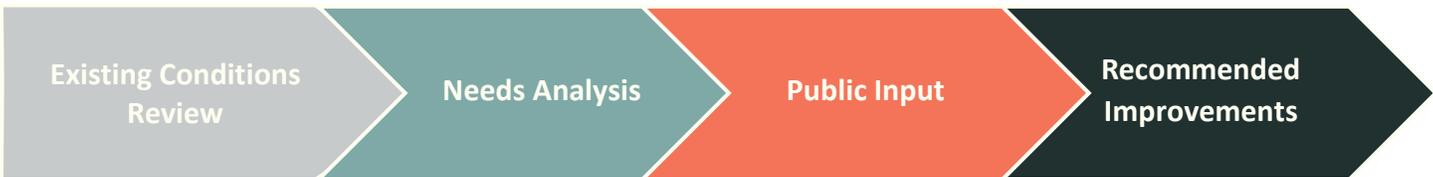
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## EXECUTIVE SUMMARY

The purpose of the Garden City Neighborhood Bicycle and Pedestrian Plan is to identify community priorities for future bicycle and pedestrian projects within the planning area. Projects identified in this plan promote safe, effective, and convenient walking and biking facilities for residents and visitors.

Public Input	Recommended Improvements
<p><b>Student Outreach</b></p> <p>What makes it difficult to walk and bike in the Garden City area?</p> <ol style="list-style-type: none"> <li>1. Lack of lighting</li> <li>2. Increased driving speeds</li> <li>3. Narrow sidewalks</li> <li>4. Lack of directional signage on the Greenbelt</li> </ol> <p><b>Online Interactive Map</b></p> <ol style="list-style-type: none"> <li>1. Increased crossing locations across the Boise River</li> <li>2. Reopen and allow access along Boise River Greenbelt</li> <li>3. Increased bicycle and pedestrian connectivity</li> </ol>	<ol style="list-style-type: none"> <li>1. Crossing: 33<sup>rd</sup> Street and Chinden Boulevard</li> <li>2. Shared-Use Pathway: Greenbelt Connection, Remington Street/52nd Street</li> <li>3. Crossing: 43<sup>rd</sup> Street and Chinden Boulevard</li> <li>4. Low Stress Bikeway: 36<sup>th</sup> Street, Chinden Boulevard/Adams Street</li> <li>5. Low Stress Bikeway: 33<sup>rd</sup> Street, Brown Street/Greenbelt</li> </ol>



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# 1. INTRODUCTION

## Purpose

Ada County Highway District (ACHD) serves as the local highway jurisdiction for the cities and unincorporated areas within Ada County. In order to create effective pedestrian and bicycle plans, ACHD focuses on certain geographic areas/cities to meet specific community needs. The primary purpose of the Garden City Neighborhood Bicycle and Pedestrian Plan (the ‘Plan’) is to identify community priorities for future bicycle and pedestrian projects within the planning area. Projects identified in this plan promote safe, effective, and convenient walking and biking facilities for residents and visitors.

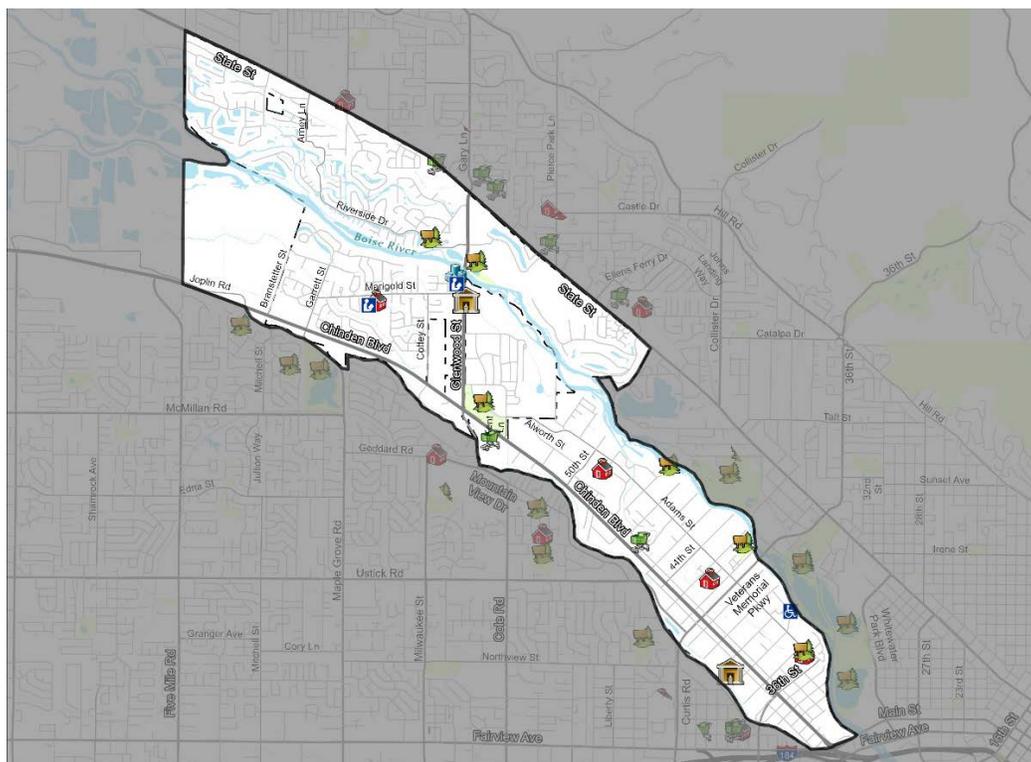
## Goals and Objectives

This Plan was developed with input from the community. Recommended improvements are designed to meet the following goals and objectives:

- Increase the safety and convenience of walking and bicycling
- Improve facilities to meet the needs of people from all age groups
- Enhance mobility to meet accessibility standards
- Create economic development opportunities and enrich the walking and bicycling environment to attract visitors

## Planning Area

The Garden City Neighborhood planning area, shown in **Figure 1-1**, is approximately 5.27 square-miles and is situated entirely within the City of Garden City.



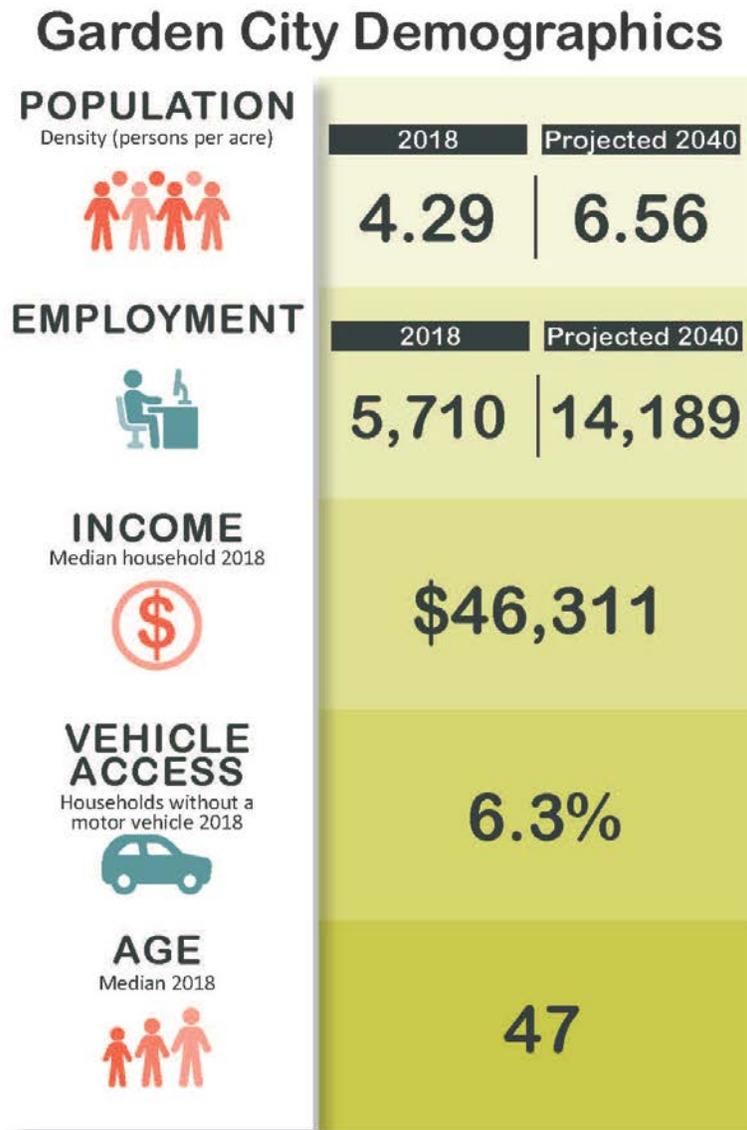
**Figure 1-1.** Garden City Neighborhood Bicycle & Pedestrian Planning Area

## 2. DEMOGRAPHICS AND EXISTING CONDITIONS

### Demographics

Relevant demographic information is shown in the Demographics Snapshot below. Current and projected population and employment projections are based on the U.S. Census and the Community Planning Association of Southwest Idaho (COMPASS). See Current Employment Density map, [Figure 2-1](#) in [Appendix A](#).

### *Demographics Snapshot*



<sup>1</sup> 2018: source: American Community Survey

<sup>2</sup> Data is approximate based on Community Planning Association (COMPASS) Traffic Analysis Zone (TAZ) locations, which do not precisely follow the planning area boundary

**Existing Conditions**

A list of existing plans and planned projects in the Garden City Neighborhood planning area is included in **Appendix B**.

**Bicycle Network**

A summary of the existing and planned [Roadways to Bikeways Plan (R2B) and Integrated Five Year Work Program (IFYWP)] bicycle network identified in ACHD and COMPASS Geographic Information System (GIS) inventory data is shown in **Table 2-1** below and **Figure 2-2** in **Appendix B**.

**Bicycle & Pedestrian  
Facility Types**  
  
See *Roadways to Bikeways Plan*  
(2018 Addendum)

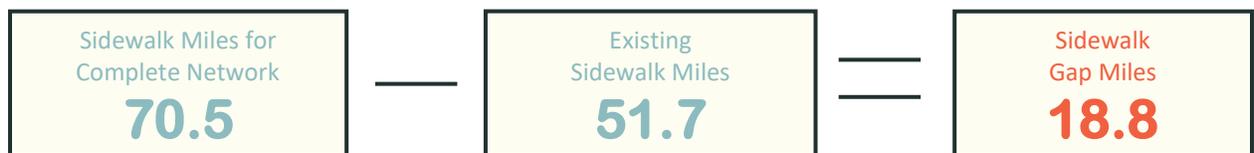
**Table 2-1. Bicycle Network**

Bicycle Facility Level	Bicycle Facility Description	Existing Miles	Additional Planned Miles
LEVEL 1	Low-Stress Bikeways/Bike Routes	11.2	7.3
LEVEL 2	Bike Lanes	0.0	6.5
LEVEL 3	Enhanced Bike Facilities	0.0	1.6
<b>Total</b>		<b>11.2</b>	<b>15.4</b>

**Pedestrian Network**

A summary of the existing and planned (IFYWP) pedestrian network within the planning area, identified in ACHD and COMPASS GIS inventory data, is shown below in **Table 2-2** and **Figure 2-3** in **Appendix B**. The graphic below shows the facility gaps within the planning area. \*Sidewalk miles needed for a complete network assumes sidewalks on both sides of the street for Arterials and Collector roadways and one side of the street for Local roads.

**Sidewalk Gap Miles**



**Table 2-2. Pedestrian Network**

Roadway Type	Existing Roadway Centerline Miles	Sidewalk Miles Needed to Complete Network	Existing Sidewalk Miles	Sidewalk Gap Miles
Local	50.5	50.5	38.3	12.2
Collector	8.0	16.0	10.3	5.7
Minor Arterial	1.4	2.8	2.3	0.5
Principal Arterial	0.6	1.2	0.8	0.4
<b>Total</b>	<b>60.5</b>	<b>70.5</b>	<b>51.7</b>	<b>18.8</b>

### 3. NEEDS ANALYSIS

This section identifies pedestrian and bicycle attractors, barriers, and, most importantly, public input. The public involvement comments received during this Plan’s development provided many new ideas for improvements to the pedestrian and bicycle network within the planning area.

#### Bicycle and Pedestrian Attractors

Bicycle and pedestrian attractors that typically require consideration when identifying bicycle and pedestrian projects are listed below and identified in **Figure 3-1** in **Appendix C**. This list is non-exhaustive.

 Schools	 Retailers	 Restaurant	 Grocery	 Public
Future Public School	State and Glenwood Shopping Center	Barrel House Pub and Grill	Roots Zero Waste Market	Garden City Public Library
Answer Charter School	Dixon Container	The Sandbar Patio	Walmart at State/Glenwood	City Hall
Vineyard Christian Academy	Discount Furniture	The Local	Fred Meyer	Garden City Police Department
		New York Richie’s	Primo Supermarket	Ada County Fair Grounds

#### Anchors

The primary highly visited locations/anchors that attract increased bicycle and pedestrian activity within the Garden City planning area include the Boise River Greenbelt, Ada County Fairgrounds, Hawk’s Stadium, Shadow Valley Golf Course, and several local breweries and wineries.

#### Bicycle and Pedestrian Barriers

Bicycle and pedestrian barriers that require consideration when identifying bicycle and pedestrian projects are listed below and identified in **Figure 3-2** in **Appendix C**.

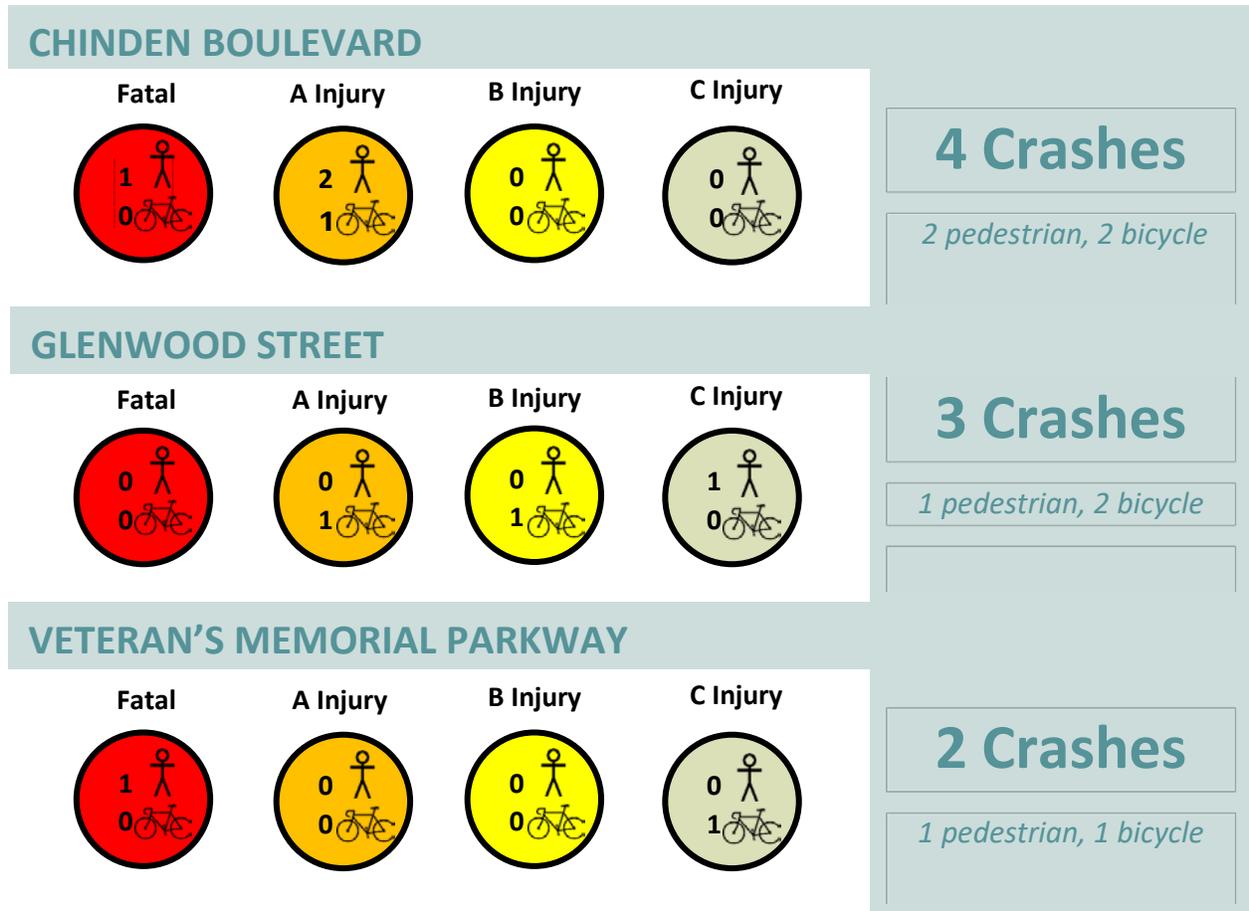
 High-Traffic	 High-Crash Locations	 Rivers, Creeks, Canals
Chinden Boulevard	Glenwood Street	Boise River
State Street	Chinden Boulevard	Settlers Canal
Curtis Road/Veteran’s Memorial Parkway	Curtis Road/Veteran’s Memorial Parkway	
Glenwood Street		

**Crash Analysis**

Reported crash locations within the last five years (2014-2018) involving pedestrians and bicyclists were reviewed. Examining existing crash data and identifying historical safety patterns reveals locations where new facilities may have the most impact in preventing crashes from occurring in the future. According to crash records from the Idaho Transportation Department, 9 crashes involving bicyclists and pedestrians occurred in the planning area. Crash data showed the majority of the crashes occurring along Chinden Boulevard and Glenwood Street. Refer to **Figure 3-2** in **Appendix C**.

### Injury Types

- **Fatality** – death occurred within one month of crash
- **A Injury (Serious Injuries)** – incapacitating injury (unconscious, transported to hospital)
- **B Injury (Visible Injuries)** – visible signs of injury (cuts, broken bones)
- **C Injury (Possible Injuries)** – no visible signs of injury (whiplash, soreness)



**Public Input**

The graphic below represents the public input process and associated outcomes. Refer to Public Involvement Summary in **Appendix C**.

Garden City Bicycle & Pedestrian Plan



## Bicycle & Pedestrian Plan

**Welcome Neighbors!**

Below you can learn about ACHD's bicycle and pedestrian plan for Garden City and provide feedback on projects under consideration.

### Achieving Our Vision

The purpose of the Garden City Neighborhood Bicycle and Pedestrian Plan is to identify community priorities for future bicycle and pedestrian projects within the planning area.

Projects identified in this plan promote safe, effective, and convenient walking and biking facilities for residents and visitors.



**Student Outreach**

What makes it difficult to walk and bike in the Garden City area?

1. Lack of lighting
2. Increased driving speeds
3. Narrow sidewalks
4. Lack of directional signage on the Greenbelt

**Online Interactive Map**

152 Comments

1. Increased crossing locations across the Boise River
2. Reopen and allow access along Boise River Greenbelt
3. Increased bicycle and pedestrian connectivity

**Recommended Projects Survey**

Project Prioritization

1. Crossing: 33rd Street and Chinden Boulevard
2. Shared-Use Pathway: Greenbelt Connection, Remington Street/52nd Street
3. Crossing: 43rd Street and Chinden Boulevard

## 4. RECOMMENDED PROJECTS

### Bicycle and Pedestrian Projects

*The recommended bicycle and pedestrian projects are based on the prioritization criteria provided in ACHD's Integrated Five-Year Work Plan (IFYWP), Roadways to Bikeways Plan (2018 Addendum) and input gathered from the public.*

Project numbers in **Table 4-1** correspond with the recommended projects shown in **Figure 4-1**. Recommended Projects in **Table 4-1** include information to assist ACHD, the City of Garden City, and community residents when evaluating and prioritizing projects. The final treatment (i.e. striping, sharrows, wayfinding signs, etc.) for each project will be reviewed by ACHD as part of the annual project scoping process. Refer to **Figure 4-1: Recommended Projects Map** in **Appendix D**.

### Bicycle Projects

**Bicycle** projects were ranked using the listed criterion in the Roadways to Bikeways Plan (2018 Addendum). The projects are ranked High, Medium or Low based on their numerical score. Each project is given a number value based on Regional Low-Stress Bikeway Network Build-Out ability, Connectivity to a Regional Low-Stress Bikeway Network, Distance to a School, Distance to Civic Facilities/Transit/Commercial Destinations and Demographic Data.

Bicycle project treatment types were determined based on the ACHD Bicycle Facility Definitions from the Roadways to Bikeways Plan (2018 Addendum).

### Pedestrian Projects

**Pedestrian** projects were ranked using the listed criterion for the Community Programs section of ACHD's IFYWP. The projects are ranked High, Medium or Low based on their numerical score. Each project is given a number value based on Average Daily Traffic, Distance to School, Existing Pedestrian Facilities, Americans with Disabilities Act Attributes, Distance to Civic Facilities/Transit/Commercial Destinations, and Demographic Data.

**Crossing** projects were ranked using the listed criterion for the Community Programs section of ACHD's IFYWP. The projects are ranked High, Medium or Low based on their numerical score. Each project is given a number value based on Average Daily Traffic, Distance to School, Crossing Distance, Speed Limits, Distance to Civic Facilities/Transit/Commercial Destinations, and Demographic Data.

Prioritization criteria, along with examples of project types are included in **Appendix D**.

Table 4-1. Garden City Recommended Projects

Project ID	Project Type	Project Name	Description	Public Input Priorities
<b>Bike Treatment</b>				
B1	Level 1: Low Stress Bikeway	33rd St, Brown St/Greenbelt	Provide low-stress bikeway facilities along 33rd St from Brown St to the Greenbelt	high
B2	Level 1: Low Stress Bikeway	36th St, Chinden Blvd/Adams St	Provide low-stress bikeway facilities from Chinden Blvd to Adams St, connecting the existing facilities on Orchard St to the Greenbelt	high
B3	Level 2: Bike Lanes	43rd St, Ustick Rd/Greenbelt	Provide designated bike lanes on 43rd St from Ustick Rd to the Boise Greenbelt.	medium
B4	Level 2: Bike Lanes	Adams St, 49th St/37th St	Provide designated bike lanes on Adams St from 49th St to 37th St. This project requires the center turn lane to be removed.	medium
B5	Level 2: Bike Lanes	Alworth St, Kent Ln/49th St	Provide designated bike lanes on Alworth St from Kent Ln to 49th St. This project requires the center turn lane to be removed.	low
B6	Level 1: Low Stress Bikeway	Garrett St, Chinden Blvd/Greenbelt	Provide low-stress bikeway facilities along Garrett St from Chinden Blvd to the Boise Greenbelt access on River Beach Ln. Provide way finding to on north end on Atwater Dr and River Beach Ln.	low
B7	Level 1: Low Stress Bikeway	Mystic Cove Road	Provide low-stress bikeway facilities along Mystic Cove Rd and the Greenbelt access points. Improve ADA facilities at Greenbelt access points.	high
B8	Level 1: Low Stress Bikeway	Reed St, Adams St/Greenbelt	Provide low-stress bikeway facilities along Reed St from Adams St to the Boise Greenbelt. Provide way finding to Heron Park and access to the Greenbelt.	low
<b>Shared Use Pathway</b>				
P1	Shared-Use Path	Greenbelt Connection, Remington St/52nd St	Provide the remaining greenbelt link between the extension at Remington St to 52nd St. Garden City jurisdiction/project.	high
P2	Shared-Use Path	Kent Ln, Chinden Blvd/Alworth St	Provide a shared-use path on the east side of Kent Ln from Chinden Blvd to Alworth St.	high
<b>Sidewalks</b>				
S1	Sidewalks	31st St, Brown St/Chinden Blvd	Sidewalks on the east side of 31st St from Brown St to Chinden Blvd.	low
S2	Sidewalks	32nd St, Brown St/Greenbelt	Complete sidewalk gaps on the west side of 32nd St from Brown St to the Boise Greenbelt.	low
S3	Sidewalks	33rd St, Brown St/Greenbelt	Sidewalks on both sides of 33rd St. Connects the existing greenbelt to attractions south of Chinden Blvd	high
S4	Sidewalks	34th St, Settlers Canal/Greenbelt	Complete sidewalk gaps on the east side of 34th St from Settlers Canal to the Boise Greenbelt.	medium
S5	Sidewalks	35th St, Settlers Canal/Greenbelt	Complete sidewalk gaps on the west side of 35th St from Settlers Canal to the Boise Greenbelt.	medium
S6	Sidewalks	37th St, Settlers Canal/Adams St	Complete sidewalk gaps on the west side of 37th St from Settlers Canal to Adams St.	low
S7	Sidewalks	39th St, Settlers Canal/Adams St	Complete sidewalk gaps on the east side of 39th St from Settlers Canal to Adams St.	low
S8	Sidewalks	40th St, Chinden Blvd/Greenbelt	Complete sidewalk gaps on the west side of 40th St from Chinden Blvd to the Boise Greenbelt.	low
S9	Sidewalks	42nd St, Ustick Rd/Chinden Blvd	Sidewalk on the east side of 42nd St from Ustick Rd to Chinden Blvd.	low
S10	Sidewalks	43rd St, Ustick Rd/Chinden Blvd	Sidewalks on both sides of 43rd St. Connects the existing sidewalks on Ustick Rd and Chinden Blvd	high
S11	Sidewalks	44th St, Stockton St/Adams St	Complete sidewalk gaps on the east side of 44th St from Stockton St to Adams St. Garden City Project.	low
S12	Sidewalks	45th St, Chinden Blvd/Greenbelt	Complete sidewalk gaps on the west side of 45th St from Chinden Blvd to the Boise Greenbelt.	low
S13	Sidewalks	46th St, Chinden Blvd/Adams St	Complete sidewalk gaps on the east side of 46th St from Chinden Blvd to the Adams St.	low
S14	Sidewalks	46th St, Adams St/GreenBelt	Complete sidewalk gaps on the west side of 46th St from Adams St to the Boise Greenbelt.	low
S15	Sidewalks	48th St, Canal/Adams St	Sidewalk on the south side of 48th St from the canal to Adams St.	low

Project ID	Project Type	Project Name	Description	Public Input Priorities
S16	Sidewalks	48th St, Chinden Blvd/Creation St	Sidewalk on the west side of 48th St from Chinden Blvd to where 48th St changes to Creation St north of Fenton St.	low
S17	Sidewalks	52nd St, Remington St/Cody Ln	Sidewalk on east side of 52nd St from Remington St to Cody Ln.	low
S18	Sidewalks	Apache Way, Strawberry Glenn Rd/West	Sidewalks on both sides of Apache Way from Strawberry Glenn Rd to the end of Apache Way west near W Arapaho Ct.	low
S19	Sidewalks	Arney St, Osprey Meadows Dr/State St.	Sidewalk on east side of Arney St from Osprey Meadows Dr to State St.	low
S20	Sidewalks	Brown St, Orchard St/30th St	Sidewalks on the south side of Brown St from Orchard St to 30th St.	low
S21	Sidewalks	Carr St, 36th St/33rd St	Sidewalks on the north side of Carr St from 36th St to 33rd St.	low
S22	Sidewalks	Chinden Blvd, Glenwood St/Kent Ln	Sidewalk on the north side of Chinden Blvd from Glendwood St to the Kent Ln. ITD Jurisdiction.	high
S23	Sidewalks	Clay St, 37th St/32nd St	Sidewalks on the north side of Clay St from 37th St to 32nd St.	low
S24	Sidewalks	Creation St, 48th St/Adams St	Sidewalk on the west side of Creation St from where 48th St changes to Creation St to Adams St.	low
S25	Sidewalks	Fenton St, Bradley St/46th St	Sidewalk on the north side of Fenton St from Bradley St to 46th St.	low
S26	Sidewalks	Field St, Adams St/Creation St	Sidewalk on the south side of Field St from Adams St to Creation St.	low
S27	Sidewalks	Glenwood St, Boise River/Riverside Dr	Sidewalks on the west side of Glenwood St from the bridge over the Boise River to Riverside Dr. ITD Jurisdiction.	medium
S28	Sidewalks	Reed St, 40th St/Adams St	Sidewalk on the south side of Reed St from 40th St to Adams St.	low
S29	Sidewalks	Remington St, 52nd St/Greenbelt	Sidewalk on west side of Remington St from 52nd St to the Boise Greenbelt.	low
S30	Sidewalks	Veterans Memorial Parkway, Chinden Blvd/Boise River	Sidewalks on the west side of Veterans Memorial Parkway from Chinden Blvd to the VMP Bridge over the Boise River. This project includes sidewalk across the bridge.	high
<b>Crossings</b>				
C1	PHB	33rd St and Chinden Blvd	Install Pedestrian Hybrid Beacon on Chinden Blvd at 33rd St. Idaho Transportation Department jurisdiction.	high
C2	PHB/Toucan Crossing	43rd St and Chinden Blvd	Install Pedestrian Hybrid Beacon or Toucan Style crossing at the intersection of 43rd St across Chinden Blvd. Idaho Transportation Department Jurisdiction, ITIP Key No. 20549.	high

# Appendix A

## Demographics

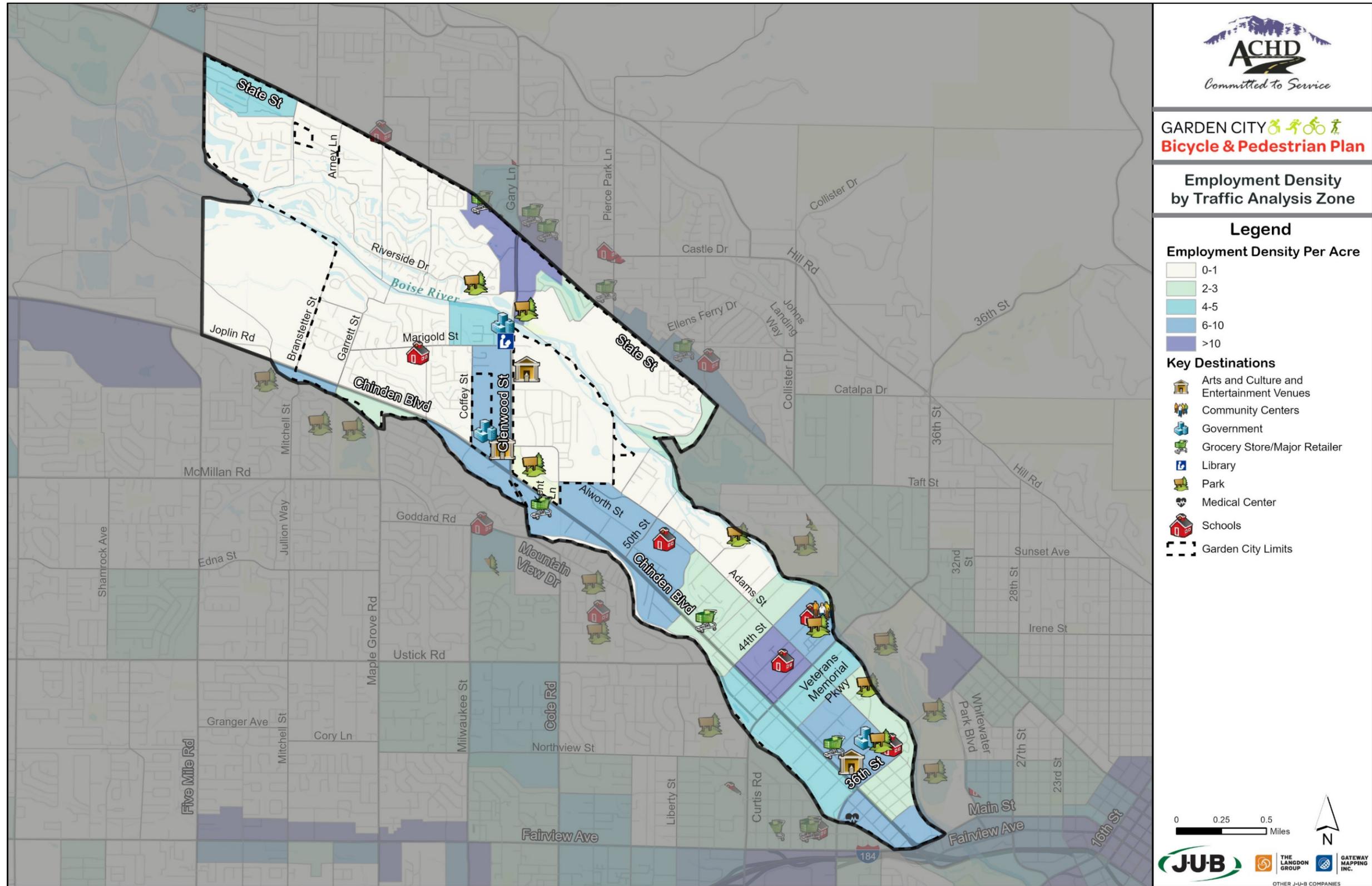


Figure 2-1. Current Employment Density

## Appendix B

### Existing Conditions

# EXISTING PLANS AND PLANNED PROJECTS

## ACHD PLANS

### ACHD Integrated Five-year Work Plan – 2020-2024

The Fiscal Year 2019 – 2023 Integrated Five-Year Work Plan (IFYWP) is the mechanism in which maintenance and capital projects are programmed.

<https://www.achdidaho.org/Departments/PlansProjects/IFYWP.aspx>

#### PROJECTS IDENTIFIED IN THE GARDEN CITY PLANNING AREA:

- Clay St, 34th St / 32nd St; 32nd St, Chinden Blvd / Clay St: Construct curb, gutter, sidewalk, swales, landscaped bulb outs, and illumination on Clay from 34th to 32nd and on 32nd from Chinden to Clay in partnership with Garden City and Garden City URA.
- State St and Glenwood St: Widen intersection as per the State/Glenwood Intersection Concept Study, including median U-turns and improved bike and pedestrian crossings. Joint project with ITD.
- State St, Glenwood St / Pierce Park Ln: Widen State St to 7 Lanes between Glenwood and Hertford. Hertford to Pierce Park included with the State St and Pierce Park Ln intersection project.
- State St and Pierce Park Ln – Intersection: Widen intersection to 4 lanes (Pierce Park) and 7 lanes (State), including sidewalk/buffered bike lane (north) and pathway (south), median and bus pullouts as per the State St TTOP.
- State St, Pierce Park Ln / Collister Dr: Widen State St to 7 lanes with HOV/transit lanes, curb, gutter, sidewalk, and bike lanes as per the State St TTOP and the 2016 CIP. This project may include an access management component.
- State St and Pierce Park Ln – Roadway: Widen State St, Hertford Ln / Ellens Ferry Ln to 7 lanes, with curb, and gutter as part of the intersection widening project.
- US 20/26 (Chinden Blvd) and 43rd St Pedestrian Crossing: Federal aid project to install an enhanced crossing on Chinden Blvd at 43rd St.
- US 20/26 (Chinden Blvd) and Curtis Rd: Widen the intersection to add a dedicated southbound through/right turn lane as per the 2016 CIP.

### Roadways to Bikeways Plan (2018 Addendum)



ACHD updated elements of the 2009 Roadways to Bikeways Plan. Since this plan was completed, ACHD and its partner agencies have adopted several plans, including eight neighborhood-level bicycle and pedestrian plans, and policy documents that affect bicycle planning and design throughout Ada County.

[http://www.achdidaho.org/Projects/proj\\_roadways-to-bikeways-master-plan-update.aspx](http://www.achdidaho.org/Projects/proj_roadways-to-bikeways-master-plan-update.aspx)

#### PROJECTS IDENTIFIED IN THE GARDEN CITY PLANNING AREA:

- Orchard Hill Bikeway Signage
- State St, 26th Street – N Gary Lane: Bike lane improvements (buffered, shoulders).
- State St and Pierce Park Ln – Bike lane improvements (buffered, shoulders).

# EXISTING PLANS AND PLANNED PROJECTS

## GARDEN CITY PLANS

### Garden City Comprehensive Plan

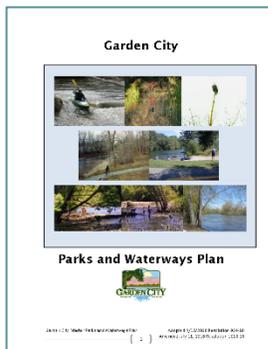


The Garden City Comprehensive Plan outlines a long-term vision for the City as well as the goals and policies implemented to guide future actions of the community.

#### TRANSPORTATION PROJECTS IDENTIFIED IN THE GARDEN CITY PLANNING AREA:

- Redevelop Osage and Stockton streets as shared mobility corridors
  - Partner on a corridor study for Chinden Boulevard
  - Support Valley Regional Transit for fixed stops and more frequent service
  - Increase interconnectivity within neighborhoods (dedicated funding)
- Objective: 7.1. Objective: Create pedestrian and bicycle friendly connections.
    - 7.1.1 Develop a master plan for pedestrian and bicycle pathways. The plan should include the locations and design for various types of pathways including: • separated bike paths and on-street bike lanes; • sidewalk sections of various width and design depending on location; • pathways that connect with the green belt, schools, parks and other major activity areas; • pathways along ditch, drains and canals; and • crosswalks.
    - 7.1.2 Reinforce responsible bicycling through signage, speed limits and education programs provided by youth-oriented agencies such as the Boys and Girls Club, schools and the Library.
    - 7.1.3 Explore the opportunities for funding a “Safe Routes to School” coordinator that would work with the schools and transportation agencies and undertake research and procure funding for improving safety along pedestrian and bicycle routes to the schools.
    - 7.1.4 Complete a Garden City specific plan including street design and designations, prioritized projects, potential funding, and responsibilities for implementation.
    - 7.1.5 Re-develop Osage and Stockton streets as shared mobility corridors that are attractive for pedestrians and bicyclists while maintaining access to local businesses. Consider the opportunities for an art pathway and one-way direction for each street. (See also Action Steps 2.4.1 and 2.4.2)

### Garden City Parks and Waterways Plan



The vision identified in the 2006 Garden City Comprehensive Plan provides a new direction for city parks and facilities by establishing specific recommendations that include implementing a master parks plan, placing limits on private uses along the river, encouraging native landscaping near the river, providing for bike and pedestrian connectivity, and continuing to close gaps in the Greenbelt System. This plan is designed to provide standards for current parks, foresight for future parks and waterways, and guidance for informed, balanced policy and funding decisions. It is also a flexible document that should be amended as priorities and resources change over time.

#### PROJECTS IDENTIFIED IN THE GARDEN CITY PLANNING AREA:

- Complete Boise Greenbelt connection at 52<sup>nd</sup> Street
- Better define Boise Greenbelt access at 42<sup>nd</sup> Street

# EXISTING PLANS AND PLANNED PROJECTS

- Designate Boise River access at the following locations: Westmoreland Park, end of E 44<sup>th</sup> St (at the Boise Greenbelt), Heron View Park, and the Boise River Greenbelt (upstream from Boise River Park).
- Expand the Riverside Park to complete access to the pond
- Safety crossing at Chinden Boulevard and 33<sup>rd</sup> Street
- Bike pathway connections at the following locations
  - 43<sup>rd</sup> Street/Ustick Road – 42<sup>nd</sup> Street/Chinden Boulevard
  - Through Plantation Subdivision
  - State Street and Glenwood Street (crossing included)
  - State Street and Coffey Street (crossing included)
  - Garrett Street

## City of Garden City Transportation Needs



This is a document that addresses the combined transportation systems needs within Garden City. The plan incorporates suggestions from members of the community and from other pertinent plans. This list is updated on an annual basis with input from City Staff, the Transportation Task Force, and City Council.

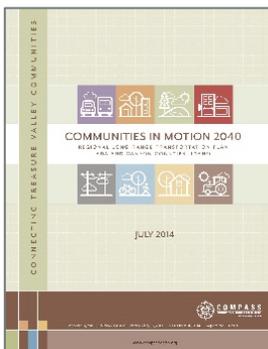
### PROJECTS IDENTIFIED IN THE GARDEN CITY PLANNING AREA:

The City of Garden City identified 50+ projects within the Transportation Needs List; of those, the top priority projects include:

- Stockton improvements: these improvements will be made in conjunction with a waterline replacement project and will assist in safety and improved business viability along this corridor.
- Chinden Boulevard improvements including increased business access, reduced speeds, and providing pedestrian movement across Chinden Boulevard.
- Installing safety crossings on Chinden Boulevard, State Street, and Glenwood Street
- Local Road Grid Framework including Micro Street network throughout the eastern portion of Garden City
- Creating mobility choices and connections

## REGIONAL PLANS

### Communities in Motion 2.0 (CIM) 2040



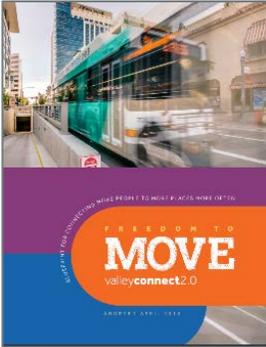
The Community Planning Association of Southwest Idaho (COMPASS) developed Communities in Motion 2040 (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties.

### PROJECTS IDENTIFIED IN THE GARDEN CITY PLANNING AREA:

- State Street, Glenwood Street to downtown Boise: transit capital, increased service frequency, pedestrian and bike facility improvements, additional transit amenities, and other related improvements
- Three cities river crossing (preserving land for a future project: bridge over the Boise River east of the City of Eagle) Construct new four lane river crossing

# EXISTING PLANS AND PLANNED PROJECTS

## Valley Connect 2.0



ValleyConnect 2.0 is Valley Regional Transit’s response to the region’s travel needs. It is a blueprint for service and capital projects aimed at lowering the cost of urban transportation and providing the freedom to move without every trip requiring a private automobile.

### PROJECTS IDENTIFIED IN THE GARDEN CITY PLANNING AREA:

- Develop State street as a Premium Corridor, a transit corridor with frequent all-day service and supporting bicycle and pedestrian infrastructure. These can also be important regional transit corridors with the potential for high capacity transit.
- Implement fixed route service on 36<sup>th</sup> street as a Secondary Corridor that serves local connections.

In addition, we support the inclusion of transit stops as points of interest on any plan maps if possible, and/or an explanation of existing services which include:

- Route 11 Garden City
- Route 8x Chinden Blvd
- Route 12 Maple Grove Rd
- Route 9 State St
- Lyft Transit Connections Program serving some stops along State St and Chinden Blvd:  
[https://valleyregionaltransit.org/media/1793/map\\_6-web-01-1.jpg](https://valleyregionaltransit.org/media/1793/map_6-web-01-1.jpg)

## State Street Transit and Traffic Operational Plan

The State Street Transit and Traffic Operational Plan (TTOP) is an integrated transportation and land use plan that identified near-, medium-, and long-term improvements for implementing the roadway, transit, and land use vision for the State Street corridor.



### PROJECTS IDENTIFIED IN THE GARDEN CITY PLANNING AREA:

- Near-term roadway improvements:
  - Enhancements to pedestrian facilities between Glenwood Street and Veterans Memorial Parkway and automobile facilities without widening the roadway (ITD infrastructure)
  - Access management plan, between Glenwood Street and 23<sup>rd</sup> Street
  - New Park and Ride location on Glenwood
  - 30<sup>th</sup> Street Roadway Extension
- Medium-term roadway improvements:
  - State Street widened to seven lanes with curbside HOV lanes, Glenwood St to 23<sup>rd</sup> St

## Idaho Transportation Department – Financial Planning & Analysis

Idaho Transportation Department’s financial planning analysis document identifies projects funded through fiscal years 2020-2026.

### PROJECTS IDENTIFIED IN THE GARDEN CITY PLANNING AREA:

## **EXISTING PLANS AND PLANNED PROJECTS**

- US 20, FY22 Microseals, Ada Co: SH-44 (Glenwood St.) north of Riverside Dr. To SH-44 (State St.), and SH44, SH-16 to Glenwood St.

## **OTHER PROJECTS TO CONSIDER**

- Projects identified in future plans: Chinden Access Management Plan, Glenwood Corridor Plan.

## **OTHER PLANS REVIEWED**

- Garden City Sidewalk Policy
- Ridge to Rivers 2016
- Complete Streets 2009

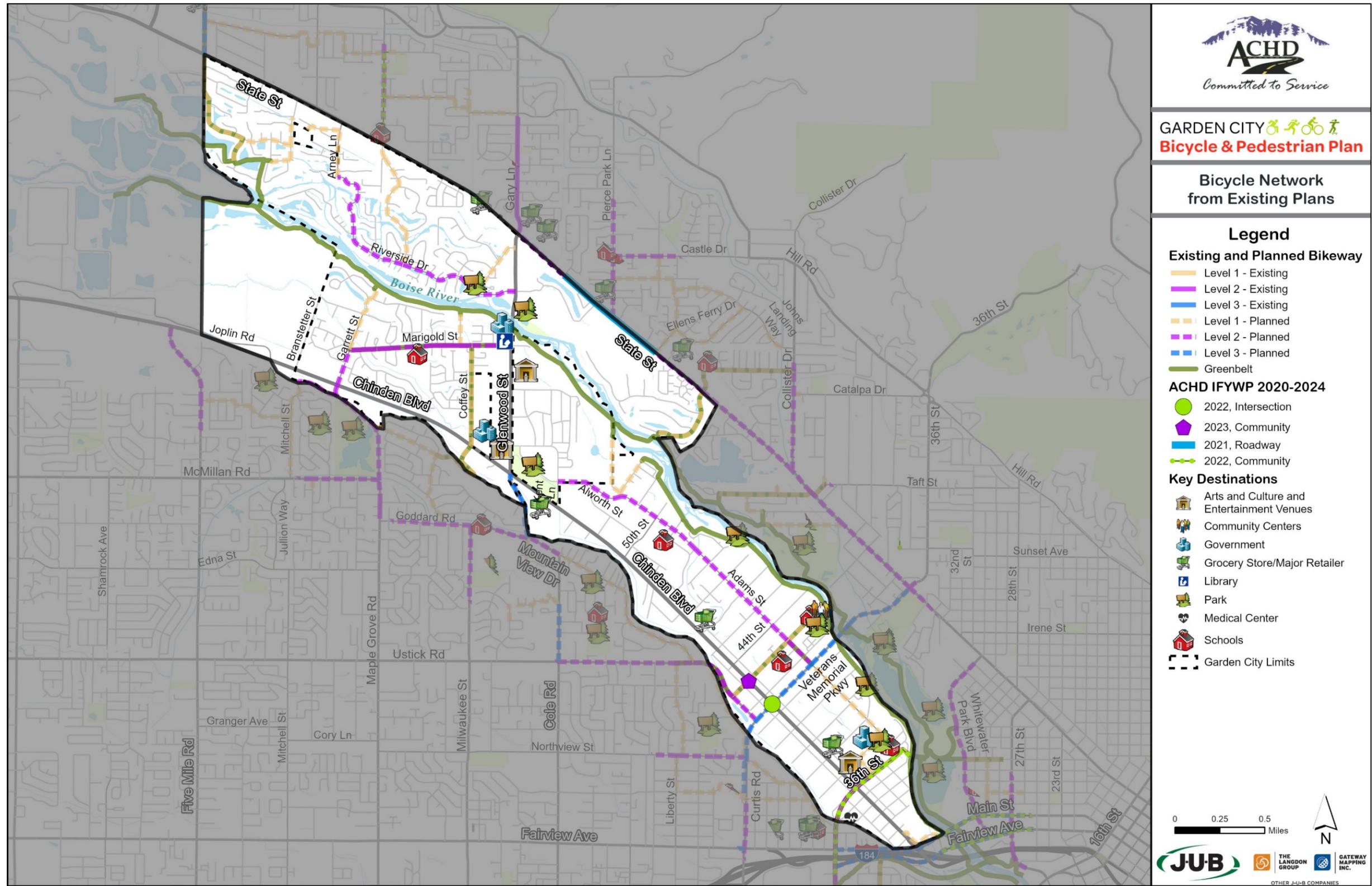


Figure 2-2. Bicycle Network

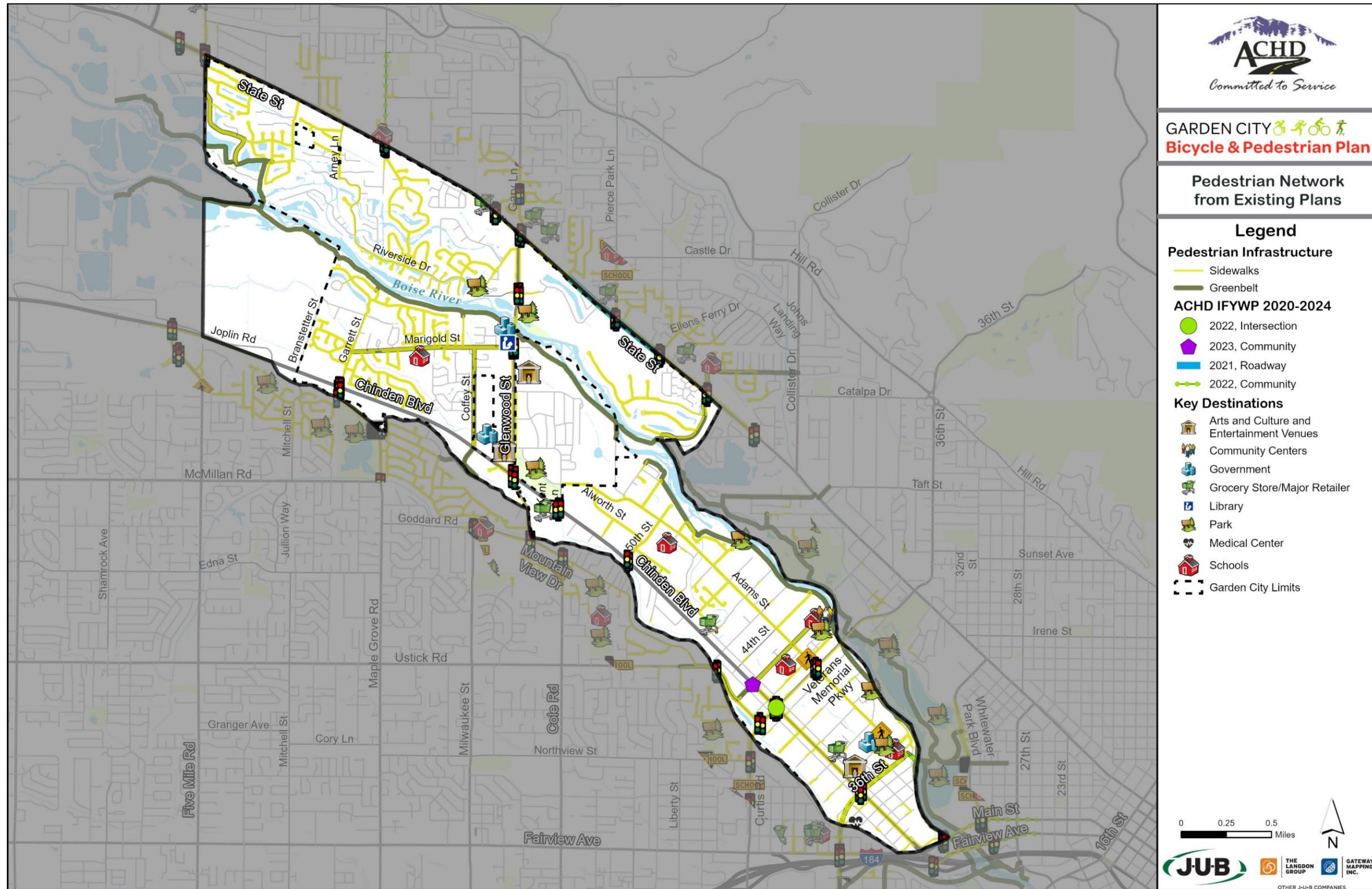


Figure 2-3. Pedestrian Network

## Appendix C

### Needs Analysis

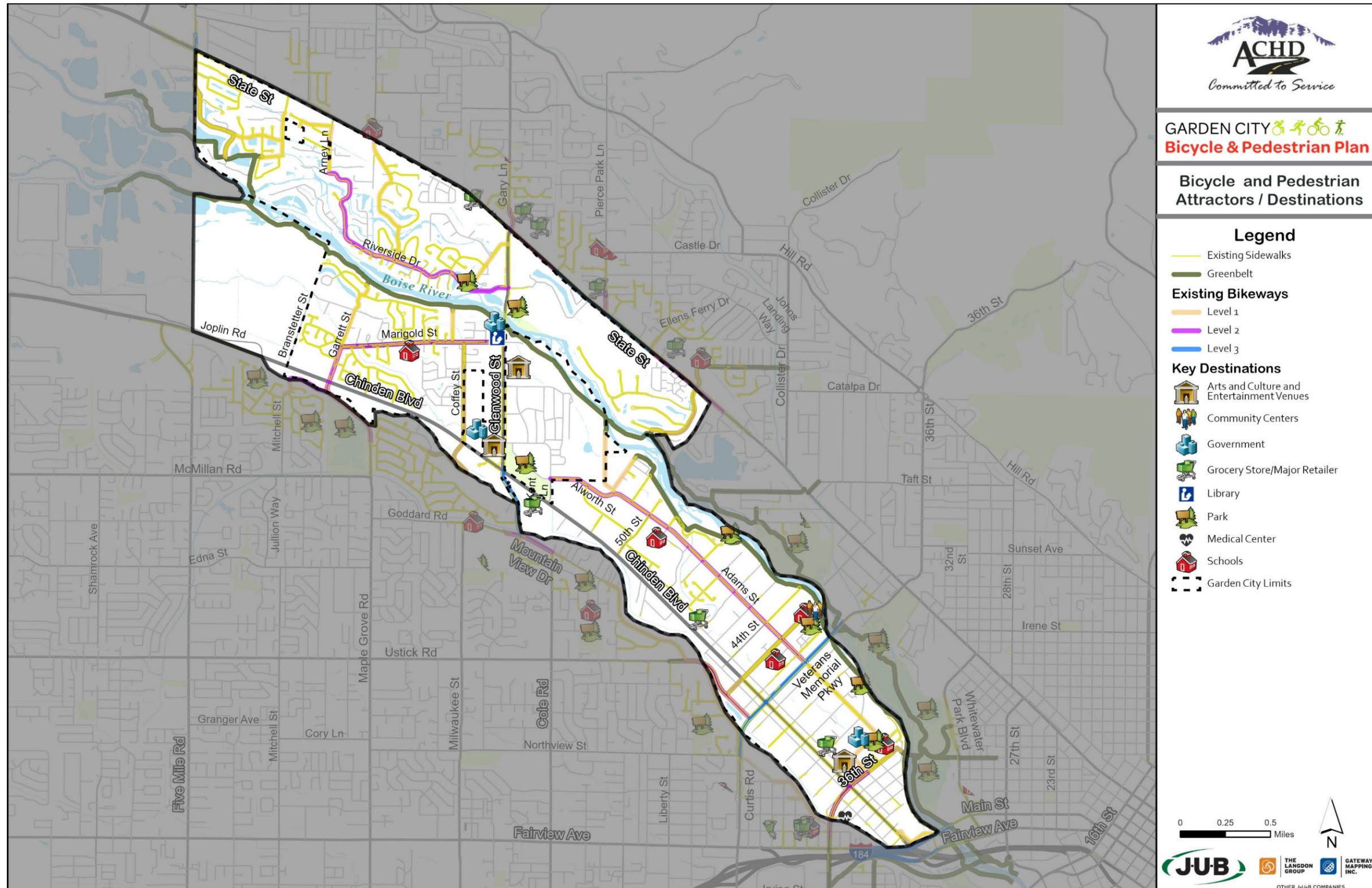


Figure 3-1. Bicycle and Pedestrian Attractors /Destinations

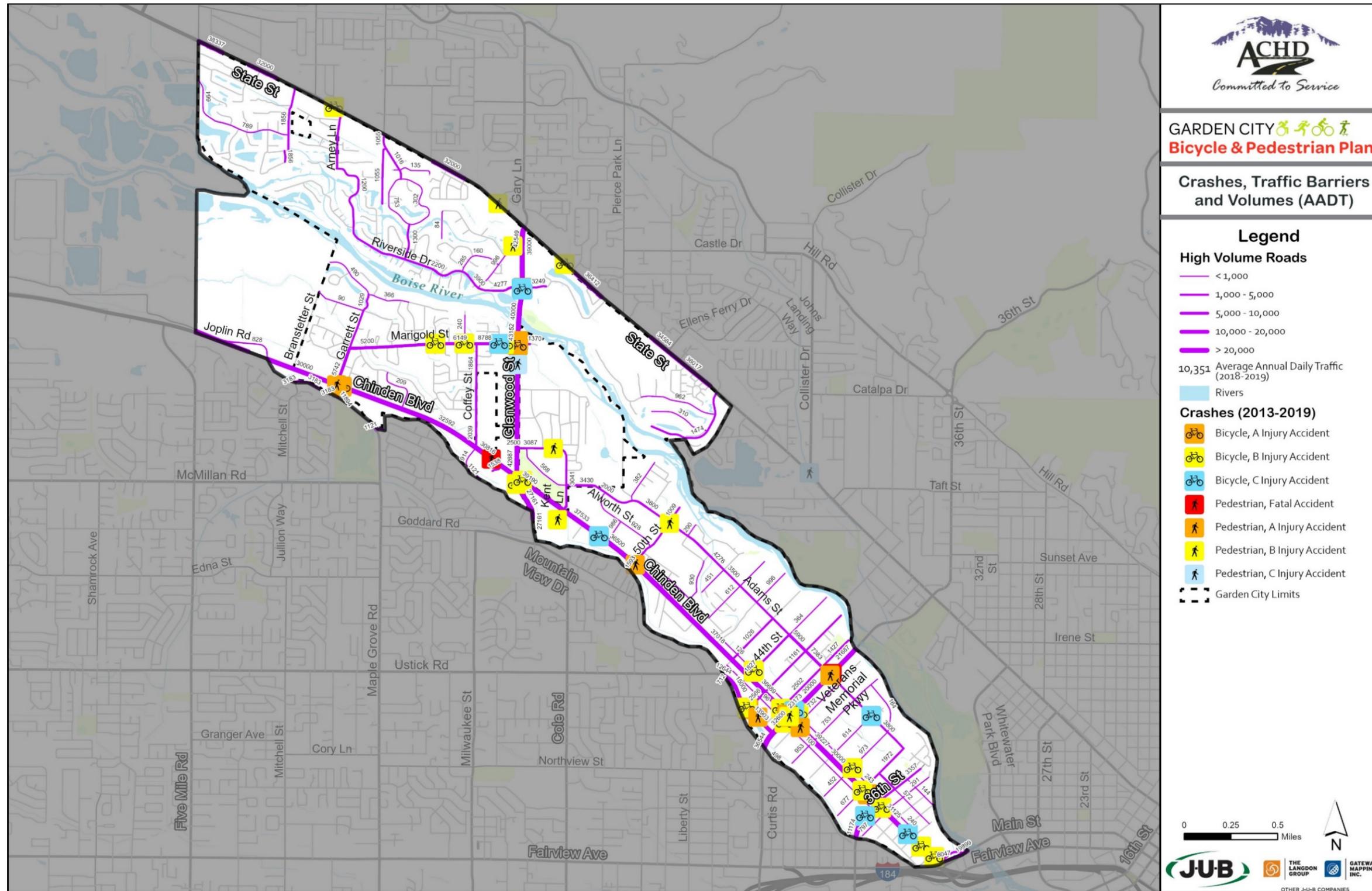


Figure 3-2. Crashes, Traffic Barriers and Volumes (AADT)

# PUBLIC INVOLVEMENT REPORT

Garden City Bicycle and Pedestrian Plan

GARDEN CITY   
Bicycle & Pedestrian Plan

# PUBLIC INVOLVEMENT REPORT

## Purpose

The purpose of this report is to summarize public outreach efforts and outcomes that occurred throughout the planning process of developing the Garden City Bicycle and Pedestrian Plan.

## Summary of Public Involvement Activities

A comprehensive outreach strategy was employed to gather input from the public about potential bicycle and pedestrian improvements. Multiple methods were used to notify stakeholders about the plan and invite them to participate in the process. Public outreach efforts included: student outreach, an online interactive mapping tool, an online open house and survey. Below is a summary of the outreach activities and outcomes.

### Student Outreach

On Tuesday, July 21, 2020, staff from ACHD and J-U-B Engineers visited a rising 5th grade classroom at Future School in order to talk to them about the Garden City Bicycle & Pedestrian Plan and gather ideas on what improvements can be made in order to improve bike and pedestrian safety throughout the City. The main themes students expressed about difficulty of walking and biking around the Garden City include:

- Lack of lighting
- Increased driving speeds
- Narrow sidewalks
- Lack of directional signage on the Greenbelt

### Online Interactive Map

From April 21, 2020 to May 22, 2020, the comment period was opened. An online comment map was launched which allowed its users to provide their comments on specific locations within the neighborhood planning area. Following the link to the online comment map:

<http://3pvisual.com/Projects/ACHDGardenCity/comments.aspx>

### Online Open House and Survey

From July 9, 2020 to August 14, 2020 an online public open house was launched to collect feedback about prospective bicycle and pedestrian improvements within the Garden City planning area. Maps were displayed with the recommended projects and a survey was linked allowing the public to prioritize the projects. Below is a summary of the open house outcome.

## Input Received

### PIM Attendance and Comment Totals

- Comments Received through online Open House: 68
- Online Comments Received prior to PIM: 152

### Number of Comments Received

Comment Source	Number of Comments	Percent of Total
Online Interactive Map	145	68%
Open House Survey	68	32%
<b>TOTAL</b>	<b>213</b>	<b>100%</b>

### Breakdown by Comment Type

Comment Type	Number of Comments	Percent of Total
Bike	35	23%
Pedestrian	10	6%
Both (Bike and Pedestrian)	96	64%
Other	11	7%
<b>TOTAL</b>	<b>152</b>	<b>100%</b>

### Public Input Summary Roadway, Types of Issues, and Type of Treatments

Roadway	Issues	Type of Treatments
<b>Riverside Drive</b>	<ul style="list-style-type: none"> <li>• Lack of directional signage</li> <li>• Access issues</li> </ul>	<ul style="list-style-type: none"> <li>• Install increased signage for bicyclists/pedestrians</li> <li>• Extend paved pathways further east where dirt pathways exist</li> <li>• Reopen private sections of trails through Riverside Village</li> </ul>
<b>Glenwood Street</b>	<ul style="list-style-type: none"> <li>• Unsafe walking/biking conditions across Glenwood Bridge</li> <li>• Lack of designated biking lanes</li> </ul>	<ul style="list-style-type: none"> <li>• Install a designated bike lane extending north from Riverside Drive</li> <li>• Install a bicycle/pedestrian bridge over Boise River or widen bridge to create space for bicyclists/pedestrians</li> </ul>
<b>E 52<sup>nd</sup> St</b>	<ul style="list-style-type: none"> <li>• Lack of connection to north side of Boise River</li> <li>• Lack of connection to Boise Greenbelt</li> </ul>	<ul style="list-style-type: none"> <li>• Install bicycle/pedestrian bridge over Boise River</li> <li>• Extend Boise River Greenbelt from 52nd St</li> </ul>

## Public Input Summary Analysis

### Both (Bike and Pedestrian)

A total of 96 comments were received about bike and pedestrian issues. Comments were associated with increasing safety and connectivity throughout the community and increasing access. Additionally, several comments were associated with installing additional crossings for bicyclists and pedestrians across the Boise River.

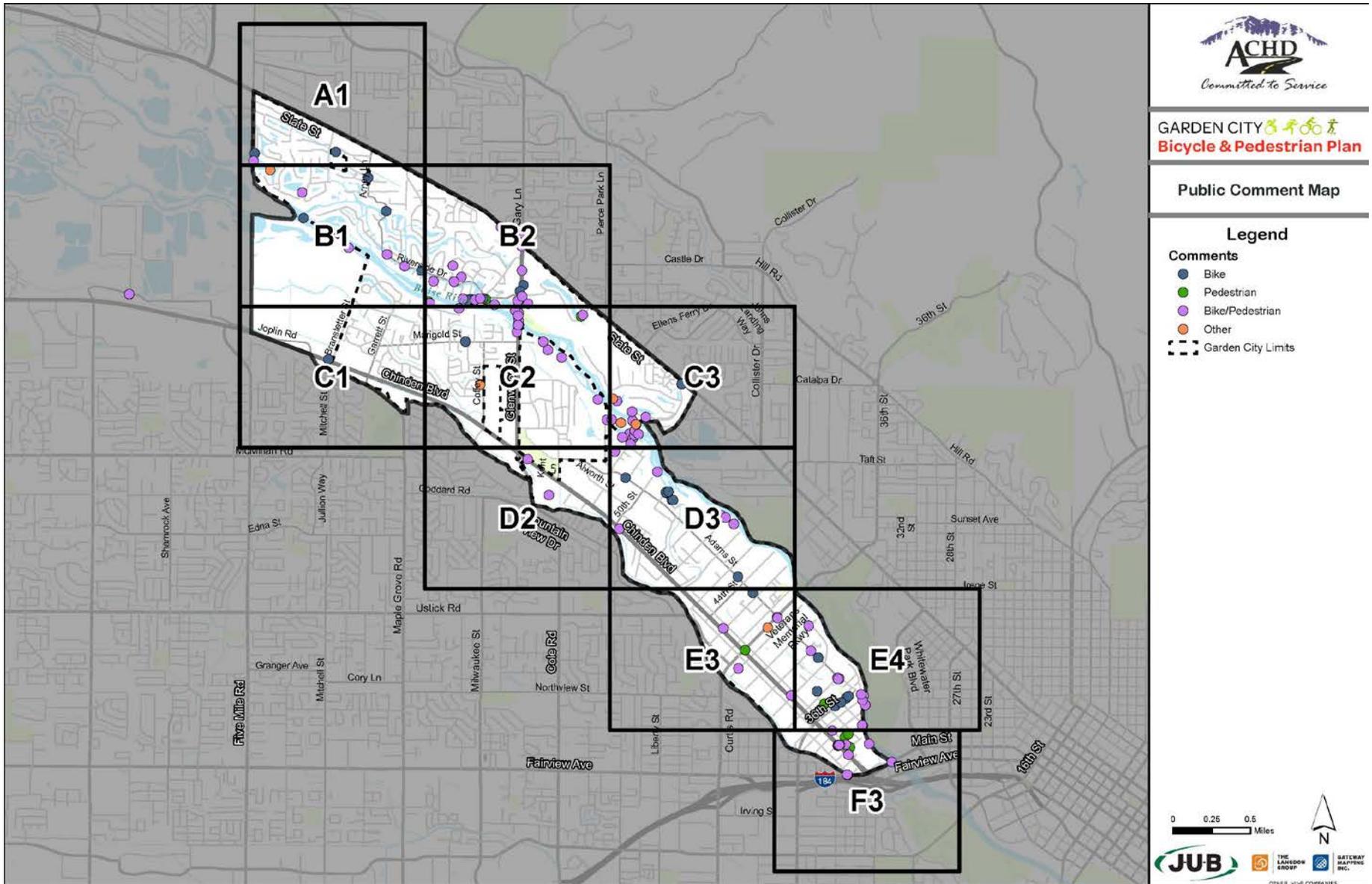
### Bike

A total of 35 comments were generated by the public for bicycle related concerns. Comments were associated with creating designated or protected bike lanes and increased connectivity throughout the Garden City planning area. Most bicycle facility related concerns were located along Glenwood Street and the Boise River Greenbelt.

### Pedestrian

The common theme or priority made clear is that the public would like to see sidewalk gaps filled and pathway connectivity increased throughout the Garden City planning area. Ten (10) comments were generated and it was reiterated throughout that lack of connectivity makes it difficult to access surrounding residential areas and bus stops within the community.

The maps on the following pages represent comments received through the online interactive mapping tool. A public comment map book with numbered dots, followed by a list of comments that correspond to the numbers are attached to this report.



GARDEN CITY   
**Bicycle & Pedestrian Plan**

## ATTACHMENTS

- [Public Comments Map Book](#)
- [List of Comments](#)



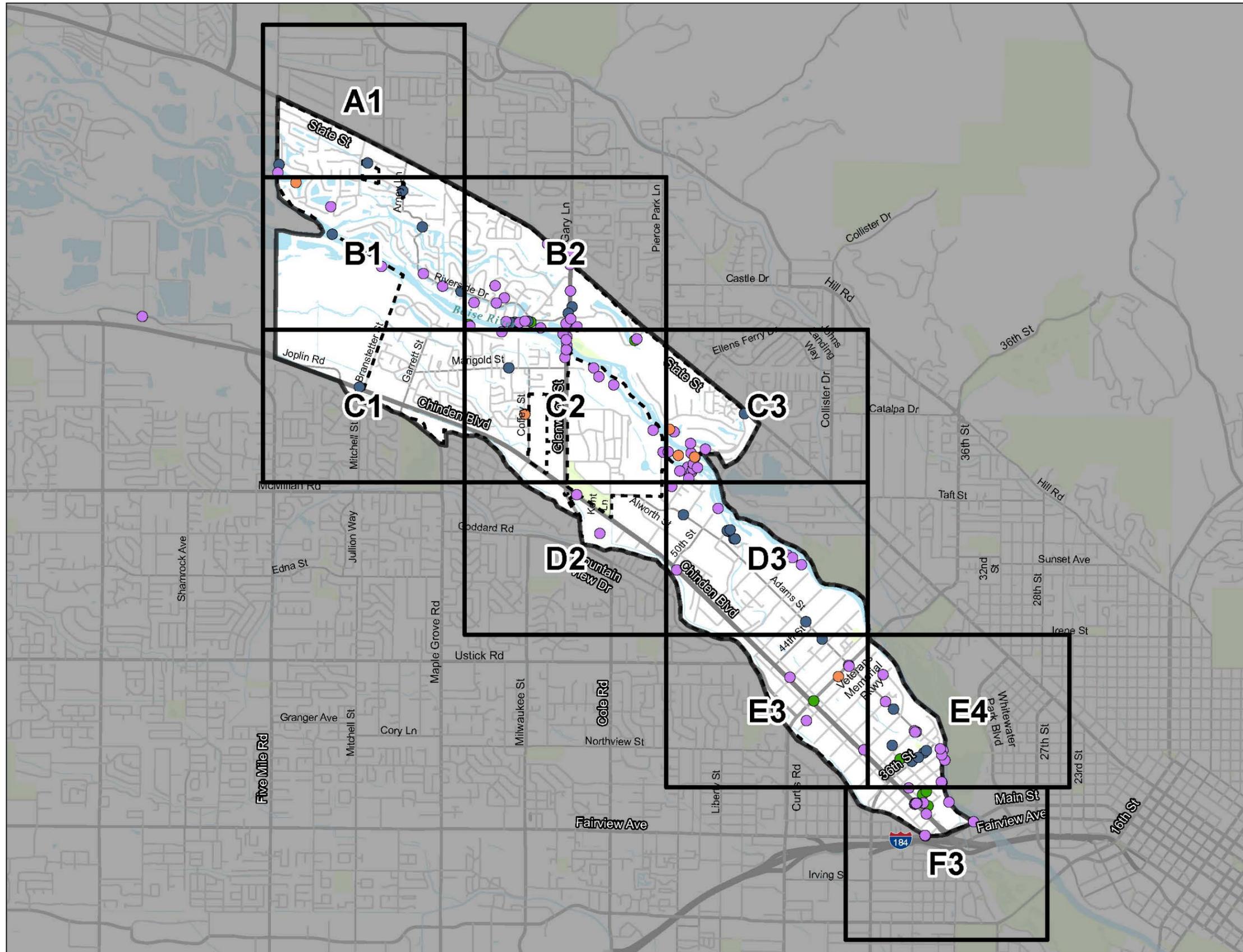
**GARDEN CITY** **Bicycle & Pedestrian Plan**

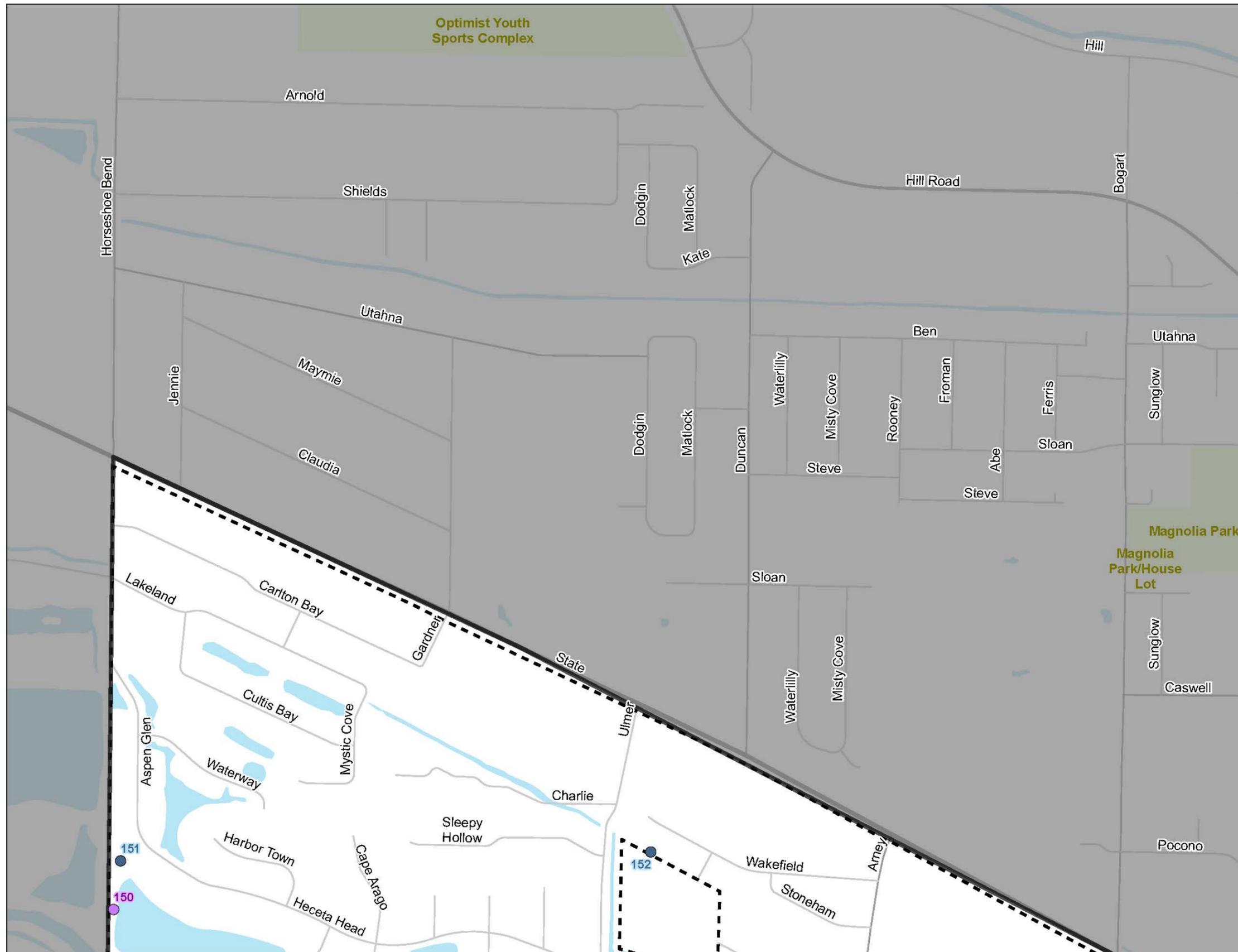
**Public Comment Map**

**Legend**

**Comments**

- Bike
- Pedestrian
- Bike/Pedestrian
- Other
- Garden City Limits





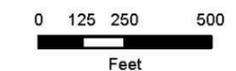
**GARDEN CITY**   
**Bicycle & Pedestrian Plan**

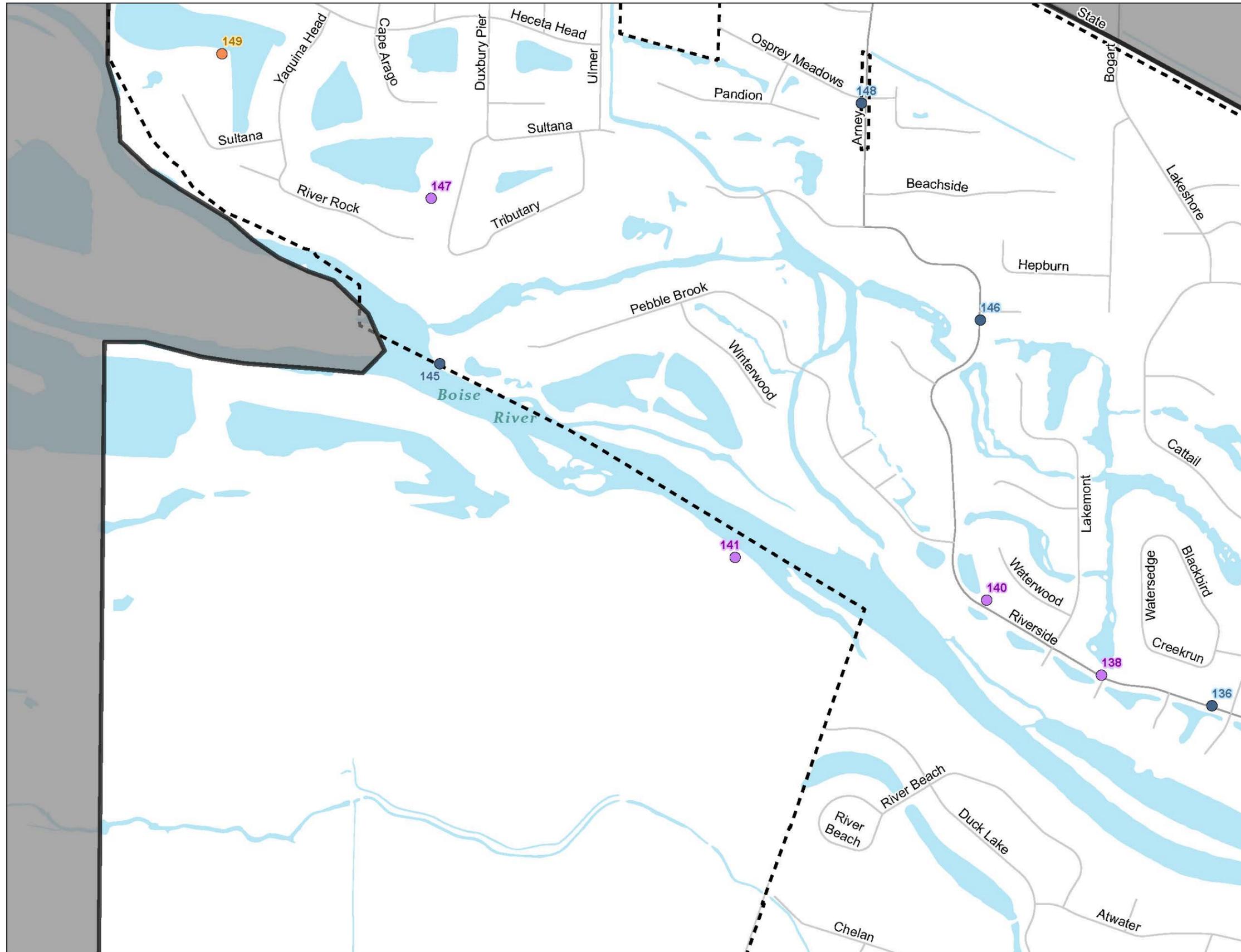
**Public Comment Map: A1**

**Legend**

**Comments**

- Bike
- Pedestrian
- Bike/Pedestrian
- Other
-  Garden City Limits



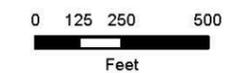


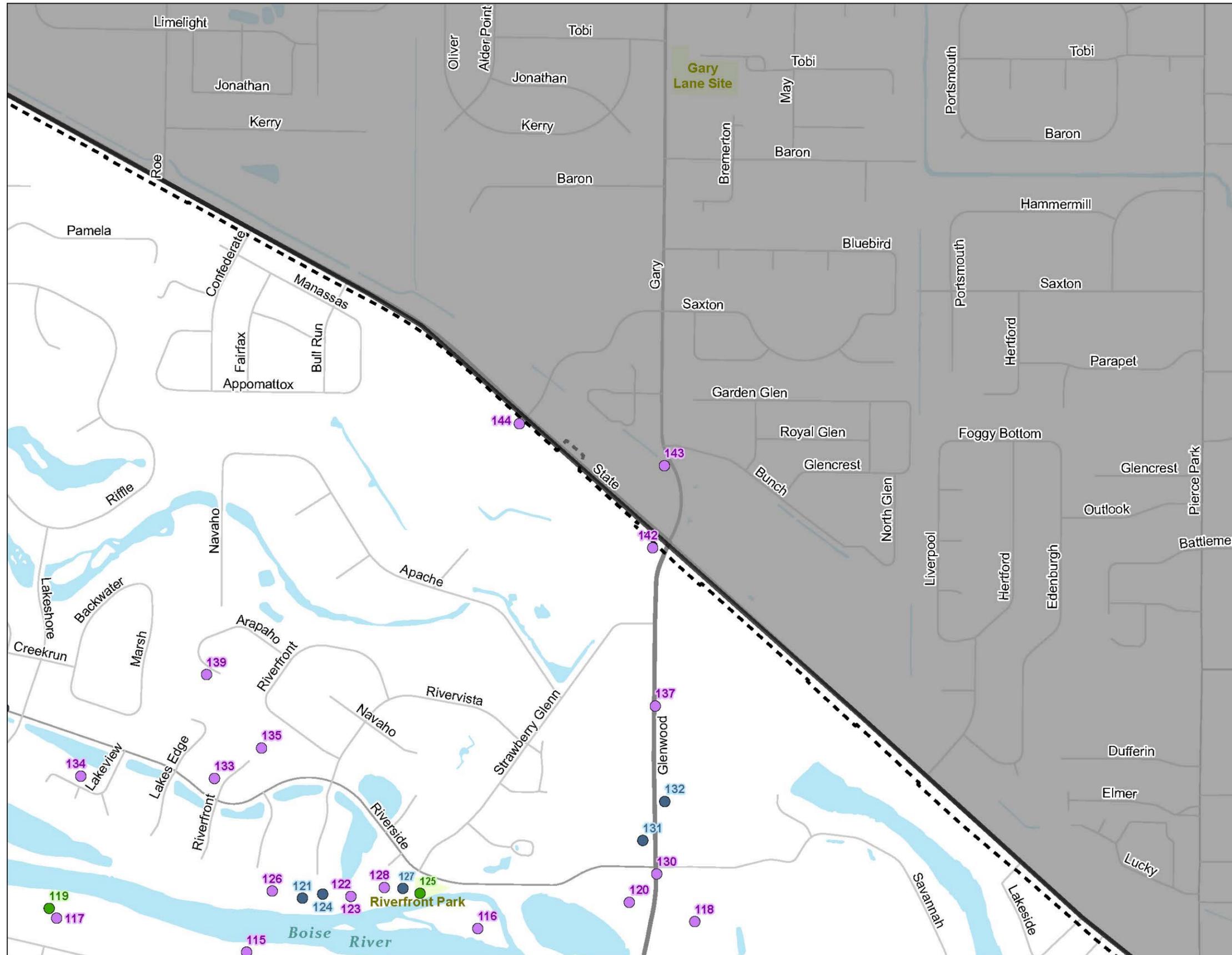
**GARDEN CITY** **Bicycle & Pedestrian Plan**

**Public Comment Map: B1**

**Legend**

- Comments**
- Bike
  - Pedestrian
  - Bike/Pedestrian
  - Other
  - Garden City Limits





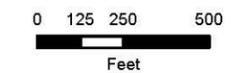
**GARDEN CITY**  
**Bicycle & Pedestrian Plan**

**Public Comment Map: B2**

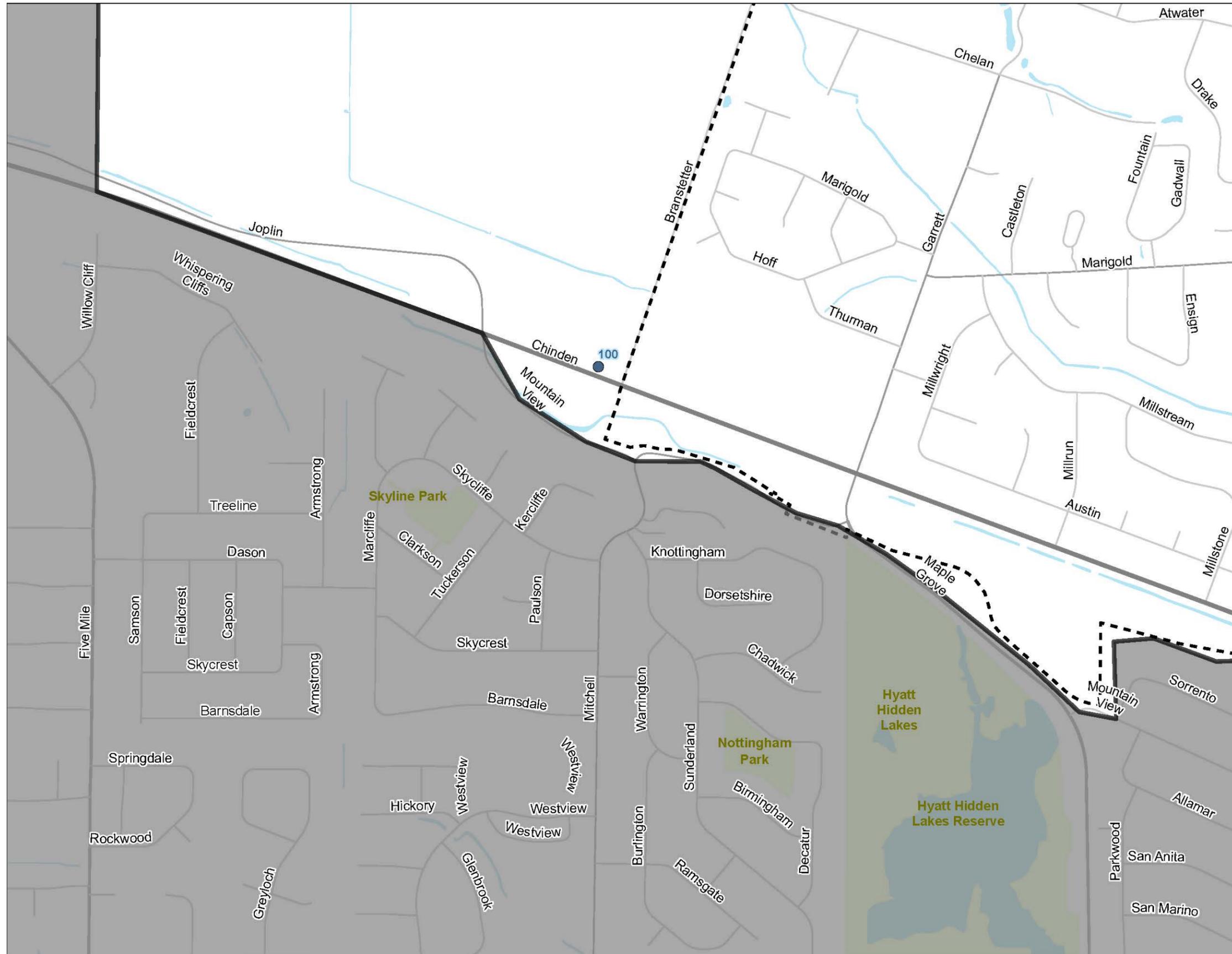
**Legend**

**Comments**

- Bike
- Pedestrian
- Bike/Pedestrian
- Other
- Garden City Limits



OTHER JUB COMPANIES

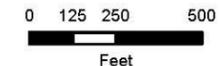


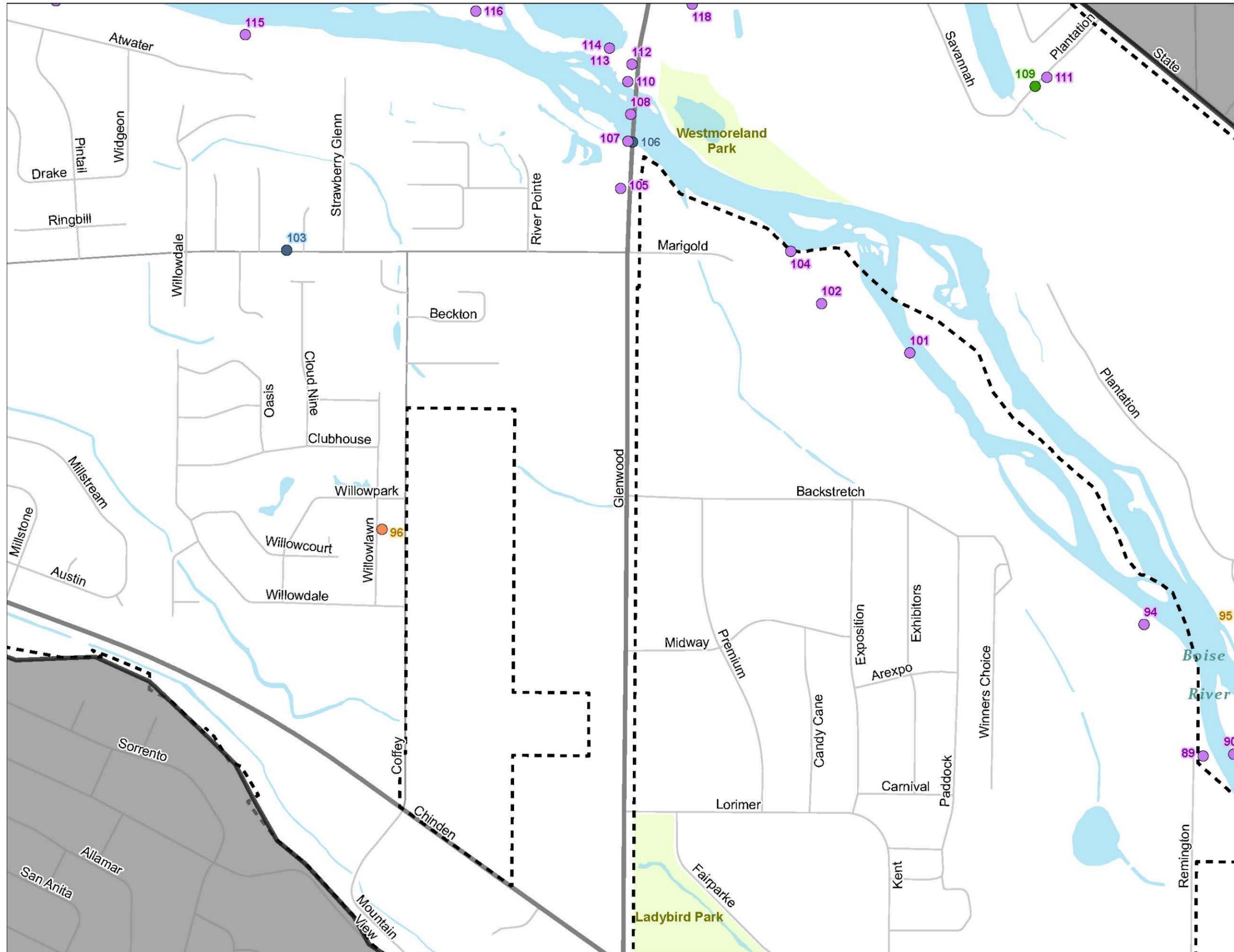
**GARDEN CITY** **Bicycle & Pedestrian Plan**

**Public Comment Map: C1**

**Legend**

- Comments**
- Bike
  - Pedestrian
  - Bike/Pedestrian
  - Other
  - Garden City Limits



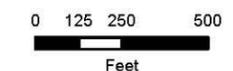


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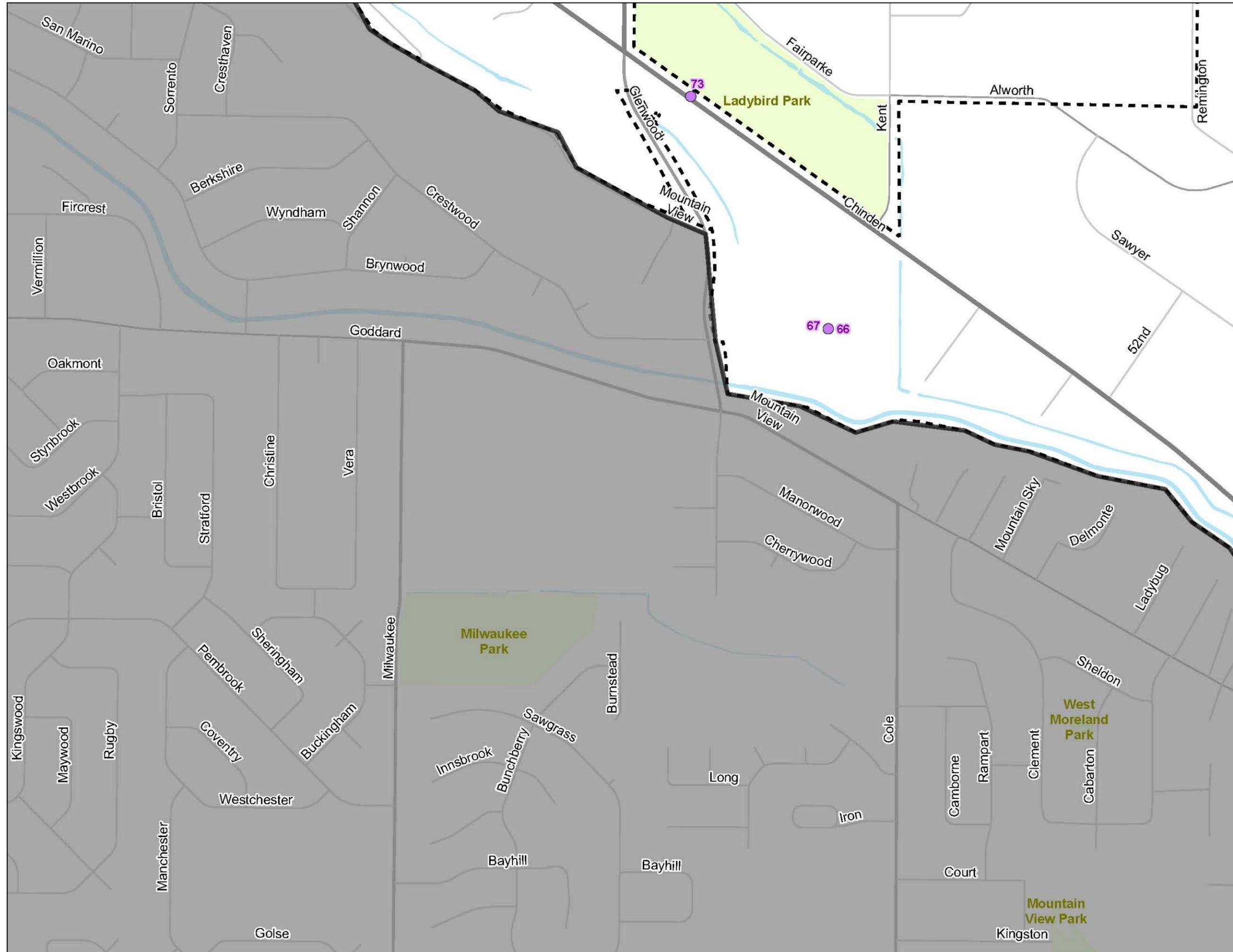
**Public Comment Map: C2**

**Legend**

- Comments**
- Bike
  - Pedestrian
  - Bike/Pedestrian
  - Other
  - Garden City Limits







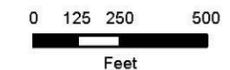
**GARDEN CITY** **Bicycle & Pedestrian Plan**

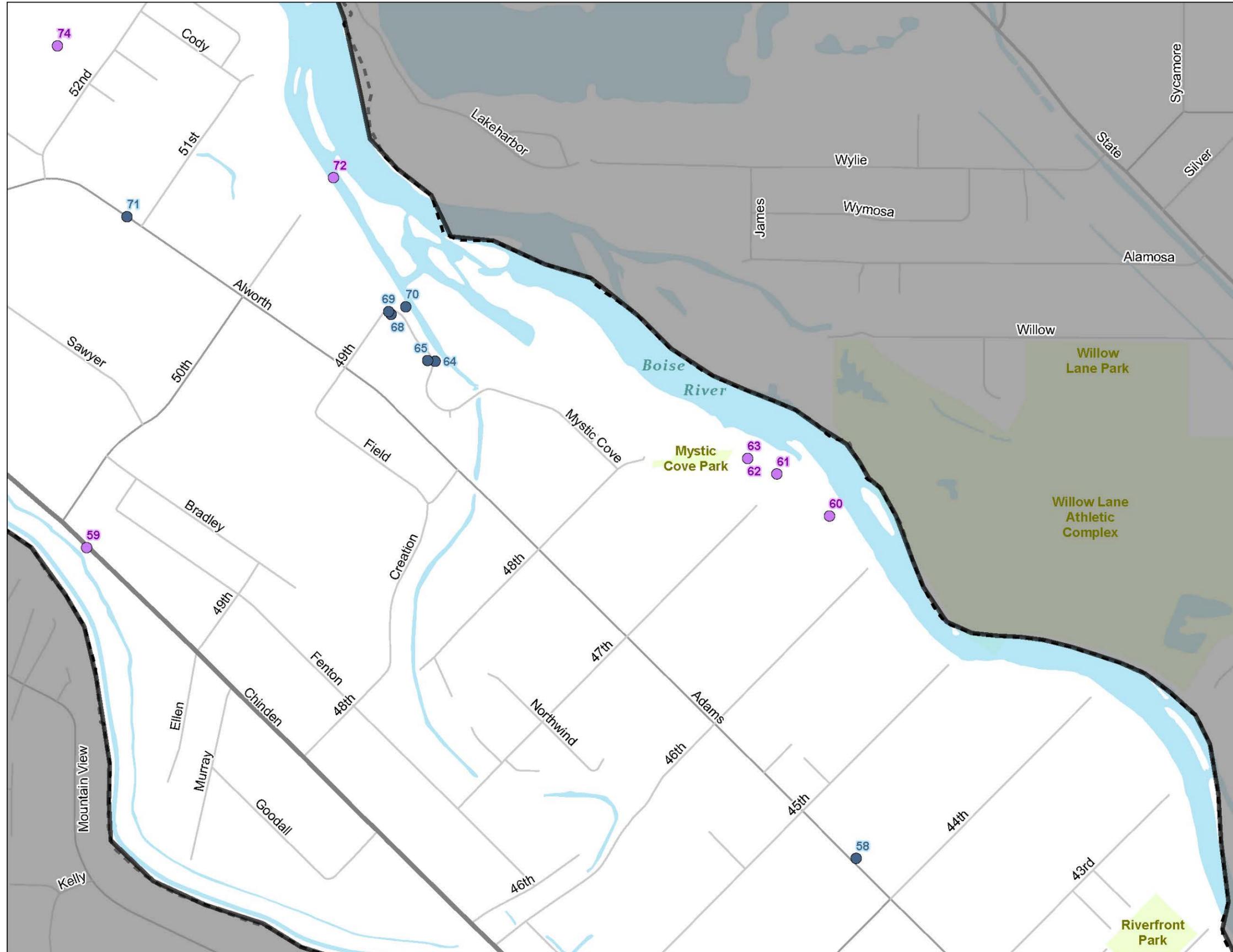
**Public Comment Map: D2**

**Legend**

**Comments**

- Bike
- Pedestrian
- Bike/Pedestrian
- Other
- Garden City Limits





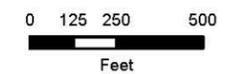
**GARDEN CITY**   
**Bicycle & Pedestrian Plan**

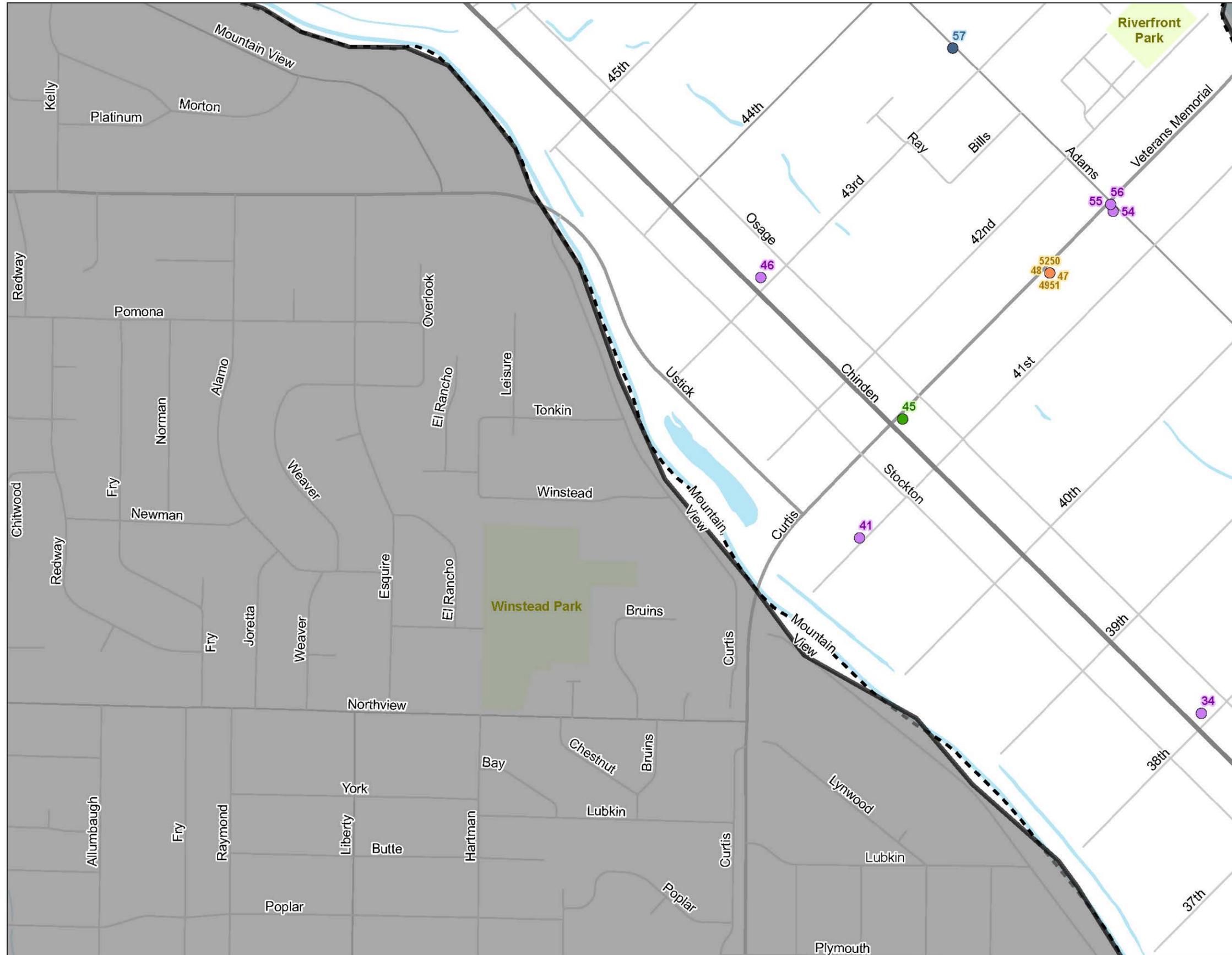
**Public Comment Map: D3**

**Legend**

**Comments**

-  Bike
-  Pedestrian
-  Bike/Pedestrian
-  Other
-  Garden City Limits





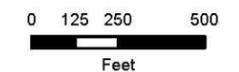
**GARDEN CITY** **Bicycle & Pedestrian Plan**

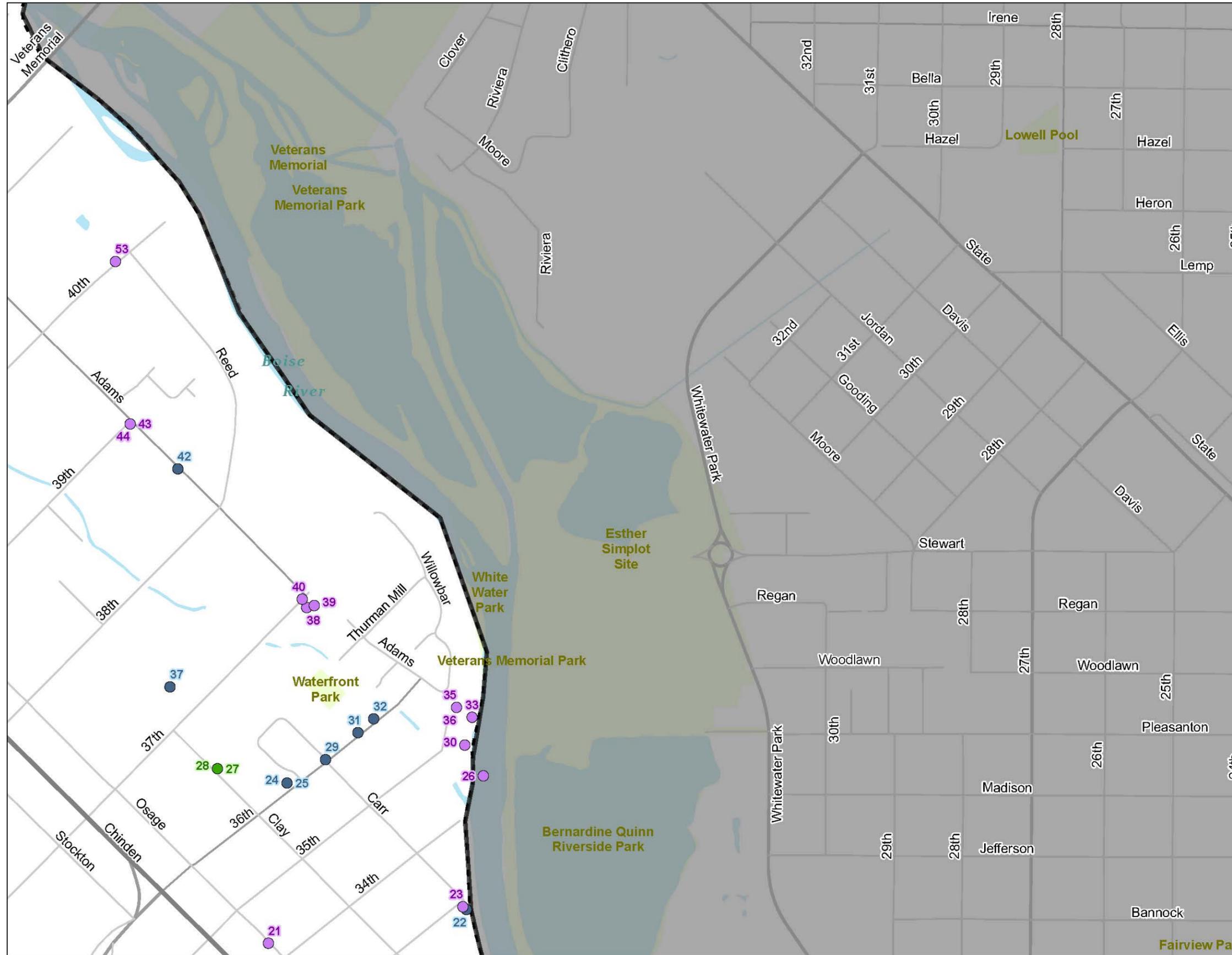
**Public Comment Map: E3**

**Legend**

**Comments**

- Bike
- Pedestrian
- Bike/Pedestrian
- Other
- Garden City Limits





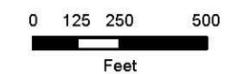
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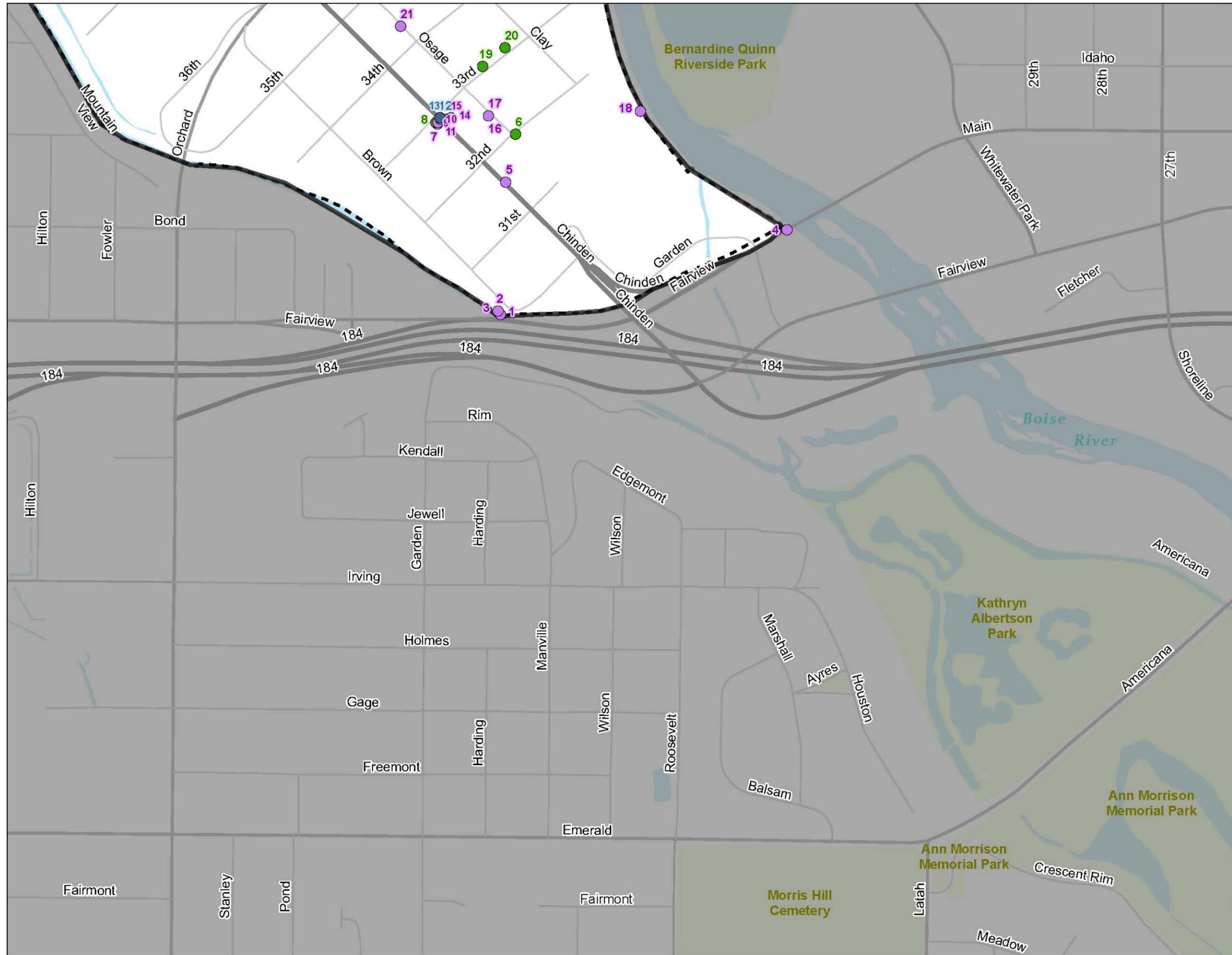
**Public Comment Map: E4**

**Legend**

**Comments**

- Bike
- Pedestrian
- Bike/Pedestrian
- Other
- Garden City Limits





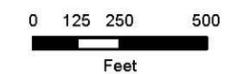
**GARDEN CITY** **Bicycle & Pedestrian Plan**

**Public Comment Map: F3**

**Legend**

**Comments**

- Bike
- Pedestrian
- Bike/Pedestrian
- Other
- Garden City Limits



# LIST OF PUBLIC COMMENTS

Mapbook Page	Comments	Comment No.
A1	The gravel path connecting Heceta Head to the Greenbelt is on clearly-posted private Lakeland HOA land. Many people from outside the subdivision park their cars on Heceta Head creating a traffic hazard, and use the private path to access the Boise River and the HOA's ponds.	150
A1	This is a pathway in the Lakeland Village development that is a major access point to Garden City/Eagle greenbelt. Signed as ""Private"" - Request the Lakeland Village HOA to remove the private sign. I	151
A1	This is a bike path that connects to Ulmer Lane. Pathway needs repair	152
B1	Much of the ""bike path"" from Glenwood through Riverside Village does not need minimum width standards of 5 feet.	136
B1	Signed bike route on Arney Lane and West Riverside Drive needs designed bike lanes (new in some areas) and dedicated access to the Glenwood Bridge to connect this neighborhood to the Greenbelt with safe access for children (and old people). This will help everyone in the neighborhood and may reduce congestion on the Greenbelt on the south side of the river by offering a safe alternative route. A	138
B1	We need a paved pathway along the north side of the river and not a maze through neighborhoods. A The dirt ""nature path"" now is barely suitable for walking.	140
B1	This section is in dire need of signage and an official presence of some kind to remind / enforce the rules. A There's not even a center line here. A A	141
B1	there is a section of path here illegally claimed by the HOA, the city needs to step up and reclaim it. A	145
B1	ACHD shows this as a ""bike lane"" yet it is not marked as a bike lane north of Pebble Brook Lane to Arney Lane. A As a consequence this section is frequently blocked by vehicles. ACHD should post signs it is a bike lane and no vehicle parking.	146

# LIST OF PUBLIC COMMENTS

<b>B1</b>	Major damage to this greenbelt section from Eagle City boundary to bridge. Need repair.	147
<b>B1</b>	This section should not be considered a ""low stress bikeway"". Make this a ""conventional bike lane"" leading to Wakefield for access west to the greenbelt. This is a busy street that has no protection for bike riders - not even a sharrow.	148
<b>B1</b>	Make this walking only area. Also, no open music being played by people on bike. Â Its equivalent to cars blasting loud music on residential streets.	149
<b>B2</b>	Need a pedestrian and bike bridge here to keep from having to use the dangerous Glenwood crossing	116
<b>B2</b>	Need signs to not stand in the path if youre stopping to look at something. Some people on bikes are trying to commute and not just out for a family stroll so when people are just stopped on the green belt it makes it dangerous to go around them on busy days. People need to treat the green belt as a transportation route, not just a place to go on a sunday stroll or bike ride. These are the safest ways from eagle to boise but we have to add 15-20 min to account for all the hold ups from people going snail pace or just standing around on the path.	117
<b>B2</b>	This is an access point a city park - through a parking lot!! Â Appropriate signage and bike lanes should be added for safe access.	118
<b>B2</b>	This section as well as others have increasing numbers of people walking dogs off leash and paying no attention to what their dog or dogs are doing. It is not people who are unfamiliar with the regulations because it is the same people on a regular basis. Also the people who have ear buds in, wandering along the path. So saying on your left is pointless.	119
<b>B2</b>	The Glenwood bridge needs a Raised Bike lane that is separate from the sidewalk. Needed on both Northbound and Southbound sides. As a pedestrian, just last week an adult bicyclist was on the sidewalk while a friend and I were walking northbound and a child on a bike with a parent walking were southbound. It was so crowded that I stepped into the painted bike lane!	120
<b>B2</b>	I don't see any mention of this part of the greenbelt. Is Evans still blocking term fulfillment of the Idaho state land grant or has everyone just forgotten about it?	121

# LIST OF PUBLIC COMMENTS

<b>B2</b>	Ive grown to like the idea of a natural trail despite the history of how it came to be, but still see no reason that bikes should be banned from this section of the greenbelt.	122
<b>B2</b>	Ive grown to like the idea of a natural trail despite the history of how it came to be, but still see no reason that bikes should be banned from this section of the greenbelt.	123
<b>B2</b>	Open to bikes to connect and avoid Glenwood nightmare.	124
<b>B2</b>	Please keep the Nature Path pedestrian only. It is one of the only places I can walk with my family without bikes flying by us. It is peaceful and relaxing.	125
<b>B2</b>	Do not allow bikes on the Nature Path. This path provides the only quiet, pedestrian-only trail in the area, which is important for many people, especially older pedestrians who need a safe place to walk without bikes speeding by, which frightens them.	126
<b>B2</b>	Opening this area of the greenbelt to bikes would completely eliminate the issues crossing the Glenwood St. bridge.	127
<b>B2</b>	This greenbelt path should be multi-use (include bikes). Now it is primarily for the exclusive use of Riverside Village people who live along the greenbelt. It was intended by the State of Idaho to be bike path (multi-use). Making matter worse, there is no clearly marked access points along allowing people in this area to use the path. Homeowners along have blocked several existing easements.	128
<b>B2</b>	Garden City must take an aggressive lead and work with ACHD and ITD to improve this bike/ped crossing on the Glenwood Bridge. Otherwise open up the north greenbelt through Riverside Village to bikes.	130
<b>B2</b>	Need to change the signal so that bikers crossing Riverside must stop unless they have a protected green light. There are too many wrong way bikes making northbound left turns onto Riverside very dangerous.	131

# LIST OF PUBLIC COMMENTS

<p><b>B2</b></p>	<p>Should be easier to bike north on the E side of Glenwood between river and Gary, to access all the Garden City businesses in Plantation Shopping Center, what may be built in along State as Plantation CC's reimagined, Walmart, as well as unique Boise businesses like Albertsons, Goodwill, UPS Store, and movie theatre in Northgate. It gets increasingly daunting as you move north toward State to make it. As another comment notes, you find people going the wrong way here since the facilities on the E are so poor.</p>	<p>132</p>
<p><b>B2</b></p>	<p>Keep this pathway for pedestrians and bicyclists on the street west of Soroptimist Park. Protect the habitat area and pedestrian only portion of the Greenbelt that is on the north side of the Boise River and west of Soroptimist Park. Thanks.</p>	<p>133</p>
<p><b>B2</b></p>	<p>It really is unfortunate and more than "exclusive" that there is not a bike path through Riverside Village along the river. ^ That was once paved and bikes should be allowed on it even though it is hard packed dirt. ^ That surface prevents bikers from zooming though an area. ^ The whole north side of the river/Garden city is just a hodge-podge of paths that are not very nice. ^ Developers and their money got their way and the public did not get a sufficient pathway that is safe, beautiful and useful for all.</p>	<p>134</p>
<p><b>B2</b></p>	<p>This area that currently prohibits cyclists is wide enough in most places to allow for both walkers and cyclists.</p>	<p>135</p>
<p><b>B2</b></p>	<p>Implement the ACHD/ITD Glendwood/State Street Corridor Plan of December 2018! ^ This is a study that appears to be gathering dust in spite of the huge amount of public involvement and money spent on this study. And make sure the Glenwood bridge improvements are part of the project.</p>	<p>137</p>
<p><b>B2</b></p>	<p>The Greenbelt is receiving increasing user traffic from both commuters and recreational users ^ that is exceeding the capacity to provide enjoyable safe trail experiences. The central location of the Garden City segment of the Greenbelt and other bicycle lanes in the community receive growing use and user conflicts. ACHD should engage Garden City along with the other cities to coordinate jurisdiction and funding (i.e.from developer impact fees) by expanding capacity with widened sections for pedestrian ""step off"" and passing room. Electric motorized bicycles and scooters should be prohibited along with distracting audible sound systems.</p>	<p>139</p>
<p><b>B2</b></p>	<p>The Gary/Glenwood/State intersection suffers from high-speed cornering, generally onto Glenwood, that puts pedestrians crossing at serious risk. Especially the crossing on the Glenwood leg should be redesigned so that only slow turns are possible, building safety into the road. It seems inevitable someone will die on this corner without a change.</p>	<p>142</p>

# LIST OF PUBLIC COMMENTS

<b>B2</b>	There is a strong need for a bicycle bridge across State Street. All the traffic would move toward a bridge wherever it was placed. In addition, stopping the right hand turn without a signal would help keep cyclists and pedestrians safe.	143
<b>B2</b>	There should be a pedestrian crossing on the W side of this intersection. As it is people have to cross 3 legs of the intersection to get from the large community to the NW, or the bus stops as they were on Saxton, to Walmart and other shopping in this area.	144
<b>C1</b>	Designated bike lanes along Chinden between Garrett Street and 5 Mile to connect the Chinden bike lanes that end at 5 mile. Gives marked access to the YMCA and for commuters. This is a really nice mapping tool. Thank you.	100
<b>C2</b>	Connect the Greenbelt.	89
<b>C2</b>	Need better limits on electric bikes and skateboards. These machines are running too fast and running other users off the greenbelt so they can keep up their speed	94
<b>C2</b>	need more visible placement of speeding signs--like in the middle length of Coffey	96
<b>C2</b>	RV park users seem to be the least aware of the rules pertaining to the Greenbelt. RV park management needs to advise their customers of the rules and signs need to be posted at Greenbelt access points.	101
<b>C2</b>	The section east of Glenwood all the way to Riverside Hotel will benefit from being smoothed/leveled. It is very jarring when on a bicycle because of all the tree root and other bumps. Smooth pathways make for more safe passage for riders and pedestrians.	102

# LIST OF PUBLIC COMMENTS

C2	This existing bike lane is substandard from Glenwood to Garrett St. Most sections on either side of the street does not meet the recommended (ACHD Roadways to Bikeways Master Plan) of 5 feet width for a ""conventional bike lane"".	103
C2	Seems like Westmoreland Park is underutilized public space in Garden City. Perhaps moving north/south travel and the Greenbelt connection away from Glenwood, say for example a bridge here that goes through Westmoreland and then heads north behind the current Plantation Shopping center, to new Plantation condos & shopping NE, Pierce Park school NE), would be better than trying to force bike/ped down Glenwood. Seems like that would fit well with redevelopment of Expo Idaho, too.	104
C2	Make a safe bike lane from Riverside Drive/greenbelt to cross to the river towards the library....traffic is treacherous and there is no barrier. Â Glenwood is a hazard to both pedestrians and bikers. Â	105
C2	The Glenwood Bridge clearly needs safer bike lanes. Â It has high bike traffic. Â The bike lanes are narrow and so close to heavy traffic that cyclers have to bike on the sidewalk to stay safe. Â	106
C2	Need a bike/pedestrian bridge or widened sidewalk across very busy Glenwood Bridge!	107
C2	Need a wider crossing on the bridge. It is far too narrow for two-way pedestrians and bikes.	108
C2	"Connectivity" is not a matter of convenience; rather, there should be some common sense and sensitivity to existing neighborhoods. Â It makes no sense to try to force connectivity through the golf course and through neighborhoods/narrow streets not appropriate to serve as a collector for the volume of pedestrian/bike/electric bike traffic from Northwest Boise to the greenbelt, particularly when there are plans to turn State Street from Glenwood to Collister into a high-density	109

# LIST OF PUBLIC COMMENTS

	residential and business corridor. In addition, there is no greenbelt along nearly the entire north side of the river, so any additional connections (especially considering the high volume of people who would be using such connections) should be designed along State Street to a more direct connection to the existing access points that contain safe access routes and parking locations.	
C2	Please consider updating the west side of Glenwood bridge area for bikes and pedestrians. Right now the shoulder is narrow without protection from the cars speeding over that bridge.	110
C2	To provide more access to Pierce Park Elementary from the large part of Garden City it serves, considerations should be made when relocating W Plantation Dr and Pierce Park intersection to make a more direct connection between Pierce Park Ln's bike lane and the Greenbelt. Plantation CC has a high cost to connectivity.	111
C2	Need a bike and pedestrian path from Riverside to the bridge.	112
C2	This is a risky path getting on the bridge. It should be wider and combine the bike lane and the sidewalk or be a separate bridge.	113
C2	This is a risky path getting on the bridge. It should be wider and combine the bike lane and the sidewalk or be a separate bridge.	114
C2	This entire stretch of Greenbelt from Glenwood West towards Eagle needs repair, widening, and SLOWER SOEED signs due to heavy use of both peds and bikers. Its heavily used, (and getting more so!), and many bikers go far too fast!	115

# LIST OF PUBLIC COMMENTS

C3	It would be great if you can add a bike path between the river and private property so that the detour around is eliminated. Maybe a planked type of path that can stand up to flooding.	75
C3	Connect the dedicated Greenbelt between 52nd and Remington before this area develops and traffic increases. The streets are fine now, but need attention before traffic increases.	76
C3	We need a new, 3rd, bridge to Plantation Island that will tie us into the existing trail on the island so we can avoid the dangerous 52nd street detour that takes us a mile out of our way on streets.	77
C3	Connect the greenbelt and add river crossing for this high use area.	78
C3	Garden City should take the lead in adding a bridge to Plantation Island at the point. Otherwise pedestrians and bike riders must access the greenbelt and take a 1/2 mile detour on streets.	79
C3	A connector bridge to Plantation Island with an up grade of existing pathway on the street. Widening of entire system to accommodate ever expanding growth.	80
C3	The 52 street bridge will be important for managing the traffic in this section of Garden City	81
C3	It would be lovely if the greenbelt were connected to itself somewhere along here instead of essentially dead ending - the 52nd St detour really breaks the serenity of using the path in this area.	82
C3	Place river bike bridge here to avoid going away from river/	83
C3	I would support the need for a third bridge to the island so that the need to detour on the side streets is eliminated.	84

# LIST OF PUBLIC COMMENTS

<b>C3</b>	This area needs a connection to the greenbelt across the golf course for children to access school	85
<b>C3</b>	Having a path across the golf course is a very unsafe proposal for children on there way to school. Stray golf balls are capable of fatal hits upon humans.	86
<b>C3</b>	This map is not correct. Â Plantation Island is essentially right here not further west.	87
<b>C3</b>	This map is not accurate. Right about this point is Plantation Island accessed by the Greenbelt with a bridge on both the east and west end of the island. The Boise River splits creating Plantation Island.	88
<b>C3</b>	Need the greenbelt path to connect with itself on the same (South) side of the River.	90
<b>C3</b>	This is not a good location for increased bicycle traffic to and from the Greenbelt. Â The access is very narrow, the street is narrow and intentionally was designed not to carry more than local residents traffic and parking. Â N. Lakeharbor Lane has much better access and has dedicated parking and is only a short distance further east.	91
<b>C3</b>	unsafe to put pedestrian and bike path in front of golfers between end of plantation river drive and gramarcy lane	92
<b>C3</b>	The Plantation subdivision streets should not be used as a de facto greenbelt path, particularly given the number of people who would be coming through the narrow streets. Â There would also be worrisome safety issues because of the narrowness of the streets, the landscaping islands in the streets, the limited parking, and the many golf course maintenance vehicles and golf carts that are routinely driven on the subdivision streets. Â Â Â	93
<b>C3</b>	Are you suggesting a greenbelt spur across my lawn?	95
<b>C3</b>	In lieu of better bike connectivity from Greenbelt directly to Pierce Park, it'd be helpful if this intersection had better left-turn facility for bikes. As it is, people riding bikes heading northwest from Greenbelt have to turn left across the rather wide State St, against green light traffic, and the	97

# LIST OF PUBLIC COMMENTS

	light generally does not offer much time to make that turn, especially with children. You often see people on bikes using two legs of the crosswalk here, but this is a large inconvenience. (Ask any driver if they'd like to wait 2 cycles at this light, with children, and they'd say no... so why would it be so for people on bikes?)	
<b>C3</b>	In lieu of better bike connectivity from Greenbelt directly to Pierce Park, it'd be helpful if this intersection had better left-turn facility for bikes. As it is, people riding bikes heading northwest from Greenbelt have to turn left across the rather wide State St, against green light traffic, and the light generally does not offer much time to make that turn, especially with children. You often see people on bikes using two legs of the crosswalk here, but this is a large inconvenience. (Ask any driver if they'd like to wait 2 cycles at this light, with children, and they'd say no... so why would it be so for people on bikes?)	98
<b>C3</b>	In lieu of better bike connectivity from Greenbelt directly to Pierce Park, it'd be helpful if this intersection had better left-turn facility for bikes. As it is, people riding bikes heading northwest from Greenbelt have to turn left across the rather wide State St, against green light traffic, and the light generally does not offer much time to make that turn, especially with children. You often see people on bikes using two legs of the crosswalk here, but this is a large inconvenience. (Ask any driver if they'd like to wait 2 cycles at this light, with children, and they'd say no... so why would it be so for people on bikes?)	99
<b>D2</b>	Canal bike/ped access can come all the way down here on the canal from the Riverside Hotel, all the way at the other end of Chinden.	66
<b>D2</b>	Canal bike/ped access can come all the way down here on the canal from the Riverside Hotel, all the way at the other end of Chinden.	67
<b>D2</b>	Need sidewalks and bike paths on both sides of State Street.	73
<b>D3</b>	Adams needs TRAFFIC CALMING. Low use for this road design, let's slow cars down and open up larger space for bicyclists.	58
<b>D3</b>	Implement the "Chinden Boulevard Corridor Project Development" September, 2016 study by Kittleson for ACHD, Garden City, and ITD.	59
<b>D3</b>	This stretch has a fairly large low spot that is prone to flooding and might benefit from a little elevation increase.	60

# LIST OF PUBLIC COMMENTS

<b>D3</b>	I have to agree with the other comment for this area - a bridge approximately mid way between Veterans Blvd and the current Plantation Island bridge would be a very welcome and useful addition!!	61
<b>D3</b>	Beyond Glenwood, if another Greenbelt bridge were to be added, I think doing it here by Willow Lane would be helpful. That would split the difference between Plantation/Lakeharbor, and provides direct access for Garden City to Willow Lane Park, and better access to Collister Shopping Center.	62
<b>D3</b>	(The Lakeharbor and Veterans Memorial access points are not ideal for getting to either location, not only because they can be detour rather than direct from core of Garden City, but because State does not have safe/buffered lanes for bikes yet, and because to come from either direction you have to deal with one of ACHD's new monstrosity intersections. It doesn't make sense to have to go through those to get directly to amenities that are closer than either intersection if you'd just create a pedestrian bridge...	63
<b>D3</b>	If I recall correctly, this is the location where the curb cut does not align with the paved pathway.	64
<b>D3</b>	This spot needs a better transition from the greenbelt to the road for bikes.	65
<b>D3</b>	This spot needs a better transition from the greenbelt to the road for bikes.	68
<b>D3</b>	Improve this access point to the greenbelt by installing a curb cut at Mystic Cove way. Currently bike riders come off the pathway out onto the street over gravel. Add signage warning vehicle drivers that bike riders are on the street. Add sharrows along Mystic Cove leading to the connecting ^ greenbelt going west.	69
<b>D3</b>	Greenbelt ends at 49th and Mystic Cove and turns into a narrow sidewalk. ^ There is not even a safe way to get off the sidewalk for oncoming bicycles. ^ If you do make it off the sidewalk, it not fun getting back on. ^ ^ I have seen many younger bicyclists crash and get hurt on the narrow sidewalk. ^	70
<b>D3</b>	Adams Street should have bike lanes from the Fairgrounds to VMP. ^ Lots of room using road diets and narrower center median.	71

# LIST OF PUBLIC COMMENTS

<b>D3</b>	The path needs designated bike and pedestrian lanes. Otherwise it's not a good option for commuters to stay off busier streets. The bike lane needs to be clearly directionally marked, as most people don't stay right, lines or curbs would keep them from wobbling around in an unpredictable and less safe manner.	72
<b>D3</b>	connect the greenbelt to the island or the west end of the greenbelt segment so it is continuous.	74
<b>E3</b>	Continuous, accessible sidewalks, with crossings at regular intervals, must be provided on both sides of Chinden, before additional widening activities to the west induce more vehicle traffic and make it even more unsafe.	34
<b>E3</b>	Detached sidewalk/curb/gutter along with irrigation repairs on the west side of 41st in the ROW	41
<b>E3</b>	Anser School families cross Chinden here. Longer cross times and no permissable left turns here during before and after school hours.	45
<b>E3</b>	Need Better Low Stress access up and down the Bench and across Chinden so that families and recreational bike riders can traverse these without major risk to life and limb	46

# LIST OF PUBLIC COMMENTS

<p><b>E3</b></p>	<p>Add signs for the Parking- park here for greenbelt access and business.</p>	<p>47</p>
<p><b>E3</b></p>	<p>Add signage from the parking lot for unloaded bike and pedestrians to get to greenbelt and restaurants. Similar to signs on greenbelt.</p>	<p>48</p>
<p><b>E3</b></p>	<p>Often the streets are full and the parking lot is empty! That increases safety issues for bikes as streets are narrow when cars are parked on both sides, two way traffic does not have room for bike traffic too. It becomes a bottle neck along 36th and in the neighborhoods around the area.</p>	<p>49</p>
<p><b>E3</b></p>	<p>Add signs for the Parking- park here for greenbelt access and business.</p>	<p>50</p>
<p><b>E3</b></p>	<p>Add signage from the parking lot for unloaded bike and pedestrians to get to greenbelt and restaurants. Similar to signs on greenbelt.</p>	<p>51</p>
<p><b>E3</b></p>	<p>Often the streets are full and the parking lot is empty! That increases safety issues for bikes as streets are narrow when cars are parked on both sides, two way traffic does not have room for bike traffic too. It becomes a bottle neck along 36th and in the neighborhoods around the area.</p>	<p>52</p>
<p><b>E3</b></p>	<p>My girls bike on the Greenbelt from Quinn's Pond to Anser. During spring flows, the Greenbelt under Veteran's Memorial Parkway can be flooded. They sometimes have to bike down 41st Street to Adams and then cross Veterans. Please consider making that crossing more attractive and safer</p>	<p>54</p>

# LIST OF PUBLIC COMMENTS

	for cyclists. Adams Street itself could use additional features to slow down traffic and increase bicyclist safety.	
<b>E3</b>	Adams St is too wide. As a conscientious driver I sometimes still find myself traveling faster than the speed limit unintentionally. Narrower lanes for vehicular traffic, and larger bike lanes could work to slow traffic, and increase the use of this path for bikes. Also the middle lane of traffic down Adams St west of Veterans is a waste of space, and encourages higher rates of speed through an area that is starting to see a growth in both pedestrian and bike traffic	55
<b>E3</b>	Adams St is too wide. As a conscientious driver I sometimes still find myself traveling faster than the speed limit unintentionally. Narrower lanes for vehicular traffic, and larger bike lanes could work to slow traffic, and increase the use of this path for bikes. Also the middle lane of traffic down Adams St west of Veterans is a waste of space, and encourages higher rates of speed through an area that is starting to see a growth in both pedestrian and bike traffic	56
<b>E3</b>	This road currently has a largely-useless middle turn lane, considering the traffic. It should be removed and bike lanes should be added on both sides. I hope that's what you're planing to do.	57
<b>E4</b>	This a an efficient connection to low stress streets. Marked bike lanes would make it safer to use and the street is plenty wide and rarely parked on.	22
<b>E4</b>	This greenbelt connection is used by both pedestrian and bike traffic on a daily basis. There are no sidewalks on either Carr St. or 33rd and so as traffic exits the greenbelt here it would be great if there were lanes separate from the vehicle lanes that are currently used.	23
<b>E4</b>	Add signage for The parking lot on 36th available for greenbelt and businesses. The streets will be full of parked cars which creates a hazard for bike and motor traffic, while the parking lot is empty.	24

# LIST OF PUBLIC COMMENTS

E4	Add signage from the lot to the greenbelt/restaurants for the pedestrians and unloaded bikes to follow.	25
E4	Todd Weltner (Vertical Construction) Â constructed theWaterhouse Row development with resident yards, rock wall and fences that are within 3 feet of the Greenbelt. The result is this area is very dangerous for both bike and pedestrian traffic. Resident iron gates are designed to open up into the Greenbelt. Will the Garden City planning commission or counsel require Mr. Weltner to repair this hazard?	26
E4	There is no sidewalks here. There should be, especially considering the bus stop.	27
E4	There is no sidewalks here. There should be, especially considering the bus stop.	28
E4	Speed bumps or a speed table on 36th Street would slow the flow of the increasing car traffic that exists on this conduit to the Greenbelt	29
E4	Recently completed apartments has a fence along the greenbelt with gates that open up about a foot onto the pathway. Makes no sense and is very dangerous.	30
E4	This is not a ""low stress bikeway"". Â Bike lanes should be added all along 34th from the Greenbelt to Chinden.	31
E4	Sharrows here please.	32

# LIST OF PUBLIC COMMENTS

<b>E4</b>	A convex mirror or something of the sort would be nice where the Greenbelt intersects the 36th Street Bridge as well as the feeder next to Luciannos . Bicycle and pedestrian traffic coming from 4 directions here and visibility is rather limited.	33
<b>E4</b>	The Boise River Greenbelt in Garden City is closed from dusk to dawn? What? These signs are all over the pathways in GC. The ordinance cited on the signs refers to GC parks (as well as pathways) and states that traveling through is ok at any time. GC is the only jurisdiction that posts these signs on our Boise River Greenbelt.	35
<b>E4</b>	How does GC think this can apply to all the people using this section of the greenbelt? Senseless.	36
<b>E4</b>	36th Street from Chinden to Adams should have bike lanes. The current design has the bike lane end and many commuters use this road to access Orchard to Emerald. Also, it would help calm traffic speeds. I live in this neighborhood and 20 mph isn't followed and have seen (and experienced) cars speeding past cyclists.	37
<b>E4</b>	Open this for pedestrian/bike traffic only. Cars/trucks do not belong through here, the access is to a high pedestrian/bike intersection. Essentially a dead-end for cars and narrow for trucks Auto traffic course should not change, consider the high truck volume along the route.	38
<b>E4</b>	Would love to see a pedestrian and bike connection made here sooner	39
<b>E4</b>	It would be great if it was possible for bikes and pedestrians to be able to get through here so they don't have to go all the way around to Clay Street. I really would rather it not be open to cars at any point, despite the sign saying that is the plan.	40
<b>E4</b>	Would like to see bike lanes the length of Adams so you can navigate from one end of Garden City to the other and avoid the crowded/often bumpy greenbelt.	42
<b>E4</b>	We need a crosswalk at this location. Many children and teens play, walk and bike in this neighborhood. They cross Adams to reach their friends' houses and the greenbelt. Currently there are no crosswalks between ACHD's office (which has a beautiful flashing light crosswalk to ensure the safety of its adult employees), and Veterans Pkwy. So, children cross the street without crosswalks. The police have brought my daughter home twice to let me know they found her crossing the street alone, which they consider unsafe, although I have taught her the necessary	43

# LIST OF PUBLIC COMMENTS

	traffic safety skills. A raised crosswalk is ideal, because many cars drive too fast down Adams St. and it would also help slow the speed of traffic. A	
<b>E4</b>	We need a crosswalk at this location. A Many children and teens play, walk and bike in this neighborhood. A They cross Adams to reach their friends' houses and the greenbelt. A Currently there are no crosswalks between ACHD's office A (which has a beautiful flashing light crosswalk to ensure the safety of its adult employees), and Veterans Pkwy. A A So, children cross the street without crosswalks. A The police have brought my daughter home twice to let me know they found her crossing the street alone, which they consider unsafe, although I have taught her the necessary traffic safety skills. A A raised crosswalk is ideal, because many cars drive too fast down Adams St. and it would also help slow the speed of traffic. A	44
<b>E4</b>	Intersection of 38th and Adams needs a crosswalk with flashing lights. Need speed bumps all along Adams from Veterans to 37th. In fact, automobile traffic should be discouraged a block away from the greenbelt by not allowing on street parking. making giant walkways leading from the neighborhoods between Chinden and the river. Bikes and pedestrian traffic should be prioritized in the greenbelt corridor (Within one block of the greenbelt, like Adams from Veterans to 37th.)	53
<b>F3</b>	ACHD should use whatever leverage it has to encourage Canal companies to allow the use of Canals for both pedestrian and bike pathways	1
<b>F3</b>	Canals to pathways would get bikers and pedestrians all the way to the fairgrounds without the danger of Chinden Blvd.	2
<b>F3</b>	Canals to pathways would get bikers and pedestrians all the way to the fairgrounds without the danger of Chinden Blvd.	3

# LIST OF PUBLIC COMMENTS

<p><b>F3</b></p>	<p>Access to and off the Boise River greenbelt at this point is dangerous. Remove the plastic stanchions, remove the wall separating a narrow walkway, create a protected bike lane on the west side of Main Street. Â Garden City should insist ACHD make this improvement. Â</p>	<p>4</p>
<p><b>F3</b></p>	<p>Add low stress bike lanes or sidewalk from Garden Street and down E 32nd St</p>	<p>5</p>
<p><b>F3</b></p>	<p>Add sidewalks from Greenbelt down 32nd Street to Chinden to provide connectivity to hotel and existing and future businesses.</p>	<p>6</p>
<p><b>F3</b></p>	<p>Need a crosswalk to Western Collective and surrounding businesses as there is nothing close and it is very dangerous!</p>	<p>7</p>
<p><b>F3</b></p>	<p>This is a high traffic crossing area from the greenbelt connection to breweries, businesses, and future breweries, wineries, and food truck courts. Help!! Signaled crossing.</p>	<p>8</p>
<p><b>F3</b></p>	<p>A crosswalk at this location would be great, as I see both pedestrian and bike traffic crossing here numerous times daily.</p>	<p>9</p>
<p><b>F3</b></p>	<p>The Live Work Create District is technically both sides of Chinden, but there isn't a good way to cross from 33rd to get to activities on the other side. Â A signal crosswalk that could be activated during events like First Friday would be great!</p>	<p>10</p>

# LIST OF PUBLIC COMMENTS

<b>F3</b>	Signaled Crossing, please! I work on 33rd northeast of Chinden and see people risking traffic to cross on foot and bike. It's also so hard to turn left (SE) on Chinden toward Boise from 33rd. Many of us drive the opposite direction on Osage or Clay to 36th to get access to a traffic light.	11
<b>F3</b>	This is a high traffic crossing area from the greenbelt connection to breweries, businesses, and future breweries, wineries, and food truck courts. Help!! Signaled crossing.	12
<b>F3</b>	This is a high traffic crossing area from the greenbelt connection to breweries, businesses, and future breweries, wineries, and food truck courts. Help!! Signaled crossing.	13
<b>F3</b>	Add a safer crossing area for pedestrian and bike traffic crossing Chinden at 33rd. This is a newer destination area for greenbelt visitors. Help keep them safe! People are taking chances there and traffic is very busy. Something similar to the new crossing on Veterans Pwy improvement.	14
<b>F3</b>	Add a safer crossing area for pedestrian and bike traffic crossing Chinden at 33rd. This is a newer destination area for greenbelt visitors. Help keep them safe! People are taking chances there and traffic is very busy. Something similar to the new crossing on Veterans Pwy improvement.	15
<b>F3</b>	Osage Would make a great shared use bike/pedestrian path as an alternative to bike lanes on Chinden.	16
<b>F3</b>	Osage Would make a great shared use bike/pedestrian path as an alternative to bike lanes on Chinden.	17
<b>F3</b>	Greenbelt along this section adjacent to the Riverside Hotel is poorly designed. Pavers take up at least 1/3 of the middle of the windy pathway making the surface unstable and difficult to ride. Considering how crowded this section is it needs to be redesigned to make it safer for travel.	18
<b>F3</b>	This is a high traffic pedestrian area from the greenbelt to businesses along this street. There is no sidewalk except for one lot on the east side. Lots of dog walkers, and residents from the 16 plex and area homes and businesses walking to work and transit. A detached sidewalk per GC street plan, with crossing at Chinden would improve safety greatly.	19

# LIST OF PUBLIC COMMENTS

<b>F3</b>	Sidewalks, please! Many pedestrians commuting and walking their dogs walk from the Greenbelt along 33rd. There is a large complex of artist studios on 33rd that open to the public. Artist open studios especially attracts walkers from the Greenbelt and Surel's Place along 33rd to Chinden.	20
<b>F3</b>	It would be great if Osage could be come a walking/biking corridor. Â Going along Chinden is not pleasant.	21
<b>PageName</b>	A safer alternative for pedestrians and bicyclists to using Chinden Garrett/Glenwood to access the Greenbelt entering or leaving Garden City would be constructing a bikeway from Joplin Road connecting the Greenbelt through the City of Boise Fire Training Center and Boise Water Renewal Facility. This would not require condemnation acquisition. It would provide safer more efficient alternative to access the Greenbelt. Additionally, Joplin Road should be widened to accommodate a designated Bike Lane	129

## Appendix D

### Recommended Projects

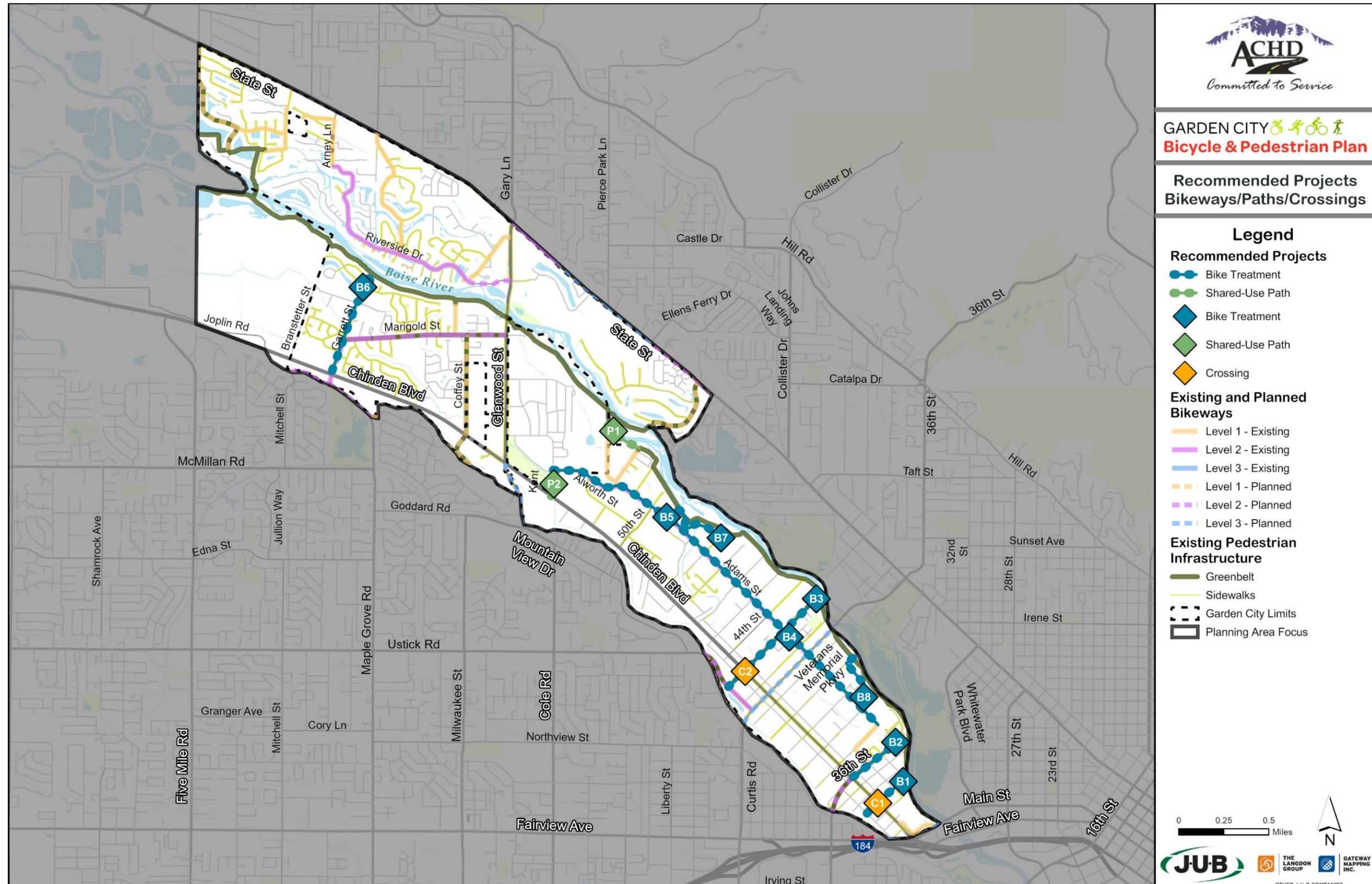


Figure 4-1. Recommended Projects - Bikeways, Pathways, Crossings

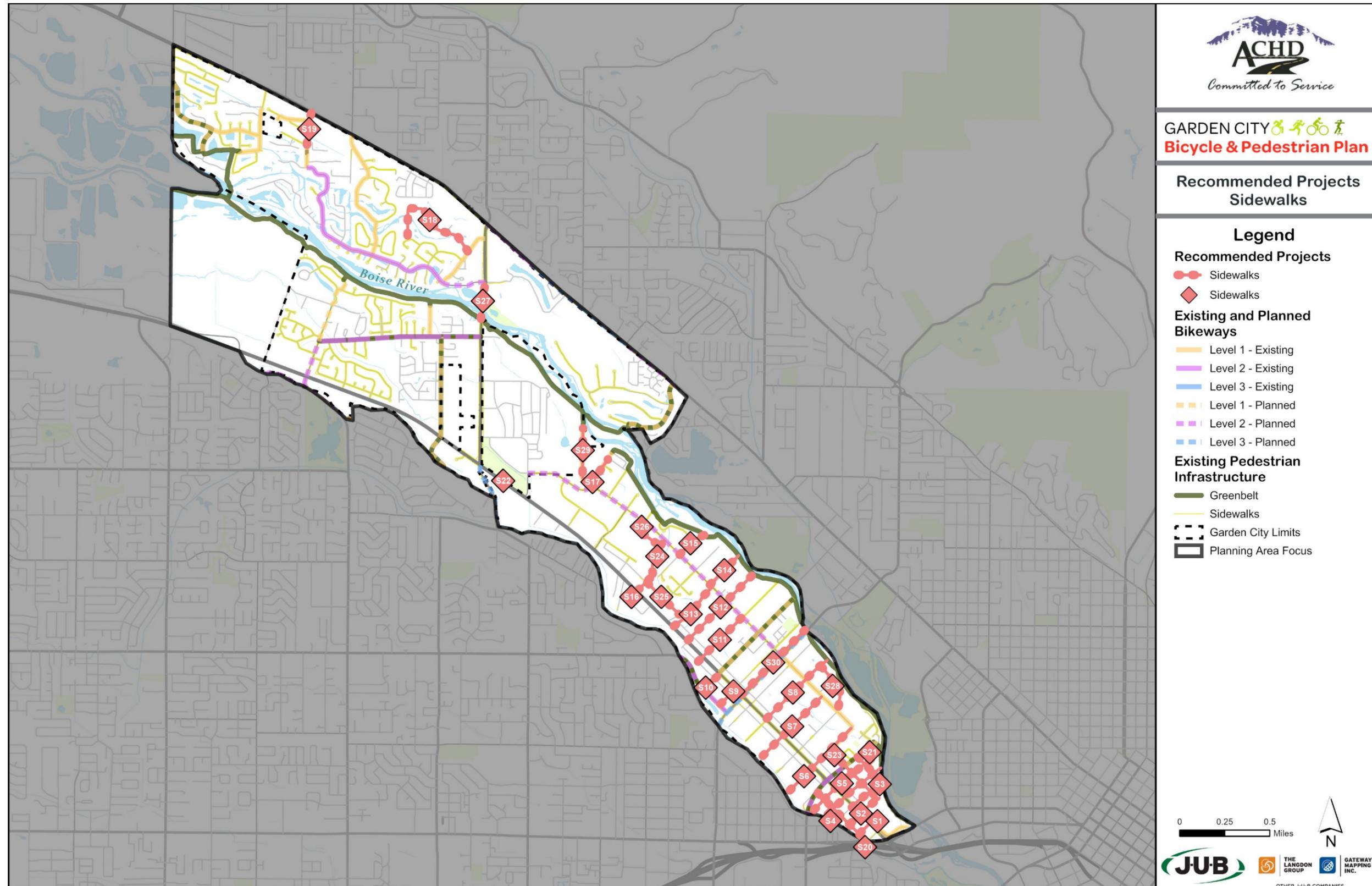


Figure 4-2. Recommended Projects – Sidewalks

# INTEGRATED FIVE-YEAR WORK PLAN

## COMMUNITY PROGRAMS PRIORITIZATION – PEDESTRIAN CROSSINGS

This method is used to rank pedestrian crossing projects contained in the Community Program sections of ACHD’s Integrated Five-Year Work Plan (IFYWP). For bike and pedestrian facility projects, please see the separate and corresponding prioritization methodologies. The method is designed to evaluate projects on all ACHD roadways, pending direction from the ACHD Commission. A total of 100 points is available for each project. Projects are then ranked according to the accumulated points.

### TECHNICAL CRITERIA

The following is a listing of technical variables that are based on an engineering assessment of projects. A maximum of 65 points, or 65% of total, is possible from the Technical Criteria section.

#### T1. AVERAGE DAILY TRAFFIC

This criterion considers the average daily traffic (ADT) for streets. Streets with higher traffic volumes have a greater need for safe pedestrian crossings because of higher potential for serious accidents. The ADT for the primary street to be crossed is to be evaluated against this criterion.

Points	Criteria
0	0 – 4,999 ADT
2	5,000 – 8,999 ADT
4	9,000 – 11,999 ADT
6	12,000 – 14,999 ADT
8	15,000 – 19,999 ADT
10	20,000+ ADT

#### T2. DISTANCE TO SCHOOL

Projects that provide an appropriate pedestrian crossing within close proximity to schools (i.e., K-12 schools and colleges/ universities) are able to serve a high volume of active transportation users and help create safe routes to schools. For the purposes of this criterion, only public schools will be considered as private schools typically have a broader geographic pull from areas outside of their immediate vicinity.

Points	Criteria
0	No schools within 1.5 mile
3	>1 and <=1.5 miles of a school

<b>6</b>	>0.5 and <1 miles of a school
<b>9</b>	>0.25 and <0.5 miles of a school
<b>12</b>	<=0.25 mile of a school
<b>15</b>	Project directly connects to a school

### T3. CROSSING DISTANCE

This criterion considers the number of lanes a pedestrian must cross before reaching the other side of the roadway. Wider roadways provide more potential conflict points of exposure for the pedestrian and therefore enhanced crossing treatments would be a higher priority on these facilities.

Points	Criteria
<b>1</b>	Crossing on a 2 lane roadway
<b>3</b>	Crossing on a 3 lane roadway
<b>4</b>	Crossing on a 4 lane roadway
<b>5</b>	Crossing on a 5 or more lane roadway

### T4. SPEED LIMITS

There is a higher likelihood of severe injury or fatality in crashes occurring where vehicles are travelling at a higher rate of speed. Pedestrian crossing enhancements are intended to draw attention to and provide some level of protection for pedestrians.

Points	Criteria
<b>3</b>	Crossing of a roadway with a 20 MPH posted speed limit
<b>7</b>	Crossing of a roadway with a 25 MPH posted speed limit
<b>11</b>	Crossing of a roadway with a 30 MPH posted speed limit
<b>15</b>	Crossing of a roadway with a 35 MPH or higher posted speed limit

### T5. DISTANCE TO CIVIC FACILITIES/TRANSIT/COMMERCIAL DESTINATIONS

This criterion focuses on the proximity to popular destinations including large-scale commercial areas (i.e grocery stores, malls, etc.), major event centers (i.e stadiums, concert halls, etc), civic facilities, community centers, and transit stops. Civic facilities include libraries, city halls, museums, and parks.

Points	Criteria
<b>0</b>	Not within ½-mile of identified destinations.
<b>2</b>	Within ½-mile of one identified destination.
<b>5</b>	Within ¼-mile of one identified destination.
<b>10</b>	Within ¼-mile of two identified destinations.
<b>15</b>	Within ¼-mile of three identified destinations.

## T6. DEMOGRAPHIC DATA

Providing a pedestrian facility for people who are dependent on modes of transportation other than vehicles is very important. The transportation dependent population index (TDPI) is percentage of the transportation population as a percentage of the overall population. The transportation dependent population includes residents on a block group level that are over 65 years old, under 18 years old, with income under 200% of the poverty level, with a disability, and number of households with no vehicles. All census block groups in Ada County were evaluated.

Points	Criteria
1	Serves census block group with a TDPI in the bottom 25% of Ada County census block groups
3	Serves census block group with a TDPI between 26% - 50% of Ada County census block groups
4	Serves census block group with a TDPI between 51% - 75% of Ada County census block groups
5	Serves census block group with a TDPI in the top 25% of Ada County census block groups

## PROGRAMMING CRITERIA

The following is a listing of the variable used to calculate the total Programming Points which accounts for 35 points, or 35% of the total project score. These factors measure ACHD's prior commitments to projects, as well as factors related to ACHD's partner agencies.

### P1. OTHER FUNDING

Points are based on any available non-ACHD financial resources available to assist in implementing the project. Complete Community Programs individual applications with signatures showing a commitment from all adjacent land owners to donate right-of-way for the project is also considered a high priority.

Points	Criteria
0	No non-ACHD resources available
2	1% - 10% of project cost in non-ACHD resources available
4	11% - 20% of project cost in non-ACHD resources available
6	21% - 30% of project cost in non-ACHD resources available
8	31% - 40% of project cost in non-ACHD resources available
10	>40% of project cost in non-ACHD resources available or a complete individual application with required right-of-way donation

### P2. PARTNER AGENCY SUPPORT

Annually ACHD seeks prioritized project requests from its partner agencies at the 6 cities, 3 school districts, and Ada County. This criterion shows the level of support from these agencies for the identified project.

Points	Criteria
0	No partner agency support
1	Project ranked as #10 or lower priority for a partner agency
2	Project ranked as #9 for a partner agency
3	Project ranked as #8 for a partner agency
4	Project ranked as #7 for a partner agency
5	Project ranked as #6 for a partner agency
6	Project ranked as #5 for a partner agency
7	Project ranked as #4 for a partner agency
8	Project ranked as #3 for a partner agency
9	Project ranked as #2 for a partner agency
10	Project ranked as #1 for a partner agency or project ranked as top 10 priority for more than one agency

### P3. NEIGHBORHOOD PLANS

ACHD is continually developing neighborhood plans to identify and prioritize community programs projects of importance to the public. The programming of these plans shows ACHD's commitment to implement what the

public has identified as important. This criterion gives speaks to the identification of projects through these planning efforts.

Points	Criteria
0	Not identified in an adopted neighborhood plan
1	Project partially identified in an adopted neighborhood plan
3	Project fully identified in an adopted neighborhood plan, but not prioritized as high priority within that effort
5	Project fully identified as a high priority in an adopted neighborhood plan

#### P4. COST/BENEFIT

ACHD is focused on making improvements that will have the greatest impact that are also fiscally responsible. The cost/benefit or a project is calculated by the dividing the estimated cost of a project less outside funding (ACHD Cost of Project) by the technical score. Each project is then ranked from lowest to highest and points given based on its ranking against other projects.

$$\frac{\text{Cost}}{\text{Benefit}} = \frac{\text{ACHD Cost of Project}}{\text{Technical Score}}$$

Points	Criteria
1	Cost-benefit ratio for the project ranked in the highest quartile
4	Cost-benefit ratio for the project ranked in the 2 <sup>nd</sup> highest quartile
7	Cost-benefit ratio for the project ranked in the 2 <sup>nd</sup> lowest quartile
10	Cost-benefit ratio for the project ranked in the lowest quartile

# INTEGRATED FIVE-YEAR WORK PLAN

## COMMUNITY PROGRAMS PRIORITIZATION – PEDESTRIAN PROJECTS

This method is used to rank pedestrian projects contained in the Community Program sections of ACHD’s Integrated Five-Year Work Plan (IFYWP). For bike and crossing projects, please see the separate and corresponding prioritization methodologies. The method is designed to evaluate projects on all ACHD roadways, pending direction from the ACHD Commission. A total of 100 points is available for each project. Projects are then ranked according to the accumulated points.

### TECHNICAL CRITERIA

The following is a listing of technical variables that are based on an engineering assessment of projects. A maximum of 65 points, or 65% of total, is possible from the Technical Criteria section.

#### T1. AVERAGE DAILY TRAFFIC

This criterion considers the average daily traffic (ADT) for streets. Streets with higher traffic volumes have a greater need for safe pedestrian facilities because of higher potential for serious accidents.

Points	Criteria
0	0 – 249 ADT
1	250 – 999 ADT
3	1,000 – 1,999 ADT
5	2,000 – 4,999 ADT
7	5,000 – 9,999 ADT
9	10,000 – 14,999 ADT
11	15,000 – 19,999 ADT
13	20,000 – 24,999 ADT
15	25,000+ ADT

#### T2. DISTANCE TO SCHOOL

Projects that provide an appropriate pedestrian facility within close proximity to schools (i.e., K-12 schools and colleges/ universities) are able to serve a high volume of active transportation users and help create safe routes to schools. For the purposes of this criterion, only public schools will be considered as private schools typically have a broader geographic pull from areas outside of their immediate vicinity.

Points	Criteria
0	No schools within 1.5 mile
3	>1 and <=1.5 miles of a school
6	>0.5 and <1 miles of a school
9	>0.25 and <0.5 miles of a school
12	<=0.25 mile of a school
15	Project directly connects to a school

### T3. EXISTING PEDESTRIAN FACILITIES

This criterion considers the existing surfaces that can be utilized by pedestrians. Areas without a sidewalk have the highest priority. For the purposes of this criteria, an asphalt pathway with separation or shoulder with extruded curb are counted the same as a sidewalk.

Points	Criteria
0	Existing pedestrian facilities on both sides of the road
1	Local or collector road with existing pedestrian facilities on one side of the road
2	Arterial road with existing pedestrian facilities on one side of the road
3	Local or collector road with gaps in the pedestrian facilities on both sides of the road
4	Arterial road with gaps in the pedestrian facilities on both sides of the road
5	No existing pedestrian facilities on both sides of the road

### T4. AMERICANS WITH DISABILITIES ACT (ADA) ATTRIBUTES

The Americans with Disabilities Act (ADA) requires that where pedestrian facilities exist, they be accessible for all users regardless of if they has a disability or not. Providing a new pedestrian facility where it does not now exist would expand accessibility, however, it may not forward ACHD's efforts to bring the pedestrian network into ADA full compliance. For this reason, this criterion prioritizes existing facilities deemed non-compliant above new facilities. Rankings in this category rely on information from ACHD's Pedestrian Transition Plan (PTP).

Points	Criteria
0	Existing pedestrian facilities are ADA compliant
2	No existing pedestrian facilities
5	Existing pedestrian facilities are identified as non-compliant and ranked low priority in the PTP.
8	Existing pedestrian facilities are identified as non-compliant and ranked medium priority in the PTP.
10	Existing pedestrian facilities are identified as non-compliant and ranked high priority in the PTP.

### T5. DISTANCE TO CIVIC FACILITIES/TRANSIT/COMMERCIAL DESTINATION

This criterion focuses on the proximity to popular destinations including large-scale commercial areas (i.e grocery stores, malls, etc.), major event centers (i.e stadiums, concert halls, etc), civic facilities, community centers, and transit stops. Civic facilities include libraries, city halls, museums, and parks.

Points	Criteria
<b>0</b>	Not within ½-mile of identified destinations.
<b>2</b>	Within ½-mile of one identified destination.
<b>5</b>	Within ¼-mile of one identified destination.
<b>10</b>	Within ¼-mile of two identified destinations.
<b>15</b>	Within ¼-mile of three identified destinations.

## T6. DEMOGRAPHIC DATA

Providing a pedestrian facility for people who are dependent on modes of transportation other than vehicles is very important. The transportation dependent population index (TDPI) is percentage of the transportation population as a percentage of the overall population. The transportation dependent population includes residents on a block group level that are over 65 years old, under 18 years old, with income under 200% of the poverty level, with a disability, and number of households with no vehicles. All census block groups in Ada County were evaluated.

Points	Criteria
<b>1</b>	Serves census block group with a TDPI in the bottom 25% of Ada County census block groups
<b>3</b>	Serves census block group with a TDPI between 26% - 50% of Ada County census block groups
<b>4</b>	Serves census block group with a TDPI between 51% - 75% of Ada County census block groups
<b>5</b>	Serves census block group with a TDPI in the top 25% of Ada County census block groups

## PROGRAMMING CRITERIA

The following is a listing of the variable used to calculate the total Programming Points which accounts for 35 points, or 35% of the total project score. These factors measure ACHD's prior commitments to projects, as well as factors related to ACHD's partner agencies.

### P1. OTHER FUNDING

Points are based on any available non-ACHD financial resources available to assist in implementing the project. Complete Community Programs individual applications with signatures showing a commitment from all adjacent land owners to donate right-of-way for the project is also considered a high priority.

Points	Criteria
0	No non-ACHD resources available
2	1% - 10% of project cost in non-ACHD resources available
4	11% - 20% of project cost in non-ACHD resources available
6	21% - 30% of project cost in non-ACHD resources available
8	31% - 40% of project cost in non-ACHD resources available
10	>40% of project cost in non-ACHD resources available or a complete individual application with required right-of-way donation

### P2. PARTNER AGENCY SUPPORT

Annually ACHD seeks prioritized project requests from its partner agencies at the 6 cities, 3 school districts, and Ada County. This criterion shows the level of support from these agencies for the identified project.

Points	Criteria
0	No partner agency support
1	Project ranked as #10 or lower priority for a partner agency
2	Project ranked as #9 for a partner agency
3	Project ranked as #8 for a partner agency
4	Project ranked as #7 for a partner agency
5	Project ranked as #6 for a partner agency
6	Project ranked as #5 for a partner agency
7	Project ranked as #4 for a partner agency
8	Project ranked as #3 for a partner agency
9	Project ranked as #2 for a partner agency
10	Project ranked as #1 for a partner agency or project ranked as top 10 priority for more than one agency

### P3. NEIGHBORHOOD PLANS

ACHD is continually developing neighborhood plans to identify and prioritize community programs projects of importance to the public. The programming of these plans shows ACHD's commitment to implement what the

public has identified as important. This criterion gives speaks to the identification of projects through these planning efforts.

Points	Criteria
0	Not identified in an adopted neighborhood plan
1	Project partially identified in an adopted neighborhood plan
3	Project fully identified in an adopted neighborhood plan, but not prioritized as high priority within that effort
5	Project fully identified as a high priority in an adopted neighborhood plan

#### P4. COST/BENEFIT

ACHD is focused on making improvements that will have the greatest impact that are also fiscally responsible. The cost/benefit or a project is calculated by the dividing the estimated cost of a project less outside funding (ACHD Cost of Project) by the technical score. Each project is then ranked from lowest to highest and points given based on its ranking against other projects.

$$\frac{\text{Cost}}{\text{Benefit}} = \frac{\text{ACHD Cost of Project}}{\text{Technical Score}}$$

Points	Criteria
1	Cost-benefit ratio for the project ranked in the highest quartile
4	Cost-benefit ratio for the project ranked in the 2 <sup>nd</sup> highest quartile
7	Cost-benefit ratio for the project ranked in the 2 <sup>nd</sup> lowest quartile
10	Cost-benefit ratio for the project ranked in the lowest quartile



# Bicycle Program

## Community Programs Bicycle Prioritization Criteria

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### PRIORITIZATION CRITERIA

The following criteria will be used to prioritize bicycle projects for programming into the Ada County Highway District (ACHD) Integrated Five-Year Work Program (IFYWP) in the Community Programs category. Future neighborhood plans will also use these criteria for prioritizing bicycle projects.

Technical criteria are presented first. Programming criteria are then described in the final page attached here. Programming criteria are the same for all Community Programs projects currently. It is expected that ACHD will be adding a criterion for whether a project is identified in a neighborhood plan to the Programming criteria.

#### Technical Criteria

The following criteria are used to assess projects from a technical perspective. A maximum of 65 points is possible from these criteria.

#### ***Regional Low-Stress Bikeway Network Build-out (15 points possible)***

The Regional Low-Stress Bikeway Network will provide important connections across neighborhoods that are suitable for a wide range of people. The regional network will link up local connections to provide access between neighborhoods and to popular destinations. Therefore, building out the regional network is a priority to ACHD and projects that build out the network are given highest priority. Projects that augment the regional network by either connecting to the network or by building out the supporting local network are also awarded points in this category. It is ACHD's goal to provide a bike network that is usable to a wide range of people. Only projects that meet this goal by implementing appropriate facilities, using ACHD's Bicycle Facility Selection Matrix, are awarded points in this category (i.e., a project providing a Level 2 facility on a road that should have a Level 3 facility is not awarded any points).

- 0 Project recommends a treatment type not in conformance with the facility selection matrix.
- 3 Project will provide a Level 2 or 3 facility not connected to a Low-Stress Bikeway identified in the Regional Low-Stress Bikeway Network.
- 6 Project will provide a Level 1 facility not connected to a Low-Stress Bikeway identified in the Regional Low-Stress Bikeway Network.

- 9 Project will provide a Level 2 or 3 facility connected to a Low-Stress Bikeway identified in the Regional Low-Stress Bikeway Network.
- 12 Project will provide a Level 1 facility connected to a Low-Stress Bikeway identified in the Regional Low-Stress Bikeway Network.
- 15 Project will implement a Low-Stress Bikeway identified in the Regional Low-Stress Bikeway Network.

*How this category is scored:* Review the proposed project against the Regional Low-Stress Bikeway map to determine the possible points. Then, review the proposed project against the Bicycle Facility Selection Matrix to confirm the appropriate facility type is identified.

**Connectivity Related to Regional Low-Stress Bikeway Network (15 points possible)**

This criterion focuses on creating a complete network by closing gaps, providing new facilities, and/or removing barriers. Priority is given to projects that connect between routes shown on the Regional Low-Stress Bikeway Network map.

- 0 Project does not connect/extend any existing or planned routes or low-stress bikeways.
- 1 Project will provide a Level 2/3 facility parallel and within 1/2 mile of an existing low-stress bikeway.
- 3 Project will provide a Level 1 facility parallel and within 1/4 mile of an existing or future Regional Low-Stress Bikeway.
- 6 Project will provide a Level 2/3 facility parallel and within 1/2 mile of a future Regional Low-Stress Bikeway.
- 9 Project will provide a Regional Low-Stress Bikeway that does not connect to another existing Regional Low-Stress Bikeway.
- 12 Project will provide a Regional Low-Stress Bikeway perpendicular and connecting to an existing Regional Low-Stress Bikeway.
- 15 Project will connect 2 or more existing Regional Low-Stress Bikeway.

*How this category is scored:* Review the proposed project against the Regional Low-Stress Bikeway map to determine the possible points. This may be most easily completed in GIS software in order to measure distance.

**Distance to School (15 points possible)**

Projects that provide an appropriate network within close proximity to schools (i.e., K-12 schools and colleges/universities) are able to serve a high volume of active transportation users and help create safe routes to schools. Distance to School is given more weight than other criterion because schools are a generator of activity and are a high priority for ACHD and partner cities.

- 0 No schools within 1.5 mile
- 6 >0.5 and <=1.5 miles of a school
- 9 >0.25 and <0.5 miles of a school
- 12 <=0.25 mile of a school
- 15 Project directly connects to a school.

*How this category is scored:* Review the proposed project against the existing roadway network and school locations to determine the highest score that would be possible (e.g., if a project directly connects to one school and is also within 1 mile of another school, the project would receive 15 points). Distance measurements should be based on the actual travel distance to the school from the project and not on the straight line (i.e., “as the crow flies”) distance. This measurement can be readily accomplished using the Network Analyst extension in ArcMap software.

**Distance to Civic Facilities/Transit/Commercial Destinations (15 points possible)**

This criterion focuses on the proximity to popular destinations including commercial areas, civic facilities, community centers, and transit routes. Civic facilities include libraries, city halls, and parks.

- 0 Not within 1-mile of identified destinations.
- 2 Within 1-mile of one identified destination.
- 5 Within ½-mile of one identified destination.
- 10 Within ½-mile of two identified destinations.
- 15 Within ½-mile of at least three identified destinations.

*How this category is scored:* Review the proposed project against the existing roadway network and a set of identified commercial destinations (e.g., COMPASS maintains a dataset of identified commercial and civic destinations, City of Boise Activity Centers). Distance measurements should be based on the actual travel distance to the destinations from the

project and not on the straight line (i.e., “as the crow flies”) distance. This measurement can be readily accomplished using the Network Analyst extension in ArcMap software.

### **Demographic Data (5 points possible)**

Providing a bicycle network for people who are dependent on modes of transportation other than vehicles is very important. The transportation dependent population index is percentage of the transportation population as a percentage of the overall population. The transportation dependent population includes residents on a block group level that are over 65 years old, under 18 years old, with income under 200% of the poverty level, with a disability, and number of households with no vehicles. All census block groups in Ada County were evaluated.

- 1 Serves census block group with a transportation disadvantaged index in the bottom 25% of Ada County census block groups.
- 3 Serves census block group with a transportation disadvantaged index lower than 50% of other Ada County census block groups, and higher than the bottom 25%.
- 4 Serves census block group with a transportation disadvantaged index higher than 50% of other Ada County census block groups, and lower than the top 25%.
- 5 Serves census block group with a transportation disadvantaged index in the top 25% of Ada County census block groups.

*How this category is scored:* Review the proposed project against the locations where residents with transportation dependent characteristics live, as calculated using the transportation dependent population (TDP) index. This index is calculated for each Census block group in Ada County using data from the most recent American Community Survey as follows:

*TDP Index by Census block group = (Number of residents over 65 years old + number of residents under 18 years old + number of residents in poverty + (number of Households without vehicle \* average number of people in Ada County household) + number of residents disabled) / Total Population of Ada County*

If a proposed project overlaps with more than one Census block group, it is scored based on the Census block group with the highest TDP index. This analysis may be most easily completed in GIS software.

# INTEGRATED FIVE-YEAR WORK PLAN

## COMMUNITY PROGRAMS PRIORITIZATION – BIKE FACILITY PROJECTS

This method is used to rank bike facility projects contained in the Community Program sections of ACHD’s Integrated Five-Year Work Plan (IFYWP). For pedestrian facility and crossing projects, please see the separate and corresponding prioritization methodologies. The method is designed to evaluate projects on all ACHD roadways, pending direction from the ACHD Commission. A total of 100 points is available for each project. Projects are then ranked according to the accumulated points.

### TECHNICAL CRITERIA

The following is a listing of technical variables that are based on an engineering assessment of projects. A maximum of 65 points, or 65% of total, is possible from the Technical Criteria section.

#### T1. REGIONAL LOW-STRESS BIKEWAY NETWORK BUILDOUT

The Regional Low-Stress Bikeway Network will provide important connections across neighborhoods that are suitable for a wide range of people. The regional network will link up local connections to provide access between neighborhoods and to popular destinations. Therefore, building out the regional network is a priority to ACHD and projects that build out the network are given highest priority. Projects that augment the regional network by either connecting to the network or by building out the supporting local network are also awarded points in this category. It is ACHD’s goal to provide a bike network that is usable to a wide range of people. Only projects that meet this goal by implementing appropriate facilities, using ACHD’s Bicycle Facility Selection Matrix, are awarded points in this category (i.e., a project providing a Level 2 facility on a road that should have a Level 3 facility is not awarded any points).

Points	Criteria
0	Project recommends a treatment type not in conformance with the facility selection matrix.
3	Project will provide a Level 2 or 3 facility not connected to a Low-Stress Bikeway identified in the Regional Low-Stress Bikeway Network.
6	Project will provide a Level 1 facility not connected to a Low-Stress Bikeway identified in the Regional Low-Stress Bikeway Network.
9	Project will provide a Level 2 or 3 facility connected to a Low-Stress Bikeway identified in the Regional Low-Stress Bikeway Network.
12	Project will provide a Level 1 facility connected to a Low-Stress Bikeway identified in the Regional Low-Stress Bikeway Network.
15	Project will implement a Low-Stress Bikeway identified in the Regional Low-Stress Bikeway Network.

*How this category is scored:* Review the proposed project against the Regional Low-Stress Bikeway map to determine the possible points. Then, review the proposed project against the Bicycle Facility Selection Matrix to confirm the appropriate facility type is identified.

## T2. CONNECTIVITY RELATED TO REGIONAL LOW-STRESS BIKEWAY NETWORK

This criterion focuses on creating a complete network by closing gaps, providing new facilities, and/or removing barriers. Priority is given to projects that connect between routes shown on the Regional Low-Stress Bikeway Network map.

Points	Criteria
0	Project does not connect/extend any existing or planned routes or low-stress bikeways.
1	Project will provide a Level 2/3 facility parallel and within 1/2 mile of an existing low-stress bikeway.
3	Project will provide a Level 1 facility parallel and within 1/4 mile of an existing or future Regional Low-Stress Bikeway.
6	Project will provide a Level 2/3 facility parallel and within 1/2 mile of a future Regional Low-Stress Bikeway.
9	Project will provide a Regional Low-Stress Bikeway that does not connect to another existing Regional Low-Stress Bikeway.
12	Project will provide a Regional Low-Stress Bikeway perpendicular and connecting to an existing Regional Low-Stress Bikeway.
15	Project will connect 2 or more existing Regional Low-Stress Bikeway.

*How this category is scored:* Review the proposed project against the Regional Low-Stress Bikeway map to determine the possible points. This may be most easily completed in GIS software in order to measure distance.

## T3. DISTANCE TO SCHOOL

Projects that provide an appropriate bike network within close proximity to schools (i.e., K-12 schools and colleges/ universities) are able to serve a high volume of active transportation users and help create safe routes to schools. For the purposes of this criterion, only public schools will be considered as private schools typically have a broader geographic pull from areas outside of their immediate vicinity.

Points	Criteria
0	No schools within 1.5 mile
6	>0.5 and <=1.5 miles of a school
9	>0.25 and <0.5 miles of a school
12	<=0.25 mile of a school
15	Project directly connects to a school

*How this category is scored:* Review the proposed project against the existing roadway network and school locations to determine the highest score that would be possible (e.g., if a project directly connects to one school and is also within 1 mile of another school, the project would receive 20 points). Distance measurements should be based on the actual travel distance to the school from the project and not on the straight line distance.

## T4. DISTANCE TO CIVIC FACILITIES/TRANSIT/COMMERCIAL DESTINATIONS

This criterion focuses on the proximity to popular destinations including commercial areas, major event centers (i.e. stadiums, concert halls, etc), civic facilities, community centers, and transit stops. Civic facilities include libraries, city halls, museums, and parks.

Points	Criteria
0	Not within 1-mile of identified destinations.
2	Within 1-mile of one identified destination.
5	Within ½-mile of one identified destination.
10	Within ½-mile of two identified destinations.
15	Within ½-mile of three identified destinations.

*How this category is scored:* Review the proposed project against the existing roadway network and a set of identified commercial destinations (e.g., COMPASS maintains a dataset of identified commercial and civic destinations, City of Boise Activity Centers). Distance measurements should be based on the actual travel distance to the destinations from the project and not on the straight line (i.e., “as the crow flies”) distance. This measurement can be readily accomplished using the Network Analyst extension in ArcMap software.

## T6. DEMOGRAPHIC DATA

Providing a pedestrian facility for people who are dependent on modes of transportation other than vehicles is very important. The transportation dependent population index (TDPI) is percentage of the transportation population as a percentage of the overall population. The transportation dependent population includes residents on a block group level that are over 65 years old, under 18 years old, with income under 200% of the poverty level, with a disability, and number of households with no vehicles. All census block groups in Ada County were evaluated.

Points	Criteria
1	Serves census block group with a TDPI in the bottom 25% of Ada County census block groups
3	Serves census block group with a TDPI between 26% - 50% of Ada County census block groups
4	Serves census block group with a TDPI between 51% - 75% of Ada County census block groups
5	Serves census block group with a TDPI in the top 25% of Ada County census block groups

*How this category is scored:* Review the proposed project against the locations where residents with transportation dependent characteristics live, as calculated using the transportation dependent population (TDP) index. This index is calculated for each Census block group in Ada County using data from the most recent American Community Survey as follows:

TDP Index by Census block group = (Number of residents over 65 years old + number of residents under 18 years old + number of residents in poverty + (number of Households without vehicle \* average number of people in Ada County household) + number of residents disabled) / Total Population of Ada County

If a proposed project overlaps with more than one Census block group, it is scored based on the Census block group with the highest TDP index. This analysis may be most easily completed in GIS software.

## PROGRAMMING CRITERIA

The following is a listing of the variable used to calculate the total Programming Points which accounts for 35 points, or 35% of the total project score. These factors measure ACHD's prior commitments to projects, as well as factors related to ACHD's partner agencies.

### P1. OTHER FUNDING

Points are based on any available non-ACHD financial resources available to assist in implementing the project. Complete Community Programs individual applications with signatures showing a commitment from all adjacent land owners to donate right-of-way for the project is also considered a high priority.

Points	Criteria
0	No non-ACHD resources available
2	1% - 10% of project cost in non-ACHD resources available
4	11% - 20% of project cost in non-ACHD resources available
6	21% - 30% of project cost in non-ACHD resources available
8	31% - 40% of project cost in non-ACHD resources available
10	>40% of project cost in non-ACHD resources available or a complete individual application with required right-of-way donation

### P2. PARTNER AGENCY SUPPORT

Annually ACHD seeks prioritized project requests from its partner agencies at the 6 cities, 3 school districts, and Ada County. This criterion shows the level of support from these agencies for the identified project.

Points	Criteria
0	No partner agency support
1	Project ranked as #10 or lower priority for a partner agency
2	Project ranked as #9 for a partner agency
3	Project ranked as #8 for a partner agency
4	Project ranked as #7 for a partner agency
5	Project ranked as #6 for a partner agency
6	Project ranked as #5 for a partner agency
7	Project ranked as #4 for a partner agency
8	Project ranked as #3 for a partner agency
9	Project ranked as #2 for a partner agency
10	Project ranked as #1 for a partner agency or project ranked as top 10 priority for more than one agency

### P3. NEIGHBORHOOD PLANS

ACHD is continually developing neighborhood plans to identify and prioritize community programs projects of importance to the public. The programming of these plans shows ACHD's commitment to implement what the

public has identified as important. This criterion gives speaks to the identification of projects through these planning efforts.

Points	Criteria
0	Not identified in an adopted neighborhood plan
1	Project partially identified in an adopted neighborhood plan
3	Project fully identified in an adopted neighborhood plan, but not prioritized as high priority within that effort
5	Project fully identified as a high priority in an adopted neighborhood plan

#### P4. COST/BENEFIT

ACHD is focused on making improvements that will have the greatest impact that are also fiscally responsible. The cost/benefit or a project is calculated by the dividing the estimated cost of a project less outside funding (ACHD Cost of Project) by the technical score. Each project is then ranked from lowest to highest and points given based on its ranking against other projects.

$$\frac{\text{Cost}}{\text{Benefit}} = \frac{\text{ACHD Cost of Project}}{\text{Technical Score}}$$

Points	Criteria
1	Cost-benefit ratio for the project ranked in the highest quartile
4	Cost-benefit ratio for the project ranked in the 2 <sup>nd</sup> highest quartile
7	Cost-benefit ratio for the project ranked in the 2 <sup>nd</sup> lowest quartile
10	Cost-benefit ratio for the project ranked in the lowest quartile



# ACHD Bicycle Facility Definitions

*The following definitions are accompanied by the Bicycle Facility Selection Matrix. Both the definitions and matrix are meant to be guidance for District staff in selection of a bicycle facility type that fits the context of the road in question and is comfortable for cyclists of a wide range of ages and abilities. Special consideration should be given to adjacent schools, parks, and other land use types that may affect how the facility will be used. This may result in selecting a higher level of protection if the roadway in question falls within a grey boundary between levels in the Bicycle Facility Selection Matrix. Consideration should also be given to the ability to maintain a specific bike facility, the effects of on-street parking, effects on adjacent transit stops, driveways spacing, and drainage implications.*

1

**LOW-STRESS BIKEWAYS** – A designation for a street with low volumes and speeds where motorists and bicyclists share the same space. Traffic calming and other treatments along corridors may be used to manage speeds and volumes, creating an environment that is comfortable for a wide range of ages and abilities. Low-stress bikeways utilize appropriate crossing treatments at intersecting arterials and collectors, per Traffic’s crossing treatment matrix. The desirable range of traffic volumes for a low stress bikeway is  $\leq 1,500$  ADT, but may be up to 3,000 ADT for connections in constrained situations. The desirable speed range is  $\leq 25$  mph. Sharrows may be used in conjunction with signage to aid cyclists in navigating jogs/turns in the bikeway.

2

**SHOULDER BIKE LANE** – A bike facility meant primarily to accommodate long distance recreational and commuter cyclists, typically in rural or suburban fringe locations. Typical width is 5’ of pavement with no curb or gutter. Typical speeds are up to 40 mph and volumes are less than 15,000 ADT.

**CONVENTIONAL BIKE LANE** – A bike facility meant to accommodate a wide range of ages and abilities on urban and suburban arterial and collector roadways. Minimum width is 5’ of pavement exclusive of the adjacent gutter, but may need to be up to 6’ if adjacent parking activity is allowed. Typical speeds are up to 35 mph and typical volumes are less than 15,000 ADT.

3

**BUFFERED BIKE LANE** – A bike facility meant to accommodate a wide range of ages and abilities on busier and faster urban and suburban arterial and collector roadways. Width of bike lane is 5’ of pavement, exclusive of the adjacent gutter, and includes a painted buffer of 2’-3’ between bike lane and vehicle lane. Typical speeds are above 25 mph and typical volumes are greater than 3,000 ADT.

3

**PROTECTED BIKE LANE** – A facility meant to accommodate a wide range of ages and abilities on busier and faster urban and suburban arterial and collector roadways. Width of bike lane is 5’-7’ of pavement, exclusive of adjacent gutter, and includes a buffer or at least 3’ in width between the bike lane and travel lane. The buffer area also includes a measure for protection, which may include 30” candles, curbing, planters (license agreement with another agency may be required), or parking. If parking is used as a buffer, passenger side door swing must be taken into account as

# 3

well as restrictions on parking to allow for adequate sight distance at driveways and side streets. Typical speeds are above 25 mph and typical volumes are greater than 15,000 ADT.

**RAISED BIKE LANE** – A bike facility meant to accommodate a wide range of ages and abilities on busier and faster urban and suburban arterial and collector roadways. Minimum width of bike lane should be 5' of pavement. Lane should be raised above the adjacent travel way approximately 3" and separated from traffic by a 4:1 mountable curb, as well as from the sidewalk by a 3" curb. Typical speeds are above 25 mph and typical volumes are 15,000 ADT or more. Raised bike lanes are not appropriate on roadways with frequent commercial driveways.

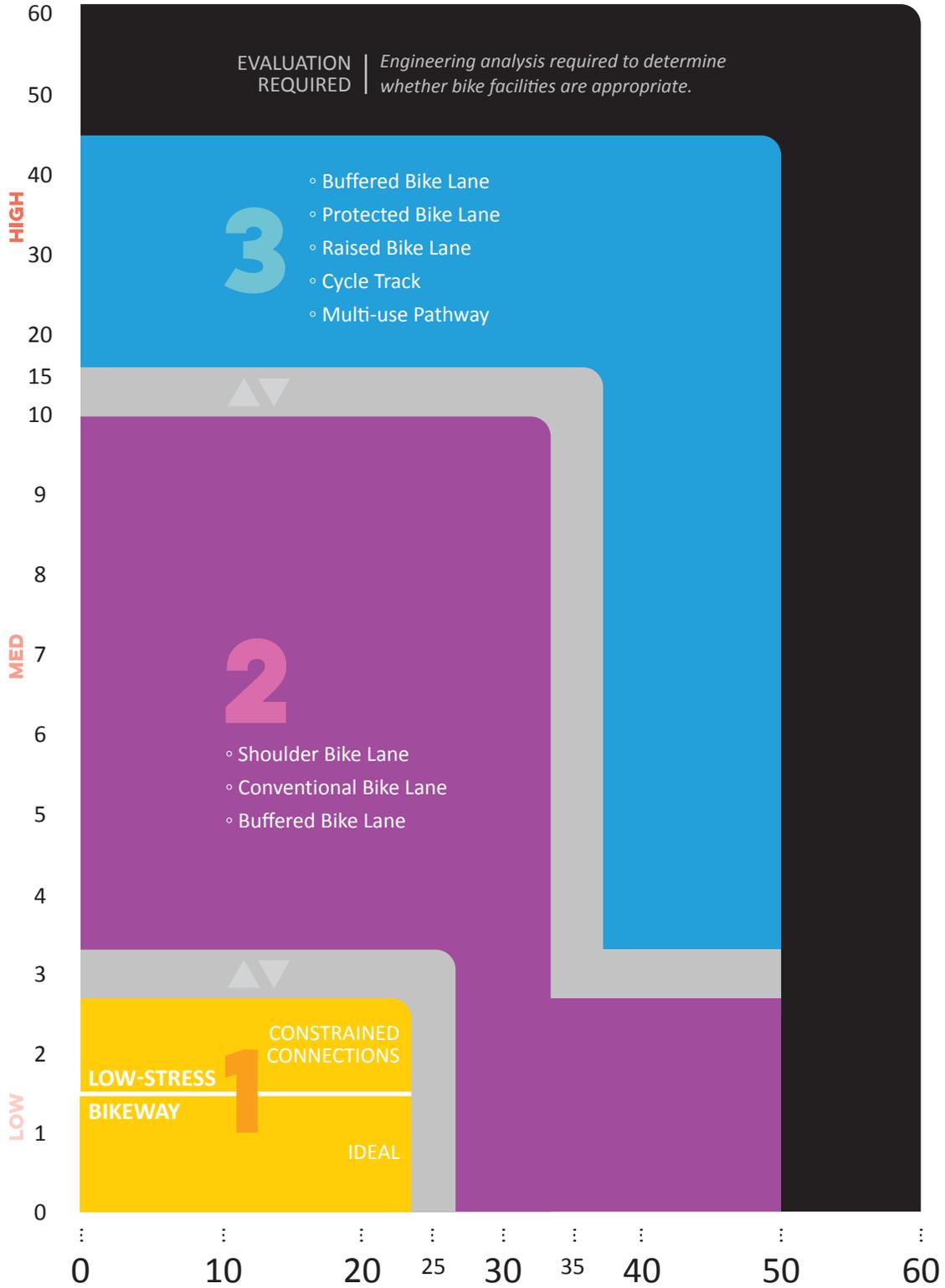
**CYCLE TRACK** – A two-way facility exclusively for bikes meant to accommodate a wide range of ages and abilities on busier and faster urban and suburban arterial and collector roadways. Cycle tracks are not advised as a substitute for bike lanes if frequent access to the bike facility is needed from land uses on both sides of the roadways. Width of facility is 10'-12' and may or may not be raised above the roadway. A buffer of at least 2'-3' must be included between the cycle track and adjacent travel lane. Special attention must be paid to protected intersection and driveway treatments to address crossing angles, corner radii, and queuing area for bikes and pedestrians. Typical speeds are  $\geq 35$  mph and typical volumes are 15,000 ADT or more.

**MULTI-USE PATHWAY** – A two-way facility meant to accommodate a wide range of ages and abilities, as well as pedestrians, on busier and faster urban and suburban arterial and collector roadway. Multi-use pathways are not advised as a substitute for sidewalks and bike lanes if frequent access to the facility is needed from land uses on both sides of the roadways. Width of facility should be 14' or larger to accommodate cyclists and pedestrians and should be separated from the roadway by a buffer of at least 2-3'. Special attention must be paid to protected intersection and driveway treatments to address crossing angles, corner radii, and queuing areas for bikes and pedestrians. Typical speeds of adjacent roadway are  $\geq 35$  mph and typical volumes are  $\geq 15,000$  ADT.



# Bike Facility Matrix

**TRAFFIC** Average Daily Traffic | All lanes, both directions  
1,000 vehicles per day or 100 vehicles per hour



**SPEED** 85th-percentile speed (preferred), design speed or posted speed (MPH)