CITY OF STAR
BICYCLE & PEDESTRIAN PLAN

ACHD
Committed to Service

J·U·B ENGINEERS, INC.

This plan is a result of a collaborative effort between the Ada County Highway District and the City of Star with assistance from J-U-B ENGINEERS, Inc. Valuable input was contributed to this plan by City residents and the general public.

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Tables

Figures

Appendices

1 | INTRODUCTION

What is the Star Bicycle and Pedestrian Plan?

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 areas/cities to meet specific community needs. The primary purpose of the Star 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 Star community. All of the plan's recommendations 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 Star Bicycle and Pedestrian planning area, shown in **Figure 1-1**, is approximately 14.3 square miles and includes areas within city limits and surrounding unincorporated Ada County.

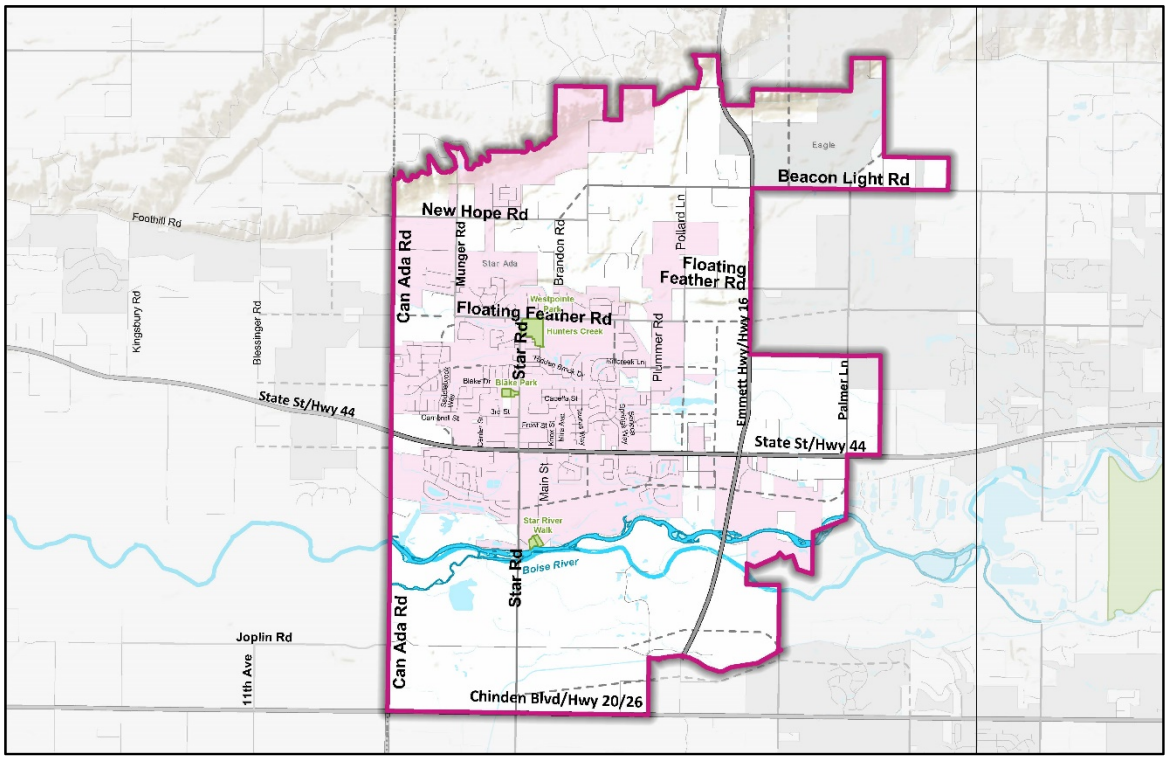

Figure 1-1. *Star Bicycle and Pedestrian Planning Area*

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) regional travel demand model by traffic analysis zone (TAZ). See demographics map figures in **Appendix A**.

Demographics Snapshot

CITY OF STAR

	Current (2010/2016)[1,2]	Projected (2040)	Trend
Population	5,793 / 7,255	24,347	↑
Density (persons per acre)	1.54 (2010)	6.5	↑
Jobs	496	3,727	↑
Median Age	32.3 / 33.5	—	↑
Travel Time to Work (minutes)	27.7 / 29.2	—	↑
Households without a Motor Vehicle	16 out of 2,629 (0.60%) (2016)	—	–
Median Household Income	$61,103 / $54,809	—	↓
Households Below Poverty Level	6.8% / 5.8%	—	↓

OVERALL PLANNING AREA

	Current (2010)[3]	Projected (2040)	Trend
Population	7,395	39,762	↑
Density (persons per acre)	0.5	2.7	↑
Jobs	2,132 (2017)	7,780	↑

[1] 2010: source: 2010 US Census Bureau 2010
[2] 2016: source: 2012-2016 American Community Survey
[3] Data is approximate based on COMPASS TAZ locations, which do not precisely follow the planning area boundary

Existing Conditions

Appendix B includes a list of existing policies, plans and future planned projects in the Star planning area.

Bicycle Network

A summary of the existing and planned bicycle network identified in ACHD and COMPASS Geographic Information System (GIS) inventory data is shown in **Table 2-1** below and **Figure 2-4** in **Appendix B**.

Table 2-1. Bicycle Network

Bicycle Facility Type	Existing Miles	Additional Planned Miles
Bike Lane	3.42	4.99
Bike Route	10.78	5.49
Micro path	2.30	0
Multi-use path	2.13	12.15
Total	**18.63**	**22.63**

Bicycle & Pedestrian Facility Types

- **Low-stress bikeways:** designated streets with low volumes and speeds where motorists and bicyclists share the same space.
- **Bike lanes:** ranges from painted lanes to protected bike lanes to dedicated raised bikeways that offer measures of protection on busier and faster urban and suburban roadways.
- **Micro or multi-use pathways (e.g., Boise River Greenbelt):** two-way off-street pathways that serve both bicyclists and pedestrians.
- **Sidewalks:** space for pedestrian activity separated from motor vehicle traffic.

Pedestrian Network

A summary of the existing and planned pedestrian network within the planning area identified in ACHD and COMPASS Geographic Information System (GIS) inventory data is shown below in **Table 2-2,** and **Figure 2-5** in **Appendix B.** Numbers shown in parenthesis reflect the developed areas to provide a more precise indication of facility gaps. The graphic below shows the facility gaps within developed areas.

Sidewalk Gap Miles within Developed Areas

Sidewalk Miles Needed to Complete Network		Existing Sidewalk Miles		Sidewalk Gap Miles
98.52	−	74.93	=	23.59

Table 2-2. Pedestrian Network

Roadway Type	Existing Roadway Miles	Sidewalk Miles Needed to Complete Network	Existing Sidewalk Miles	Sidewalk Gap Miles
Local Roads	59.41 (43.90)	118.82 (87.80)	70.35 (70.35)	48.47 (17.45)
Major Collector	8.57 (2.87)	17.14 (5.74)	3.10 (3.10)	14.04 (2.64)
Minor Arterial	5.50 (0.67)	11.00 (1.34)	0.30 (0.30)	10.70 (1.04)
Principal Arterial	10.04 (1.82)	20.08 (3.64)	1.18 (1.18)	18.90 (2.46)
Total	**83.52 (49.26)**	**167.04 (98.52)**	**74.93 (74.93)**	**92.11 (23.59)**

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 City's pedestrian and bicycle network.

Bicycle and Pedestrian Attractors

Attractors are destinations where people are likely to walk and bike. Destinations (schools, parks, library, commercial areas, and areas of employment) are shown below and identified in **Figure 3-1** in **Appendix C**.

City of Star Planning Area Pedestrian and Bicycle Attractors

SCHOOLS
Star Elementary
Star Middle
Star High (Future)

RETAIL
Rockbridge Crossing
Star Mercantile

RESTAURANTS
Sully's Pub & Grill
Star Country Café
El Mariachi Loco

GROCERY
Bi Mart
Star Mercantile

CIVIC
Post Office
Star Library
City Hall

Bicycle and Pedestrian Barriers

When identifying and prioritizing bicycle and pedestrian projects, it is important to understand what barriers or concerns may require special considerations. Primary barriers (crashes, traffic volumes, Boise River, canals) are shown below and identified in **Figure 3-2** in **Appendix C**.

City of Star Planning Area Pedestrian and Bicycle Barriers

★ High-traffic Roadways – State Street, Star Road, Highway 16, Beacon Light Road

★ Boise River – South of State Street/Highway 44

Crash Analysis

Reported crash locations within the last six years (2011-2016) involving bicyclists and pedestrians were reviewed. Examining existing crash data and identifying historical safety patterns reveal locations where new facilities may have the most impact in preventing crashes from occurring in the future. Below is a summary of the injury types and associated bicycle and pedestrian related crashes throughout the planning area.

★ 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)

Fatal	A Injury	B Injury	C Injury
1	2	1	2
HWY 20/26	Beacon Light & Hwy 16 Hwy 20/26 & Star Rd	Floating Feather Rd	Hwy 44 & Center St Star Rd

A total of six (6) bicycle and pedestrian related crashes have occurred within the last six years; one (1) fatal accident, two (2) A injury accidents, one (1) B injury accidents, and two (2) C injury accidents. All crashes occurred along main thoroughfares (State Street, Star Road, Highway 16, and Floating Feather Road) that exhibit higher AADT (average annual daily traffic) numbers than surrounding roadways. Projects are planned for some of these areas that will help reduce conflicts and improve bicycle and pedestrian safety. ITD is in the process of installing a traffic signal at Beacon Light Rd and Highway 16 and is conducting a traffic study on Highway 44. Refer to **Figure 3-2** in **Appendix C**.

Public Input

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

Webmap Survey/Open House

183 Comments

1. Create safe/walkable space to schools
2. Develop bicycle/pedestrian facilities along Pollard Lane and State Street
3. Fill in sidewalk gaps

Student Outreach

What makes it difficult to walk and bike in Star?

1. Lack of sidewalks
2. No crosswalks around Highway 16
3. Access to Boise River is difficult
4. Increased traffic

Pop-Up Meeting

Project Prioritization

1. Floating Feather Road Sidewalks

2. Pollard Lane and Plummer Road Sidewalks

3. Pathways along the Boise River, traffic study along State Street, and a bicycle lane on Star Road

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 Star, and community residents when evaluating and prioritizing projects. Separate ITD and City of Star jurisdiction projects are also listed in **Table 4-1** to assist the City of Star as they evaluate future development and growth in their community. The final treatment (i.e. striping, sharrows, wayfinding signs, etc.) for each project will be reviewed by the City of Star and ACHD, as part of ACHD's annual project scoping process.

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, 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. Recommended Projects

Project ID	Project Type	Project Name	Description	Companion Projects	Priority
Bike Treatment					
B1	Level 2 & 3	Pollard Ln, Floating Feather Rd/Beacon Light	Level 2 & 3 bike facilities to be added in both directions. Interim multi-use pathway.		High
B2	Level 2	Floating Feather Rd, Munger Rd/Pollard Rd	Level 2 bike facility to be added in both directions. IFYWP 2019-2023 bike facility, curb, gutter, borrow ditch, detached sidewalks both sides Munger Rd to Star Rd	2019-2023 IFYWP S3, S4, C1, C2	High
B3	Level 3	Star Rd, Boise River, State St (SH 44)	Current shoulder width is sufficient for bike travel.	S1, C3	Medium
B4	Level 2	Munger Rd, Floating Feather Rd/New Hope Rd	Level 2 bike facility to be added in both directions. IFYWP 2019-2023 Bridge (2 canal crossings)	2019-2023 IFYWP	Medium
B5	Level 2	Plummer Rd, State St (SH 44)/Floating Feather Rd	Level 2 bike facility to be added in both directions. IFYWP 2019-2023 Bridge with sidewalk (1 canal crossing)	2019-2023 IFYWP	Medium
B6	Level 2	Star Rd, Chinden Blvd (US 20/26)/Boise River	Level 2 bike facility to be added in both directions.		Low
B7	Level 3	Beacon Light Rd, Wing Rd / SH 16	Multi-use pathway to be added in both directions.		Low
B8	Level 2	Can-Ada Rd, State St/Able Dr	Level 2 bike facility to be added in both directions.		Low
B9	Level 3	New Hope Rd, Munger Rd/Wing Rd	Multi-use pathway to be added in both directions.		Low
B10	Level 3	Wing Rd, New Hope Rd/Beacon Light Rd	Multi-use pathway to be added in both directions.		Low
B11	Level 2	Brandon Rd, Floating Feather Rd/New Hope Rd	Level 2 bike facility to be added in both directions.		Low
Shared Use Pathway					
*P1	Shared Use Pathway	Plummer Rd alignment to the north, Floating Feather Rd/Star Middle School	Paved multi-use pathway for walking and biking (City of Star Jurisdiction)		High
*P2	Shared Use Pathway	Canal, Munger Rd/SH 16	Paved multi-use pathway for walking and biking (City of Star Jurisdiction)		High
*P3	Shared Use Pathway	Boise River, Star Rd/SH 16 & beyond to the east	Paved multi-use pathway for walking and biking (City of Star Jurisdiction)		High
*P4	Shared Use Pathway	Star Rd Alignment to the north, Floating Feather Rd/New Hope Rd	Paved multi-use pathway for walking and biking (City of Star Jurisdiction)		Medium
P5	Shared Use Pathway	Beacon Light Rd, Wing Rd/SH 16	Paved multi-use pathway to be added on both sides.		Medium
P6	Shared Use Pathway	New Hope Rd, Munger Rd/Wing Rd	Paved multi-use pathway to be added on both sides.		Low
*P7	Shared Use Pathway	Deerfawn Drive Pathway Connection	Paved multi-use pathway for walking and biking (City of Star Jurisdiction)		Low
*P8	Shared Use Pathway	Crystal Springs Ln, Boise River/State St (SH 44)	Paved multi-use pathway for walking and biking (City of Star Jurisdiction)		Low

Project ID	Project Type	Project Name	Description	Companion Projects	Priority
Sidewalks					
S1	Sidewalks	Star Rd, Boise River, State St (SH 44)	Sidewalks on west side of Star Rd from Hercules to Main St to connect to PHB crossing and sidewalks on east side of Star Rd with future development	B3, C3	High
S2	Sidewalks	Plummer Rd, State St (SH 44)/Floating Feather Rd	Curb, gutter & sidewalk to be added on both sides. IFYWP 2019-2023 Bridge (1 canal crossing)	2019-2023 IFYWP	High
S3	Sidewalks	Floating Feather Rd, Munger Rd/Star Rd	Curb, gutter & sidewalk to be added on south side. IFYWP 2019-2023 sidewalk from Floating Feather Rd, Munger Rd/Star Rd	2019-2023 IFYWP B2, C1	High
S4	Sidewalks	Floating Feather Rd, Star Rd/Pollard Rd	Curb, gutter & sidewalk to be added on north side. IFYWP 2019-2023 Sidewalk from Brandon Lane to N Hornback Ave	2019-2023 IFYWP B2, C2	High
S5	Sidewalks	Pollard Ln, Floating Feather Rd/Beacon Light Rd	Curb, gutter & sidewalk to be added on both sides		High
S6	Sidewalks	Munger Rd, Floating Feather Rd/New Hope Rd	Curb, gutter & sidewalk to be added on both sides		Medium
S7	Sidewalks	Brandon Rd, Floating Feather Rd/New Hope Rd	Curb, gutter & sidewalk to be added on both sides		Low
S8	Sidewalks	Main St, Star Rd/Main St Trailhead	Curb, gutter, sidewalk on the south side		Low
Crossings					
C1	RRFB	Floating Feather Rd/Star Rd	Rectangular Rapid Flashing Beacon crossing Floating Feather north/south on the west leg of the intersection and curb ramp	B2, S3	High
C2	PHB	Floating Feather/Pollard Rd	Pedestrian Hybrid Beacon crossing Floating Feather north/south located to the west of the bend in the road	B2, S4	Medium
C3	PHB	Star Rd, Main Street	Pedestrian Hybrid Beacon crossing Star east/west to be installed concurrently with sidewalk, located at Main St/Star Rd intersection	S1, B3	Medium
Other					
*L1	Lighting & sidewalk street grate improve-ments	Star Rd, SH 44/Floating Feather Rd	Safety enhancements along both sides of Star Rd from subdivisions to Hunter's Creek Park and Star Elementary		Low
**CS1	Study	State St/SH 44, Star Rd to SH 16	ITD is preparing to study this corridor to evaluate crossings and for potential widening (including sidewalks and bike lanes)		Low

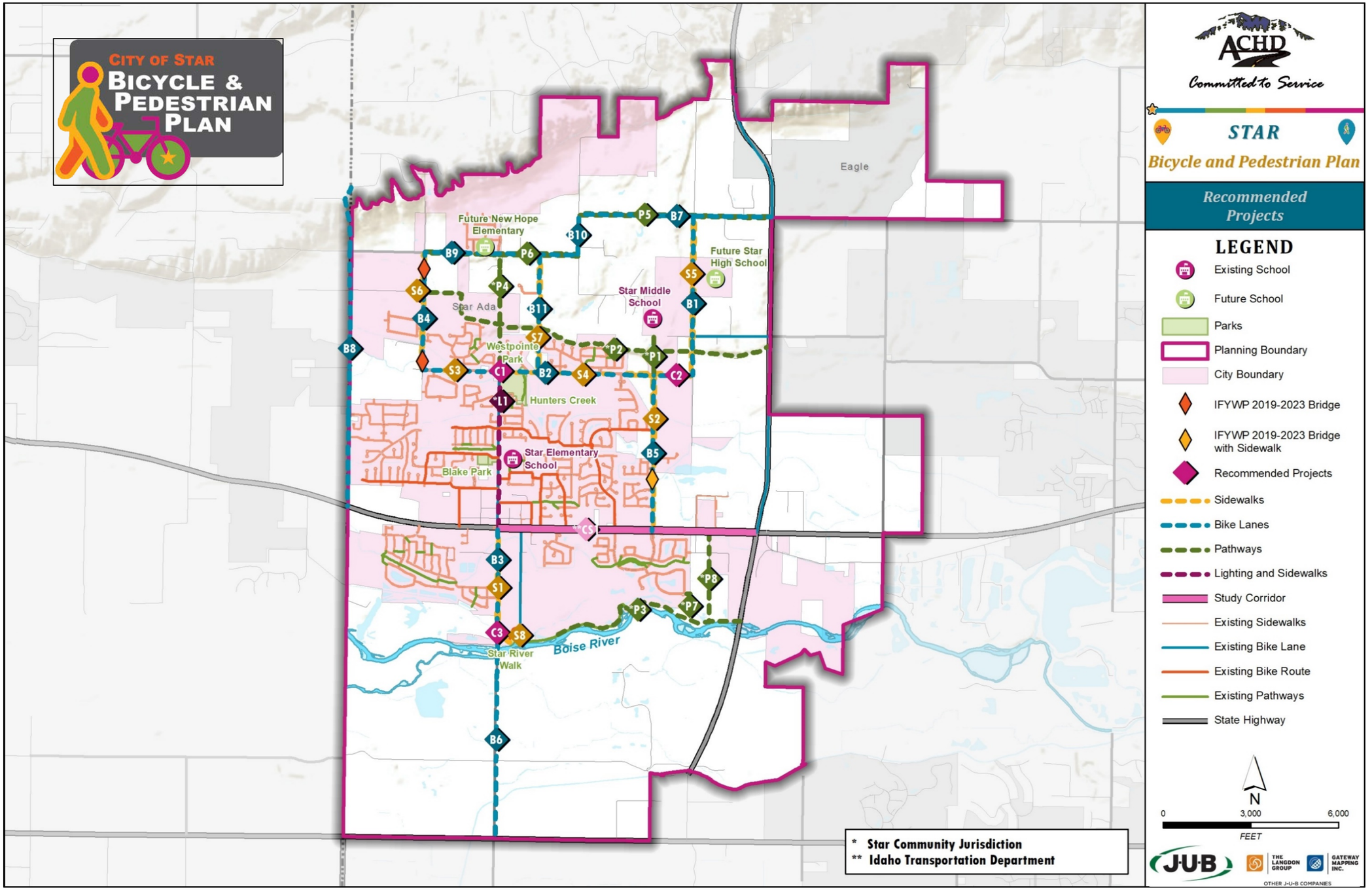

Figure 4-1. *Recommended Projects*

5 | IMPLEMENTATION AND FUNDING

How Projects are Prioritized and Funded

The City of Star can submit prioritized project requests to ACHD through ACHD's annual project request program. This Plan includes the information and tools to help with this process. Upon the City of Star submitting prioritized project requests to ACHD, a scoring process occurs and project selections are made. Project needs far outweigh available funding; therefore, ACHD carefully considers which projects will receive funding. In general, projects on busy streets, near schools, parks, libraries, or other pedestrian and bicycle attractors, are prioritized the highest. An overview of the ACHD prioritization criteria and points system can be found in **Appendix D**. Once projects are approved, funding comes from various sources.

Funding Sources

ACHD Community Programs

The primary funding source for the projects identified in this Plan will be ACHD's Community Programs. This program is a dedicated local funding source for pedestrian and bicycle projects across Ada County. Funds for Community Programs projects come from ACHD's capital budget and vehicle registration fees with a total funding level of approximately five million dollars per year. Projects funded through Community Programs do not require matching funds from the City.

COMPASS Programs

Surface Transportation Program-Transportation Management Areas-Transportation Alternatives Program (STP-TMA-TAP)

This funding source is applied for and programmed by COMPASS. Funds could be used for design and construction of a project. A minimum local match of 7.34 percent would be required.

Communities In Motion (CIM) Implementation Grant

This funding source is managed by COMPASS to provide direct support to member agencies in implementing locally important projects that support the regional goals of the CIM 2040. Applicant agencies will be required to supply a match of at least 7.34 percent of the project cost.

Transportation Alternatives Program (TAP)

This funding source is applied for and programmed through ITD and the Local Highway Technical Assistance Council (LHTAC). Funds could be used for design and construction of a project. A minimum local match of 7.34 percent would be required.

Cash for Towns (ITD)

This funding source is available through ITD. Funds can be used for construction of ADA improvements on the State Highway System.

Recreational Trails Program (RTP)

This funding source is managed by the Idaho Department of Parks and Recreation (IDPR). Funds can be used for trailhead improvements, trail connections, abutments, shared costs, etc. A minimum local match of 20 percent would be required.

Action Strategies

- ★ *Agency Collaboration:* Coordinate with Idaho Transportation Department, Ridge to Rivers, schools, Valley Regional Transit, Ada County, Foundation for Ada and Canyon County Trail Systems, (FACTS), State and Federal Land Agencies; develop partnerships and leverage resources whenever possible.
- ★ *Project Prioritization and Implementation:* Use the input from this Plan as an educational tool and guide for project implementation and prioritization. Use this Plan to assist with review and requirements of proposed developments for connectivity, treatment options and facility types.
- ★ *Get Involved:* Attend and participate with the ACHD Bicycle Advisory Committee and FACTS committee.
- ★ *Apply for Grants:* Apply for State and Federal grants to implement projects, when feasible.

Project Coordination

New sidewalks and bicycle facilities can potentially be constructed in conjunction with other ACHD capital projects such as roadway widening and maintenance overlays. In order to maximize value in community investments, ACHD Community Program funds are generally not used to pay for improvements to the pedestrian and bicycle network that are included with other ACHD projects.

Projects such as new striping (shared lane markings), signage, and some ADA improvements can be integrated into other maintenance, planned or programmed projects. Projects may be completed through property redevelopment and/or expansion of a roadway as identified in ACHD's Capital Improvement Plan (CIP). Interim facilities may be explored where future expansion is planned, but not in the near future. For example, if a roadway is recommended for shared lane markings in this Plan and ACHD plans on chip-sealing or resurfacing that roadway, the new painting scheme would be included in the maintenance project. Additional maintenance and capital project coordination occurs when the City of Star plans infrastructure projects. This is an example of why projects are not prioritized in any particular order in this Plan, because it allows ACHD and the City of Star to evaluate projects holistically and provides flexibility to implement certain projects before/after others by coordinating capital and maintenance projects/schedules. In some areas where no maintenance projects are scheduled in the short term, ACHD will proactively install new bike facilities as funds are available.

Demographics

Appendix A

CITY OF STAR
BICYCLE & PEDESTRIAN PLAN

ACHD
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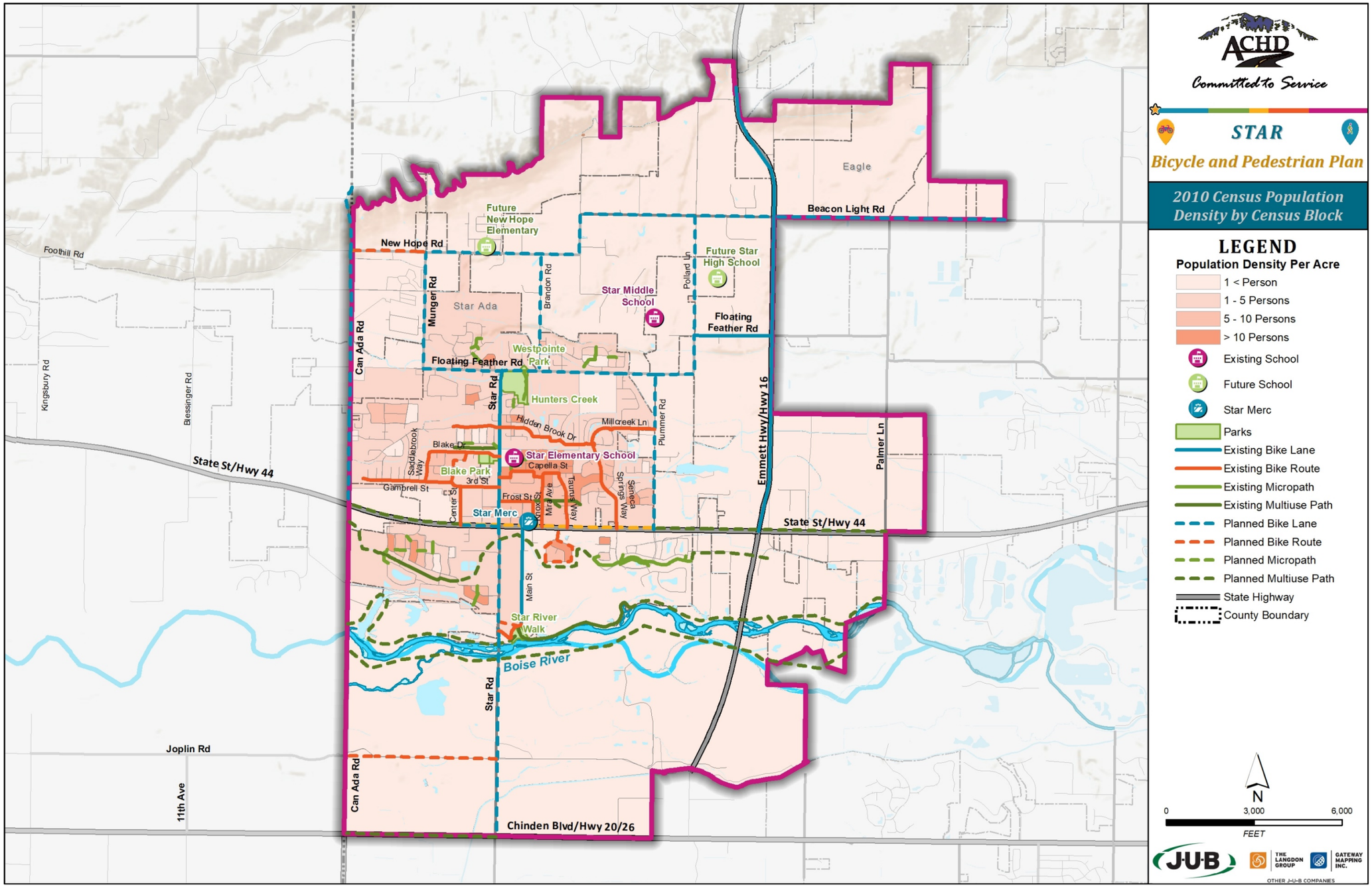

Figure 2-1. *Current Population Density in the Planning Area*

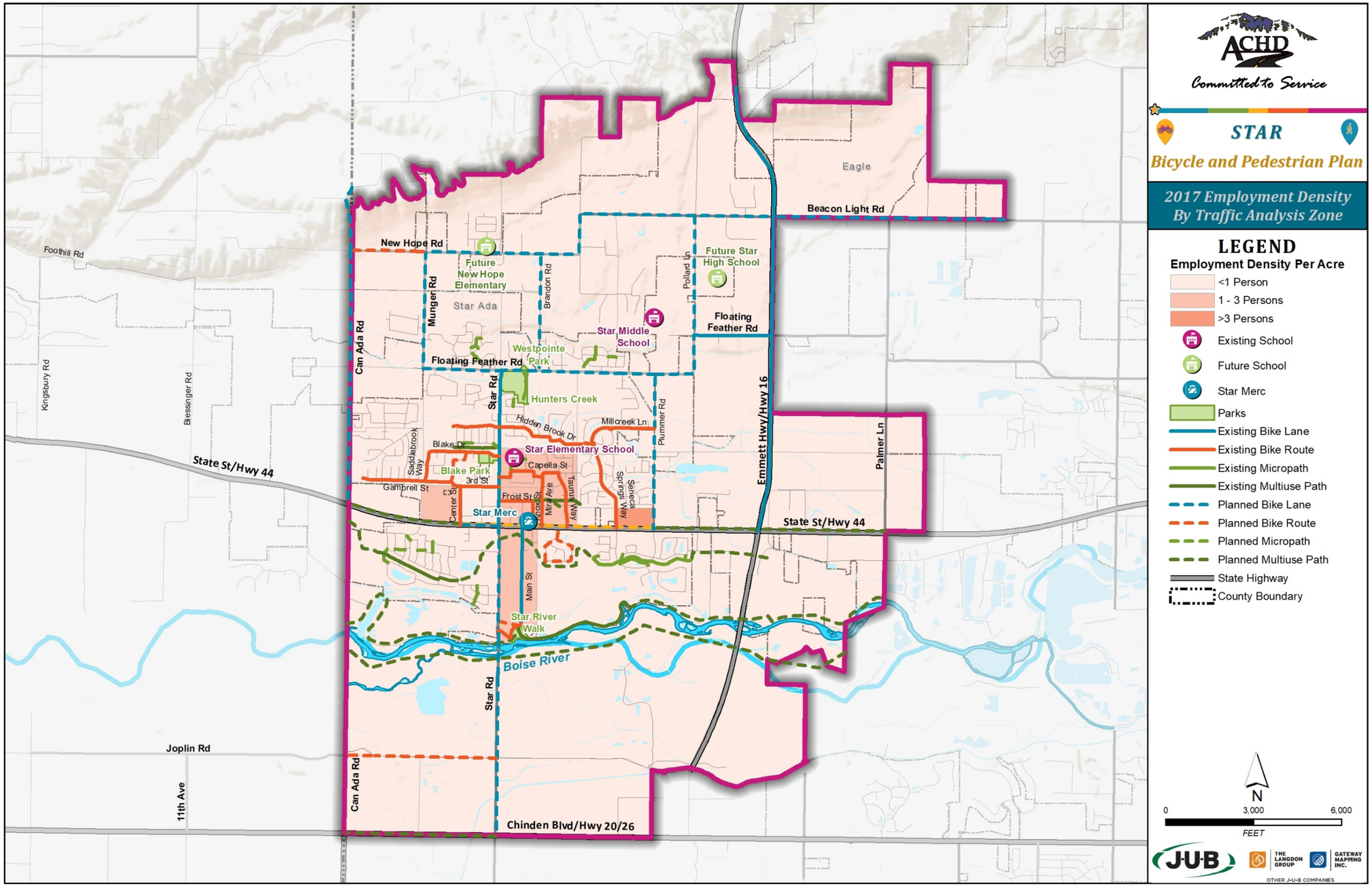

Figure 2-2. *Current Employment Density in the Planning Area*

Existing Conditions

Appendix B

CITY OF STAR
BICYCLE & PEDESTRIAN PLAN

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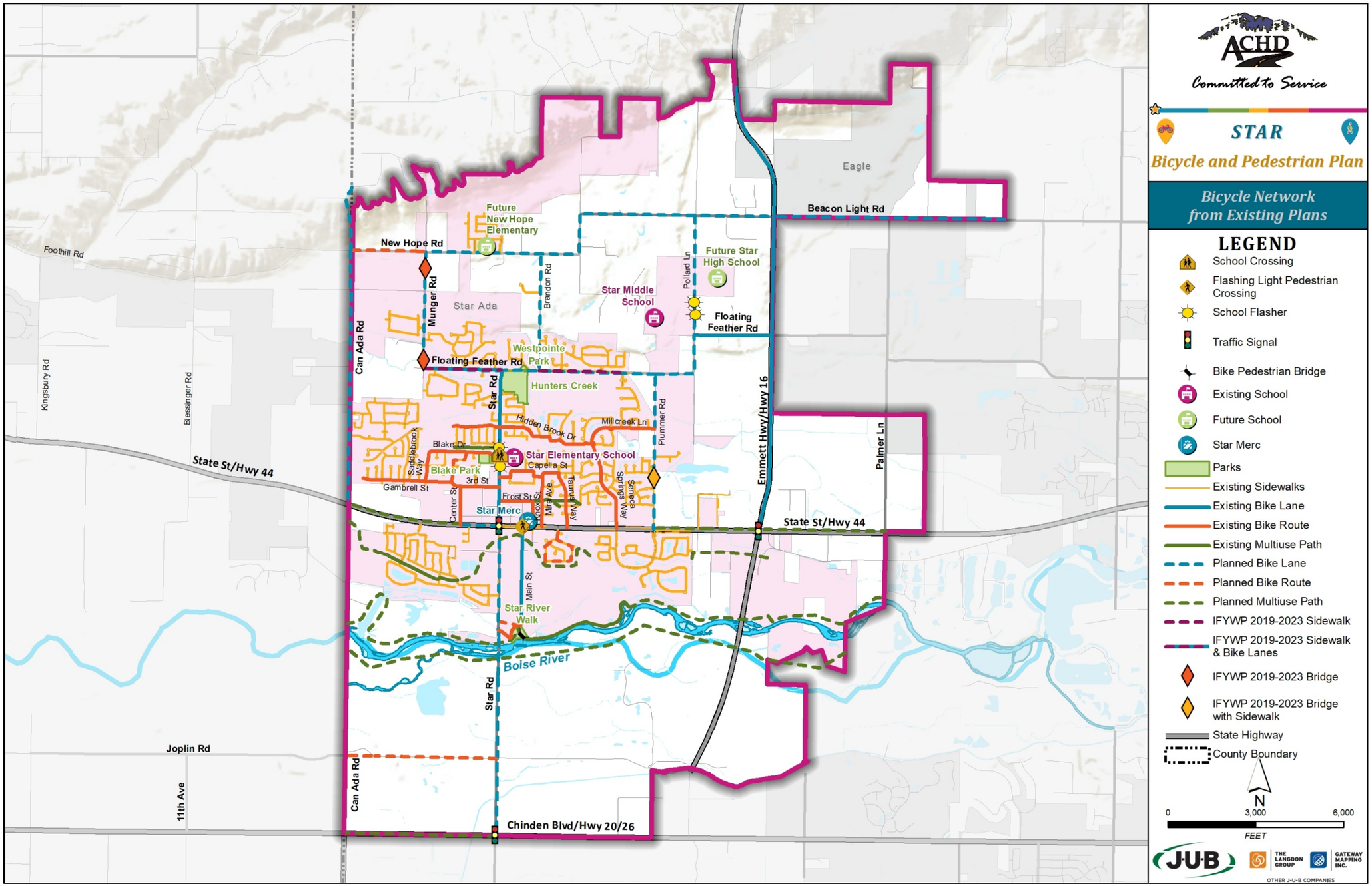


Figure 2-4. *Bicycle Network*

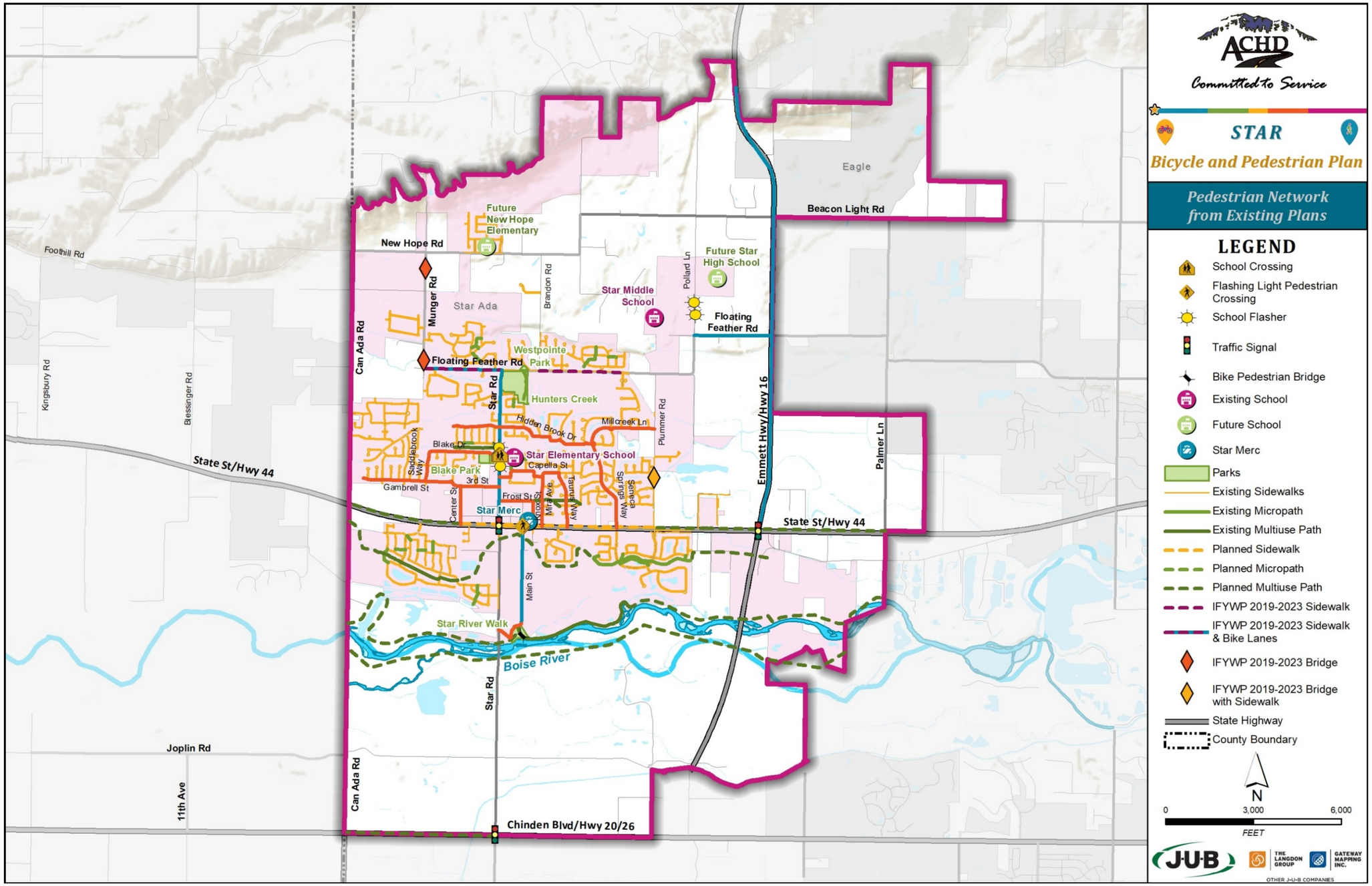
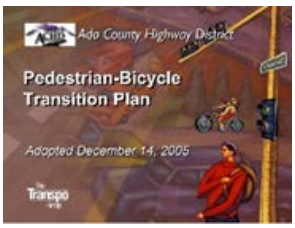


Figure 2-5. *Pedestrian Network*

ACHD Plans

ACHD Bicycle and Pedestrian Plans

ACHD has prepared several Neighborhood/specific bicycle and pedestrian plans throughout Ada County; however, a Plan has not yet been prepared for the City of Star planning area nor areas directly adjacent to the planning area.



ACHD Pedestrian and Bicycle Transition Plan – 2005

The ACHD Pedestrian-Bicycle Transition Plan (PBTP) is a comprehensive plan that is intended to enhance the Ada County urban area pedestrian and bicycle system. The PBTP fulfills federal pedestrian planning guidelines and regulatory requirements of the 1990 Americans with Disabilities Act (ADA).

PBTP focus areas/projects identified in the City of Star planning area:

- ★ Priority Bike Lane Improvements (Existing Bike Routes):
  - N Seneca Springs Way
  - N Plummer Road – State Street to W Millcreek Lane
  - Hidden Brook Drive through Millcreek Lane
- ★ Proposed Bike Lanes:
  - Star Road – through State Street just past Floating Feather
  - State Street – N Seneca Springs Way to N Center Street

ACHD Complete Streets Policy – 2009

The ACHD Complete Streets Policy is one component of the Transportation and Land Use Integration Plan (TLIP) 2009/2010 with a primary purpose of ensuring that streets, bridges, and transit stops within Ada County are designed, constructed, operated and maintained so that pedestrians, bicyclists, transit riders, motorists and people of all ages and abilities can travel safely and independently. The Policy does not designate specific corridor projects; however, the policies and principles apply to future ACHD projects.

The Complete Streets Policy provides general guidelines for:

- ★ Bicycle and Pedestrian Ways – should be established in all urbanized areas as part of new construction and reconstruction projects
- ★ Paved Shoulders – in rural areas, paved shoulders should be included in all projects on roadways used by more than 1,000 vehicles per day
- ★ Pedestrian Facilities – should be designed and constructed so that all people, including children, the elderly and people with disabilities have safe usage
- ★ Transportation Infrastructure – promotes agency coordination and addressing the needs for bicyclists and pedestrians

ACHD Roadways to Bikeways Plan – 2018 Update

ACHD is updated the 2009 Roadways to Bikeways Plan. Since this plan was completed in 2009, 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 in Ada County. The update modernizes the 2009 plan by incorporating recent plans and advances in the state-of-the practice.

ACHD Roadways to Bikeways projects identified in the City of Star planning area:

★ *Sharrows/Shared Streets*
- *N Deerhaven Way, Floating Feather Rd – Foxhaven St*
- *N Deerhaven Way, Gambrell St – State St*
- *Hidden Brook Dr, N Finsbury Way – N Crews Ave*
- *W Penhurst Dr, Plummer Rd – Pollard Ln*
- *Hurcules Dr, S Star Rd – Main St, Main St – W Gloxinia St*

★ *Bike Lanes*
- *Can Ada Rd, Boise River – New Hope Rd*
- *Hidden Brook Dr, N Finsbury Way – N Crews Ave*
- *Munger Rd, New Hope Rd – Floating Feather Rd*
- *Floating Feather Rd, Munger Rd – N Hornback Ave*
- *Pollard Ln, Beacon Light Rd – Floating Feather Rd*
- *Floating Feather Rd, Pollard Ln – Highway 16*

★ *Protected Bike Lanes/Paths/Cycle Tracks*
- New Hope Rd, Can Ada Rd – Wing Rd
- Wing Rd, New Hope Rd – Beacon Light Rd
- Beacon Light Rd, Wing Rd – Highway 16
- Floating Feather Rd, N Hornack Ave – Pollard Ln
- Pollard Ln, Floating Feather Rd – Floating Feather Rd
- S Star Rd, State St – Boise River

State Street Transit and Traffic Operational Plan – 2011

The Transit and Traffic Operational Plan (TTOP) is an integrated transportation and land use plan initiated by ACHD, City of Boise and Valley Regional Transit (VRT) that identifies short, medium, and long-term improvements for implementing the roadway, transit and land use vision for the State Street corridor generally from 9th Street in Boise to Highway 16 near Star.

TTPOP Plan projects identified in the in the City of Star planning area:

★ Recommended Transit-Oriented Development (TOD) Station Area
- SH 44 and Highway 16

ACHD Integrated Five-year Work Plan – 2018-2022

The Fiscal Year 2018 – 2022 Integrated Five-Year Work Plan (IFYWP) is the mechanism in which maintenance and capital projects are programmed.

ACHD Five-year Work Plan projects identified in the City of Star planning area:

- ★ Star Projects:
  - Floating Feather, Brandon Rd/Hornback Ave
  - Floating Feather, Munger Road/Star Road
  - Munger Road Bridge #1005 and #2001, ½-mile s/o New Hope Rd
  - Munger Road Bridge #1462, 550' s/o New Hope Rd
  - Plummer Road Bridge #2002 Pedestrian Facilities, 1700' n/o SH 44

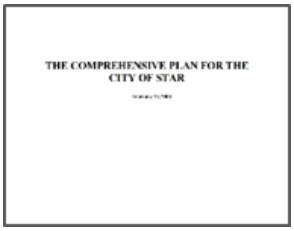
Idaho Transportation Department Plans/Projects

Idaho Transportation Investment Program (ITIP) – 2018-2024

ITIP projects identified in the City of Star planning area:

- ★ SH 44, FY23 Star Rd to SH-16, Ada County
- ★ SH16, INT Beacon Light Rd

City of Star Plans


THE COMPREHENSIVE PLAN FOR THE CITY OF STAR

The Comprehensive Plan for the City of Star - 2008

The Star Comprehensive Plan provides the public, businesses and government agencies a clear understanding of the City's intentions and desires regarding its future development, which will lead to greater cooperation and minimize potential conflicts. The goal of the plan is to introduce long-range considerations into the determination of short-range actions.

The Star Comprehensive Plan includes the following information and goals regarding bicycle and pedestrian/transportation needs within City of Star planning area:

- ★ The City of Star has some established sidewalks. The City should focus on creating more sidewalks in areas that are residential but do not already have sidewalk access. They should also concentrate efforts on making the existing sidewalks more appealing in the style of new urbanism.

- ★ Develop a Safe Routes to School program in a collaborative partnership between City of Star and the Joint School District No. 2.

Star Downtown Revitalization Plan - 2011

The Downtown Revitalization Plan presents a multi-faceted program for rejuvenating the central core of Star, Idaho, by identifying physical improvements, beautification efforts, marketing strategies, an implementation plan, and potential funding sources. The vision of the plan is to establish downtown Star as a unique, vibrant and accessible retail center that serves area residents and entices visitors to stop.

Project priorities/areas outlined within the Star Downtown Revitalization Plan:

- ★ Walking Route Priorities:
  - State St./SH 44 within downtown core
  - Star River Walk
  - Main Street, connecting Star River Walk to downtown
  - Canal Walk, walking/bike path along irrigation canal extending east/west from downtown
- ★ Streetscape Enhancement Projects:
  - South Main Street – State Street to Star River Walk/Boise River
  - State Street/Highway 44 – downtown Star
  - South Star Road – State Street to the Boise River

Needs Analysis

Appendix C

CITY OF STAR
BICYCLE & PEDESTRIAN PLAN

ACHD
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J·U·B ENGINEERS, INC.

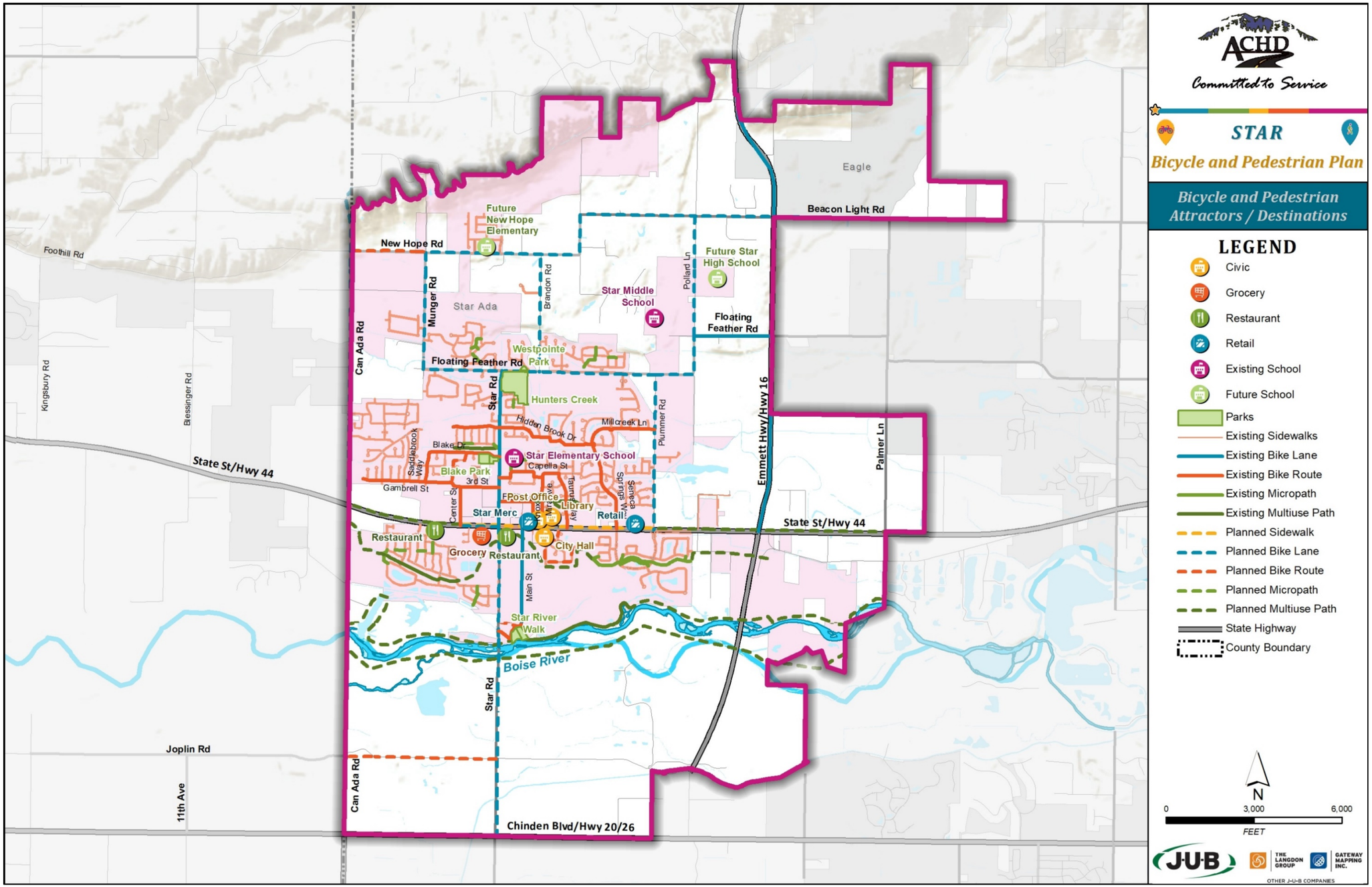
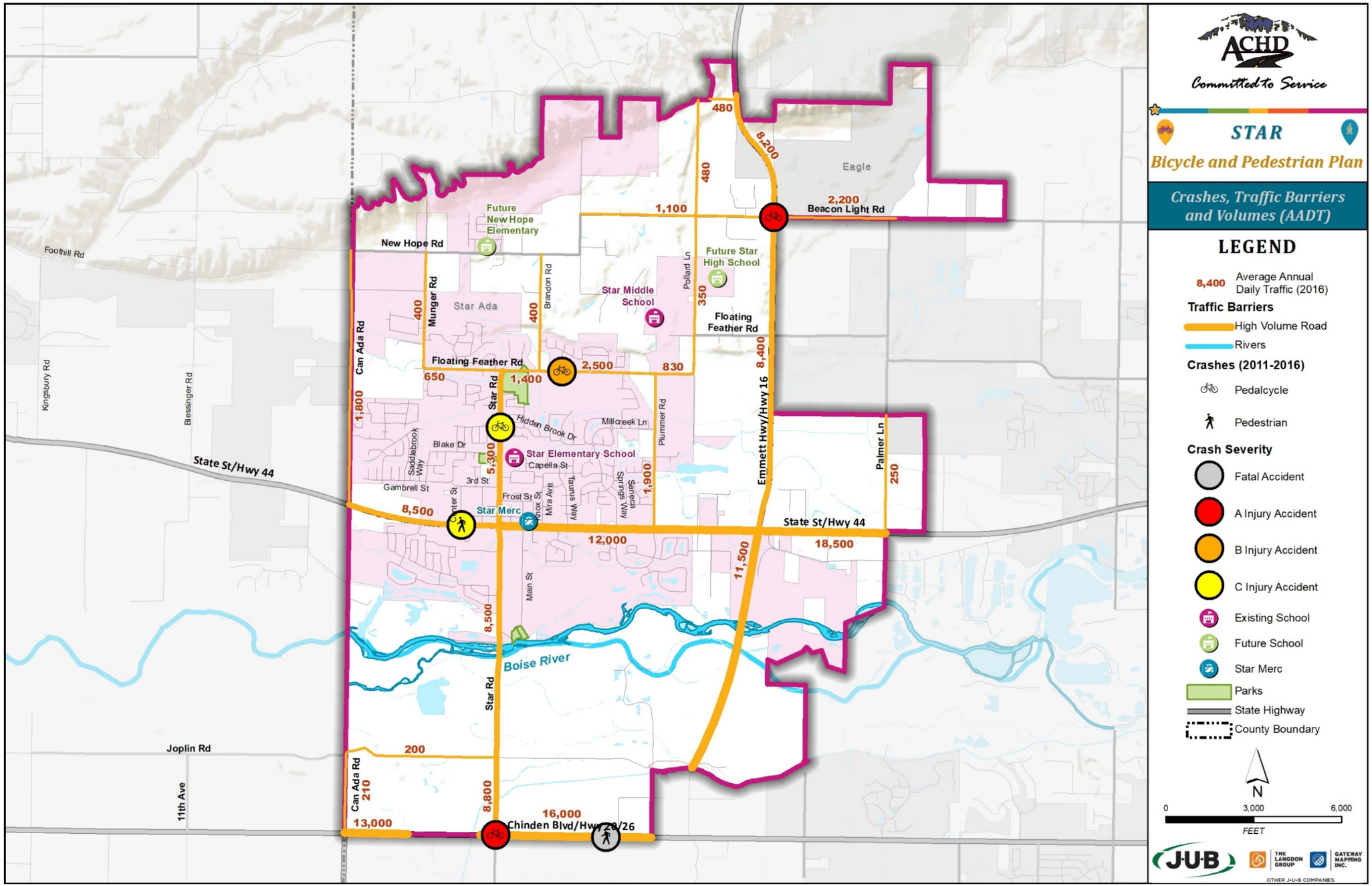


Figure 3-1. *Bicycle and Pedestrian Attractors/Destinations*



ACHD
Committed to Service

STAR
Bicycle and Pedestrian Plan

Crashes, Traffic Barriers and Volumes (AADT)

LEGEND

8,400 Average Annual Daily Traffic (2016)

Traffic Barriers
- High Volume Road
- Rivers

Crashes (2011-2016)
- Pedalcycle
- Pedestrian

Crash Severity
- Fatal Accident
- A Injury Accident
- B Injury Accident
- C Injury Accident

- Existing School
- Future School
- Star Merc
- Parks
- State Highway
- County Boundary

N

0 3,000 6,000
FEET

JUB | The Langdon Group | Gateway Mapping Inc.
OTHER J-U-B COMPANIES

Figure 3-2. *Bicycle and Pedestrian Barriers (Crashes, Traffic Barriers and Volumes – AADT)*

Prioritization Criteria & Bicycle Facility Definitions

Appendix D

CITY OF STAR
BICYCLE & PEDESTRIAN PLAN

ACHD
Committed to Service

J·U·B ENGINEERS, INC.

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

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. 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
1	Crossing on a 2 lane roadway
3	Crossing on a 3 lane roadway
4	Crossing on a 4 lane roadway
5	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
3	Crossing of a roadway with a 20 MPH posted speed limit
7	Crossing of a roadway with a 25 MPH posted speed limit
11	Crossing of a roadway with a 30 MPH posted speed limit
15	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
0	Not within ½-mile of identified destinations.
2	Within ½-mile of one identified destination.
5	Within ¼-mile of one identified destination.
10	Within ¼-mile of two identified destinations.
15	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.

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

Points	Criteria
1	Cost-benefit ratio for the project ranked in the highest quartile
4	Cost-benefit ratio for the project ranked in the 2nd highest quartile
7	Cost-benefit ratio for the project ranked in the 2nd 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
0	Not within ½-mile of identified destinations.
2	Within ½-mile of one identified destination.
5	Within ¼-mile of one identified destination.
10	Within ¼-mile of two identified destinations.
15	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.

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

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

Bicycle Program

Community Programs Bicycle Prioritization Criteria

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.

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

Points	Criteria
1	Cost-benefit ratio for the project ranked in the highest quartile
4	Cost-benefit ratio for the project ranked in the 2nd highest quartile
7	Cost-benefit ratio for the project ranked in the 2nd 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 ≤ 1,500 ADT, but may be up to 3,000 ADT for connections in constrained situations. The desirable speed range is ≤ 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

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 ≥ 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 ≥ 35 mph and typical volumes are ≥ 15,000 ADT.

Bike Facility Matrix