ADA COUNTY HIGHWAY DISTRICT

INTEGRATED FIVE-YEAR WORK PLAN

Annual Report
All data in this report reflects work completed through December 31, 2019.
In seeking to meet ACHD’s vision, our focus is always on serving you, the citizens of Ada County. Building the best transportation system takes time, but we are committed in our service to you. This Annual Report is meant to be our report card on how we are keeping our commitments. It will also help us see where we need to invest. We invite you to stay engaged in all stages of the process – planning, design, and construction.

Every year, ACHD releases a plan showing what projects will be happening in your neighborhood. The Integrated Five-Year Work Plan, with its first 2 years being the adopted capital budget, will tell you everything we are working on for you. To learn more visit, https://bit.ly/2RQ4njC.
ACHD SUPPORTS YOU HOWEVER YOU CHOOSE TO TRAVEL

DID YOU KNOW
ACHD has plans to continue to ensure safe and accessible movement of all people in Ada County.

- PEOPLE WHO DRIVE
  Capital Improvement Plan

- PEOPLE WHO WALK
  Neighborhood Plans

- PEOPLE WHO BIKE
  Bike Master Plan

- PEOPLE OF ALL ABILITIES
  ACHD ADA Transition Plan

- PEOPLE WHO TRAVEL TOGETHER
  Capital Improvement Plan
  Community Programs

ACHD’S COMPLETE STREETS GUIDING PRINCIPLE

Streets, bridges and transit stops within Ada County should be designed, constructed, operated and maintained so that pedestrians, bicyclists, transit riders, motorists, and people of all ages and abilities can travel safely and independently. (ACHD Policy Manual Section 3110.2)
BUILDING OUT YOUR MAJOR ROADS

ACHD SERVES YOU WHEN YOU DRIVE

DID YOU KNOW

ACHD’s Master Street Map shows the how many lanes every arterial in the county will have when fully built out. To learn more visit https://bit.ly/2RSeNzl.

YOUR SAFETY IS OUR TOP PRIORITY

Keeping you safe is ACHD’s top priority. When it comes to deciding what projects to do, we think of your safety first.

MAINTAINING YOUR INVESTMENTS

Being trusted with your tax dollars, ACHD is committed to maintaining your investment through sound decisions on road and bridge maintenance.

When it comes to deciding where to spend money, these things always come first.

MANAGING THE CONGESTION YOU FACE

PROGRAMMED

6%

Total Planned Lane Miles

COMPLETE

30%

Total Planned Lane Miles

PROGRAMMED

IFYWP Projects to Address Congested Locations

21

UNFUNDED

Projects Needed to Address Congested Locations Due to Lack of Funding

21

ABOUT FUNDING

$22 MILLION

FY2019 Impact Fee Collections dedicated to addressing growth-related congestion.
ACHD SERVES YOU WHEN YOU BIKE

DID YOU KNOW
ACHD has a map of the bike network that has been built around Ada County. Hard copies are available at ACHD. You may also find one in your favorite bike shop. There is also an app showing the map for iOS and Android devices.

INCREASING ACCESS WITH A LOW-STRESS NETWORK

The 2018 Bike Master Plan Addendum (link) identified a network of bikeways to get you where you want to go. When you see this sign you will know you are on one of these routes.

*All miles shown are centerline miles, not total lanes miles.
ACHD SERVES YOU WHEN YOU WALK

DID YOU KNOW

Community Programs is what ACHD calls pedestrian and bike projects. The ACHD Commission targets $5-$7 million per year on these projects, over and above the sidewalks, crossings, and other improvements made with road and intersection projects.

ACHD IS COMMITTED TO SAFE ROUTES TO SCHOOL...AND TO EVERYWHERE ELSE

Since the voters approved a vehicle registration fee increase in 2008 with the promise a portion of those funds would go to safe routes to schools, ACHD has built 123 projects improving safety for children who walk to school. ACHD is keeping its commitment to the voters. But these are not the only projects ACHD has built to support pedestrian safety. In that same time, ACHD has actually completed a total of 214 Community Programs projects representing a $60 million investment in your safety.

BUILDING SIDEWALKS WHERE YOU WANT THEM

FILLING KEY GAPS IN THE SIDEWALK NETWORK

IMPROVING YOUR ACCESS TO WHERE YOU WANT TO GO

POPULATION WITHIN A 1 MILE WALK OF KEY DESTINATIONS

*All miles shown are centerline miles, not sidewalk miles.
ACHD SERVES ALL PEOPLE

DID YOU KNOW

The ACHD Commission has appointed an advisory committee to inform them on the District’s efforts related to accessibility. This Committee has been instrumental on identifying and prioritizing improvements in the County. To learn more, click here.

SAFE SIDEWALKS ARE ACCESSIBLE TO ALL

ACHD’s Safe Sidewalk Program dedicates $1.6 million per year to improve the accessibility of existing sidewalks throughout Ada County. This program also fills minor sidewalk gaps where possible. Locations for improvements have been identified through ACHD’s Americans with Disabilities Act Transition Plan or through input from the public. If you see a sidewalk in disrepair or something is making your travel inaccessible, ACHD wants to know about it. Contact us here.

IMPROVING PEDESTRIAN RAMP ACCESSIBILITY

<table>
<thead>
<tr>
<th>STATUS</th>
<th>HIGH</th>
<th>MEDIUM</th>
<th>LOW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identified</td>
<td>1,273</td>
<td>696</td>
<td>7,608</td>
</tr>
<tr>
<td>Complete*</td>
<td>77</td>
<td>41</td>
<td>76</td>
</tr>
<tr>
<td>Programmed</td>
<td>253</td>
<td>70</td>
<td>370</td>
</tr>
<tr>
<td>Future</td>
<td>943</td>
<td>585</td>
<td>7,162</td>
</tr>
</tbody>
</table>

Count of Ramps

IMPROVING SIDEWALK ACCESSIBILITY

<table>
<thead>
<tr>
<th>STATUS</th>
<th>HIGH</th>
<th>MEDIUM</th>
<th>LOW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identified</td>
<td>58.6</td>
<td>224.8</td>
<td>766.6</td>
</tr>
<tr>
<td>Complete*</td>
<td>0.3</td>
<td>2.7</td>
<td>1.7</td>
</tr>
<tr>
<td>Programmed</td>
<td>3.4</td>
<td>9.0</td>
<td>12.2</td>
</tr>
<tr>
<td>Future</td>
<td>54.9</td>
<td>213.1</td>
<td>752.7</td>
</tr>
</tbody>
</table>

Miles of Sidewalk

*Additionally ACHD has 17,031 ramps and 1,595.1 miles of sidewalk where no deficiencies were identified through its ADA Transition Plan inventory process.

PROVIDING ACCESSIBLE PEDESTRIAN SIGNALS

<table>
<thead>
<tr>
<th>STATUS</th>
<th>Count of Intersections</th>
</tr>
</thead>
<tbody>
<tr>
<td>Completed</td>
<td>138</td>
</tr>
<tr>
<td>Programmed</td>
<td>14</td>
</tr>
</tbody>
</table>

Intersections with APS
ACHD SERVES YOU WHEN YOU TAKE THE BUS

DID YOU KNOW

ACHD’s enabling legislation directs ACHD’s investments towards building and maintaining roads and intersections. ACHD also builds sidewalks and bike facilities. As ACHD does these activities, it also supports the bus and vanpool services in the county by keeping the traffic moving where these vehicles drive and by providing facilities for those who walk or bike to and from their bus stop.

ACHD WORKS WITH ITS PARTNERS

Just as ACHD was created by a vote of the people, Valley Regional Transit was also created by a public vote to coordinate bus and vanpool services in Ada County. Together with the cities, which provide pathways, and schools which provide school buses, your local governments are working together to help you get around.

IMPROVING ROADS AND INTERSECTIONS TO KEEP YOUR BUS MOVING

2019 COMPLETED
10%
Miles of Peak Hour Congested Roadway Along Bus Routes Improved

PROGRAMMED
Miles of Peak Hour Congested Roadway Along Bus Routes To Be Improved

19%

HELPING YOU GET TO YOUR BUS STOP

SIDEWALKS WITHIN ½ MILE OF EXISTING BUS STOPS

87%
COMPLETED

2%
PROGRAMMED

BIKE FACILITIES WITHIN 1 MILE OF EXISTING BUS STOPS

73%
COMPLETED

4%
PROGRAMMED

*All miles shown are centerline miles, not sidewalk or bike facility miles.
NEIGHBORHOOD INVESTMENTS

WHERE YOU LIVE

ACHD’S MISSION

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

DID YOU KNOW

ACHD has 16 neighborhood planning areas. While ACHD’s Neighborhood Plans look primarily at bike and pedestrian projects, these areas provide opportunity to look at the transportation system at a smaller scale for all modes.

13

# of Neighborhood Plans Adopted since 2012
BARBER VALLEY
FUTURE PLANNING AREA – PLAN PROPOSED FOR 2022

BUILDING OUT YOUR MAJOR ROADS

Various sections of Warm Springs will be widened to 3 or 5 lanes as this neighborhood builds out.

COMPLETE
33%
Total Planned Lane Miles

MANAGING THE CONGESTION YOU FACE

PEAK-HOUR CONGESTED LOCATIONS
0

BUILDING OUT YOUR MAJOR ROADS

Various sections of Warm Springs will be widened to 3 or 5 lanes as this neighborhood builds out.

COMPLETE
33%
Total Planned Lane Miles

MANAGING THE CONGESTION YOU FACE

PEAK-HOUR CONGESTED LOCATIONS
0

LOW-STRESS BIKEWAYS

BUILT
• Boise Greenbelt

PROGRAMMED (Construction Year)
• None programmed at this time.

Population within ¼ mile of a complete low-stress bikeway
26%

BUILT MILES*

Programmed Future

1 6

*Miles shown are centerline miles, not total lanes miles.
BUILDING SIDEWALKS WHERE YOU WANT THEM

<table>
<thead>
<tr>
<th>Type</th>
<th>Complete</th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterials</td>
<td>3</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Collectors</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Locals</td>
<td>25</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

0% 50% 100%

FILLING KEY GAPS

0.0 PROGRAMMED Miles of Gaps

TOTAL Miles of Gaps 1.4

*All miles shown are centerline miles, not sidewalk miles.

IMPROVING YOUR ACCESS TO KEY DESTINATIONS

- 60% Schools
- 35% Parks
- 100% Bus Stops
- 5% Grocery

IMPROVING ACCESSIBILITY

<table>
<thead>
<tr>
<th>Priority</th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Priority Ramps</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Medium Priority Ramps</td>
<td>64</td>
<td></td>
</tr>
<tr>
<td>Low Priority Ramps</td>
<td></td>
<td></td>
</tr>
<tr>
<td>High Priority Sidewalk</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>Medium Priority Sidewalk</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low Priority Sidewalk</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

BARBER VALLEY
BOISE CENTRAL BENCH
PLAN ADOPTED IN 2012 – NEXT UPDATE 2022

BUILDING OUT YOUR MAJOR ROADS
Emerald St, between Cole and Orchard to 5 lanes is the only unwidened arterial in this neighborhood.

94% COMPLETE
Total Planned Lane Miles

PEAK-HOUR CONGESTED LOCATIONS
Orchard St, between I-84 and Targee is considered congested in the afternoon commute. Though already built out, ACHD will manage congestion through optimizing signal operations.

MANAGING THE CONGESTION YOU FACE

BUILT MILES*

<table>
<thead>
<tr>
<th></th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>0%</td>
<td>23</td>
<td>5</td>
</tr>
<tr>
<td>20%</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>40%</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>60%</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>80%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>100%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

LOW-STRESS BIKEWAYS

BUILT
- Emerald-Americana Bikeway
- Federal Way Bikeway

PROGRAMMED (Construction Year)
- Shoshone Bikeway (2020)
- Cassia Bikeway (2021)
- Protest Hill Bikeway (2022)
- Columbus Bikeway (2023)
- Liberty South Bikeway (2023)
- Nez Perce Bikeway (2023)
- Garden Bikeway (Future)

11% Population within ¼ mile of a complete low-stress bikeway

*Miles shown are centerline miles, not total lanes miles.
**BUILDING SIDEWALKS WHERE YOU WANT THEM**

<table>
<thead>
<tr>
<th>Category</th>
<th>Complete</th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterials</td>
<td>19</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Collectors</td>
<td>17</td>
<td>12</td>
<td>0</td>
</tr>
<tr>
<td>Locals</td>
<td>42</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

*All miles shown are centerline miles, not sidewalk miles.*

**IMPROVING ACCESS TO KEY DESTINATIONS**

- **98%** Schools
- **84%** Parks
- **100%** Bus Stops
- **71%** Grocery

**FILLING KEY GAPS**

- **1.9** PROGRAMMED Miles of Gaps
- **7.3** TOTAL Miles of Gaps

**IMPROVING ACCESSIBILITY**

- **High Priority Ramps**
  - Programmed: 20
  - Future: 47

- **Medium Priority Ramps**
  - Programmed: 65
  - Future: 187

- **Low Priority Ramps**
  - Programmed: 213
  - Future: 37

- **High Priority Sidewalk**
  - Programmed: 7
  - Future: 41

- **Medium Priority Sidewalk**
  - Programmed: 0
  - Future: 37

- **Low Priority Sidewalk**
  - Programmed: 0
  - Future: 0

**BOISE CENTRAL BENCH**
BOISE DOWNTOWN
PLAN ADOPTED IN 2013 – NEXT UPDATE 2027

BUILDING OUT YOUR MAJOR ROADS

Downtown Boise roads are all built out!

100%
COMPLETE
Total Planned Lane Miles

100% COMPLETE
Total Planned Lane Miles

PEAK-HOUR CONGESTED LOCATIONS
Main St, east of 01st St is congested in the peak hour. Though already built out, ACHD will manage congestion through optimizing signal operations. This does not include State routes like Front and Myrtle.

MANAGING THE CONGESTION YOU FACE

BUILT MILES*

<table>
<thead>
<tr>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>4</td>
</tr>
</tbody>
</table>

*Built miles are centerline miles, not total lanes miles.

LOW-STRESS BIKEWAYS

BUILT
- Boise Greenbelt

PROGRAMMED (Construction Year)
- None programmed at this time.

96%
Population within ¼ mile of a complete low-stress bikeway

*Population within ¼ mile of a complete low-stress bikeway
**BUILDING SIDEWALKS WHERE YOU WANT THEM**

<table>
<thead>
<tr>
<th></th>
<th>Complete</th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterials</td>
<td>7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Collectors</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Locals</td>
<td>4</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

0%  50%  100%

**IMPROVING YOUR ACCESS TO KEY DESTINATIONS**

- **100%** Schools
- **100%** Parks
- **100%** Bus Stops
- **100%** Grocery

**FILLING KEY GAPS**

- **ALL KEY GAPS HAVE BEEN FILLED!**

*All miles shown are centerline miles, not sidewalk miles.*

**IMPROVING ACCESSIBILITY**

<table>
<thead>
<tr>
<th></th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Priority Ramps</td>
<td>24</td>
<td>15</td>
</tr>
<tr>
<td>Medium Priority Ramps</td>
<td>16</td>
<td>8</td>
</tr>
<tr>
<td>Low Priority Ramps</td>
<td>2</td>
<td>11</td>
</tr>
<tr>
<td>High Priority Sidewalk</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Medium Priority Sidewalk</td>
<td>9</td>
<td>8</td>
</tr>
<tr>
<td>Low Priority Sidewalk</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**IMPROVING ACCESSIBILITY**

- High Priority Ramps
- Medium Priority Ramps
- Low Priority Ramps
- High Priority Sidewalk
- Medium Priority Sidewalk
- Low Priority Sidewalk

**BOISE DOWNTOWN**
BOISE EAST END
PLAN ADOPTED IN 2017 – NEXT UPDATE 2027

BUILDING OUT YOUR MAJOR ROADS

East End Boise roads are all built out!

100% COMPLETE
Total Planned Lane Miles

PEAK-HOUR CONGESTED LOCATIONS

Warm Springs Ave, east of Walnut is considered congested based on traffic volumes in the peak hour.

MANAGING THE CONGESTION YOU FACE

BUILDING OUT YOUR MAJOR ROADS

100% COMPLETE
Total Planned Lane Miles

LOW-STRESS BIKEWAYS

BUILT
• Boise Greenbelt
• St. Luke’s Cycle Track

PROGRAMMED (Construction Year)
• Bannock Bikeway – East Phase (2024)

33% Population within ¼ mile of a complete low-stress bikeway

* Miles shown are centerline miles, not total lanes miles.
BUILDING SIDEWALKS WHERE YOU WANT THEM

<table>
<thead>
<tr>
<th></th>
<th>Complete</th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterials</td>
<td>18</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Collectors</td>
<td>4</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Locals</td>
<td>42</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

IMPROVING YOUR ACCESS TO KEY DESTINATIONS

POPULATION WITHIN A 1 MILE WALK

FILLING KEY GAPS

*All miles shown are centerline miles, not sidewalk miles.

IMPROVING ACCESSIBILITY

<table>
<thead>
<tr>
<th></th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Priority Ramps</td>
<td>38</td>
<td></td>
</tr>
<tr>
<td>Medium Priority Ramps</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Low Priority Ramps</td>
<td>17</td>
<td></td>
</tr>
<tr>
<td>High Priority Sidewalk</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>Medium Priority Sidewalk</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Low Priority Sidewalk</td>
<td>11</td>
<td></td>
</tr>
</tbody>
</table>

BOISE EAST END
BOISE NORTH
PLAN ADOPTED IN 2016 – NEXT UPDATE 2026

BUILDING OUT YOUR MAJOR ROADS

Improvements on State St and future work on 36th St, north of Hill will build out the arterials in this neighborhood.

66% COMPLETE
Total Planned Lane Miles

PEAK-HOUR CONGESTED LOCATIONS

Hays St, near Harrison is congested in the peak hour but built out. The other location is State St, which will have many transit and traffic improvements in the years to come.

MANAGING THE CONGESTION YOU FACE

BUILDING OUT YOUR MAJOR ROADS

COMPLETE
66% Total Planned Lane Miles

PEAK-HOUR CONGESTED LOCATIONS

Hays St, near Harrison is congested in the peak hour but built out. The other location is State St, which will have many transit and traffic improvements in the years to come.

LOW-STRESS BIKEWAYS

BUILT
- Boise Greenbelt
- Wylie Ln Bikeway

PROGRAMMED (Construction Year)
- 11th St Bikeway (2022)
- Main-Fairview Bikeway (2022)
- Northwest Boise Bikeway (2023)
- Pleasanton Bikeway (2024)

Population within ¼ mile of a complete low-stress bikeway

BUILT MILES*

*Miles shown are centerline miles, not total lanes miles.
**BUILDING SIDEWALKS WHERE YOU WANT THEM**

- **Arterials:**
  - Complete: 12
  - Programmed: 2
  - Future: 0

- **Collectors:**
  - Complete: 15
  - Programmed: 7
  - Future: 0

- **Locals:**
  - Complete: 62
  - Programmed: 7
  - Future: 0

*All miles shown are centerline miles, not sidewalk miles.*

**FILLING KEY GAPS**

- **Programmed Miles of Gaps:** 0.2
- **Total Miles of Gaps:** 3.6

**IMPROVING YOUR ACCESS TO KEY DESTINATIONS**

- **Schools:** 95%
- **Parks:** 92%
- **Bus Stops:** 93%
- **Grocery:** 70%

**IMPROVING ACCESSIBILITY**

- **High Priority Ramps:**
  - Programmed: 26
  - Future: 15
- **Medium Priority Ramps:**
  - Programmed: 40
  - Future: 35
- **Low Priority Ramps:**
  - Programmed: 95
  - Future: 338
- **High Priority Sidewalk:**
  - Programmed: 7
  - Future: 16
- **Medium Priority Sidewalk:**
  - Programmed: 141
  - Future: 43

**BOISE NORTH**

**MAP OF BOISE NORTH**
Boise Northwest Plan Adopted in 2015 – Next Update 2025

Building Out Your Major Roads
Programmed widening to State St and future improvements to Hill Road Pkwy will build out the arterials in this neighborhood.

Complete
29%
Total Planned Lane Miles

Managing the Congestion You Face

4 Peak-Hour Congested Locations
State St improvements will address two of these locations. The other two, Hill Rd and Gary Ln are built out based on the desires of the community.

Building Out Your Major Roads

Built Miles*

<table>
<thead>
<tr>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>2</td>
</tr>
<tr>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>7</td>
<td>2</td>
</tr>
</tbody>
</table>

Low-Stress Bikeways

Built
- Boise Greenbelt
- Gary Ln Bikeway

Programmed (Construction Year)
- Northwest Boise Bikeway (2023)

15% Population within ¼ mile of a complete low-stress bikeway

* Miles shown are centerline miles, not total lanes miles.
BUILDING SIDEWALKS WHERE YOU WANT THEM

- Complete
- Programmed
- Future

<table>
<thead>
<tr>
<th></th>
<th>Arterials</th>
<th>Collectors</th>
<th>Locals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complete</td>
<td>6</td>
<td>6</td>
<td>33</td>
</tr>
<tr>
<td>Programmed</td>
<td>3</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Future</td>
<td></td>
<td>3</td>
<td></td>
</tr>
</tbody>
</table>

*All miles shown are centerline miles, not sidewalk miles.*

IMPROVING YOUR ACCESS TO KEY DESTINATIONS

POPULATION WITHIN A 1 MILE WALK

- Schools: 100%
- Parks: 80%
- Bus Stops: 88%
- Grocery: 71%

FILLING KEY GAPS

- 0.4 PROGRAMMED Miles of Gaps
- 3.0 TOTAL Miles of Gaps

IMPROVING ACCESSIBILITY

<table>
<thead>
<tr>
<th></th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Priority Ramps</td>
<td>44</td>
<td></td>
</tr>
<tr>
<td>Medium Priority Ramps</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Low Priority Ramps</td>
<td>320</td>
<td></td>
</tr>
<tr>
<td>High Priority Sidewalk</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Medium Priority Sidewalk</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>Low Priority Sidewalk</td>
<td>28</td>
<td></td>
</tr>
</tbody>
</table>

NORTHWEST BOISE

BOISE NORTHWEST
BOISE SOUTHEAST
PLAN ADOPTED IN 2014 – NEXT UPDATE 2024

BUILDING OUT YOUR MAJOR ROADS
Future improvements to Amity Rd and Federal Way, as well as new extensions of Amity and Technology will build out the arterials in this neighborhood.

COMPLETE
Total Planned Lane Miles
78%

PEAK-HOUR CONGESTED LOCATIONS
Capitol and University and Broadway and Boise are considered congested in the peak hour. Continuing to try and optimize signal operations may help. Amity Rd, west of Federal Way also sees some congestion due to volumes.

MANAGING THE CONGESTION YOU FACE

BUILT MILES*

LOW-STRESS BIKEWAYS

BUILT
• Boise Ave Bikeway
• Emerald-Americana Bikeway
• Federal Way Bikeway
• Leadville Bikeway
• Surprise Way Bikeway

PROGRAMMED (Construction Year)
• Protest Hill Bikeway (2022)
• Columbia Village Bikeway (2024)

69%
Population within ¼ mile of a complete low-stress bikeway

*Miles shown are centerline miles, not total lanes miles.
BUILDING SIDEWALKS WHERE YOU WANT THEM

<table>
<thead>
<tr>
<th></th>
<th>Complete</th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterials</td>
<td>17</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Collectors</td>
<td>16</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Locals</td>
<td>73</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

0% 50% 100%

FILLING KEY GAPS

0.4 PROGRAMMED Miles of Gaps

*All miles shown are centerline miles, not sidewalk miles.

IMPROVING YOUR ACCESS TO KEY DESTINATIONS

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Schools</td>
<td>88%</td>
<td></td>
</tr>
<tr>
<td>Parks</td>
<td></td>
<td>82%</td>
</tr>
<tr>
<td>Bus Stops</td>
<td>70%</td>
<td></td>
</tr>
<tr>
<td>Grocery</td>
<td></td>
<td>55%</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>2.4</td>
</tr>
</tbody>
</table>

IMPROVING ACCESSIBILITY

<table>
<thead>
<tr>
<th></th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Priority Ramps</td>
<td>104</td>
<td></td>
</tr>
<tr>
<td>Medium Priority Ramps</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Low Priority Ramps</td>
<td>63</td>
<td></td>
</tr>
<tr>
<td>High Priority Sidewalk</td>
<td>561</td>
<td></td>
</tr>
<tr>
<td>Medium Priority Sidewalk</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>Low Priority Sidewalk</td>
<td>30</td>
<td></td>
</tr>
</tbody>
</table>

BOISE SOUTHEAST

SOUTHEAST BOISE
BOISE SOUTHWEST
PLAN ADOPTED IN 2018 – NEXT UPDATE 2028

BUILDING OUT YOUR MAJOR ROADS
This is an area of investment for ACHD in the next 10 years, with 23% programmed for construction in the IFYWP.

18% COMPLETE
Total Planned Lane Miles

16 PEAK-HOUR CONGESTED LOCATIONS
ACHD has many road and intersection projects planned for this area in its 20-year Capital Improvements Plan, with 6 locations programmed in the IFYWP.

MANAGING THE CONGESTION YOU FACE

BUILDING OUT YOUR MAJOR ROADS

18% COMPLETE

LOW-STRESS BIKEWAYS

BUILT
• None completed to date.

PROGRAMMED (Construction Year)
• Cole Bikeway Connection (2020)
• Maple Grove Bikeway Connection (2021+2024)
• Cloverdale Rd Bikeway (2022+Future)
• Lake Hazel Bikeway (2024-Future)
• Five Mile Bikeway (Future)
• Hollandale-Targee Bikeway (Future)

Population within ¼ mile of a complete low-stress bikeway

* Miles shown are centerline miles, not total lanes miles.
### BUILDING SIDEWALKS WHERE YOU WANT THEM

<table>
<thead>
<tr>
<th>Type</th>
<th>Complete</th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterials</td>
<td>13</td>
<td>13</td>
<td></td>
</tr>
<tr>
<td>Collectors</td>
<td>8</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Locals</td>
<td>137</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*All miles shown are centerline miles, not sidewalk miles.*

### IMPROVING YOUR ACCESS TO KEY DESTINATIONS

- **93%** Schools
- **45%** Parks
- **31%** Bus Stops
- **39%** Grocery

**FILLING KEY GAPS**

- **7.4** Programmed Miles of Gaps

**TOTAL Miles of Gaps**

- **16.8**

### IMPROVING ACCESSIBILITY

<table>
<thead>
<tr>
<th>Category</th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Priority Ramps</td>
<td>62</td>
<td></td>
</tr>
<tr>
<td>Medium Priority Ramps</td>
<td>23</td>
<td></td>
</tr>
<tr>
<td>Low Priority Ramps</td>
<td>807</td>
<td></td>
</tr>
<tr>
<td>High Priority Sidewalk</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Medium Priority Sidewalk</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>Low Priority Sidewalk</td>
<td>103</td>
<td></td>
</tr>
</tbody>
</table>

### BOISE SOUTHWEST

- **IMPROVING ACCESSIBILITY**
- **FILLING KEY GAPS**
- **BUILDING SIDEWALKS WHERE YOU WANT THEM**

*All miles shown are centerline miles, not sidewalk miles.*
BOISE WEST BENCH
PLAN ADOPTED IN 2013 – NEXT UPDATE 2023

BUILDING OUT YOUR MAJOR ROADS

With many miles of arterials in this neighborhood, many widening projects are needed to build it out. Improvements to Fairview and Emerald are just two that will be done.

 complete
Total Planned Lane Miles

PEAK-HOUR CONGESTED LOCATIONS

Some locations, like Milwaukee and Franklin are built out, while others will be addressed through ongoing road and intersection widening projects.

MANAGING THE CONGESTION YOU FACE

BUILT MILES*

<table>
<thead>
<tr>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>34</td>
<td>3</td>
</tr>
<tr>
<td>29</td>
<td>9</td>
</tr>
</tbody>
</table>

*Miles shown are centerline miles, not total lanes miles.

LOW-STRESS BIKEWAYS

BUILT
• Shamrock Bikeway

PROGRAMMED (Construction Year)
• Cloverdale Rd Bikeway (2022)
• Five Mile Rd Bikeway (Future)

13% Population within ¼ mile of a complete low-stress bikeway
### Building Sidewalks Where You Want Them

<table>
<thead>
<tr>
<th>Type</th>
<th>Complete</th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterials</td>
<td>31</td>
<td></td>
<td>7</td>
</tr>
<tr>
<td>Collectors</td>
<td>19</td>
<td></td>
<td>7</td>
</tr>
<tr>
<td>Locals</td>
<td>162</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Improving Your Access to Key Destinations

- **93%** Schools
- **83%** Parks
- **86%** Bus Stops
- **75%** Grocery

**1.7 PROGRAMMED Miles of Gaps**

### Filling Key Gaps

- **83%** Population within 1 mile walk

### Improving Accessibility

- **75%** West Bench
- **86%** Boise
- **93%** Overall

*All miles shown are centerline miles, not sidewalk miles.*
EAGLE
PLAN ADOPTED IN 2019 – NEXT UPDATE 2029

BUILDING OUT YOUR MAJOR ROADS

Major improvements will be along Linder, with only the addition of a 3rd lane planned for Beacon Light, Floating Feather, and Eagle Rd.

18% COMPLETE
Total Planned Lane Miles

PEAK-HOUR CONGESTED LOCATIONS

Most arterials in Eagle are operating without congestion, but the intersection of Eagle and State and Linder, from Chinden to State, are areas programmed for improvements starting in the next 5 years.

MANAGING THE CONGESTION YOU FACE

BUILDING OUT YOUR MAJOR ROADS

18% COMPLETE
Total Planned Lane Miles

LOW-STRESS BIKEWAYS

BUILT
• Eagle Greenbelt

PROGRAMMED (Construction Year)
• Horseshoe Bend Bikeway (2023)
• Linder Rd Bikeway – Phase 2 (2024)
• Linder-Meridian Bikeway (Future)

11% Population within ¼ mile of a complete low-stress bikeway

*Miles shown are centerline miles, not total lanes miles.
BUILDING SIDEWALKS WHERE YOU WANT THEM

- Arterials: 6 Complete, 2 Programmed, 16 Future
- Collectors: 13 Complete, 19 Programmed
- Locals: 114 Complete

0% 50% 100%

FILLING KEY GAPS

- Programmed: 1.9 Miles of Gaps
- Total Miles of Gaps: 6.4

*All miles shown are centerline miles, not sidewalk miles.

IMPROVING ACCESSIBILITY

- High Priority Ramps: 6 Programmed, 6 Future
- Medium Priority Ramps: 19 Programmed, 0.3 Future
- Low Priority Ramps: 668 Programmed, 7 Future
- High Priority Sidewalk: 0.1 Programmed, 69 Future
- Medium Priority Sidewalk: 7 Future
- Low Priority Sidewalk: 69 Future

0% 20% 40% 60% 80% 100%

IMPROVING YOUR ACCESS TO KEY DESTINATIONS

- Populations within a 1 mile walk:
  - Schools: 94%
  - Parks: 67%
  - Bus Stops: 0%
  - Grocery: 12%

TOTAL Miles of Gaps: 6.4
**GARDEN CITY**
**PLAN ONGOING IN 2020**

**BUILDING OUT YOUR MAJOR ROADS**

While all planned arterials are considered built out, State St (in the Boise Northwest area) will also serve this area.

100% **COMPLETE**
Total Planned Lane Miles

**LOW-STRESS BIKEWAYS**

**BUILT**
- Garden City Greenbelt

**PROGRAMMED (Construction Year)**
- Orchard Hill (2022)
- Horseshoe Bend Bikeway (2023)

**0 PEAK-HOUR CONGESTED LOCATIONS**

While there are no locations flagged as congested in the peak hour at this time, spot congestion at Chinden and Curtis is programmed for improvement in the IFYWP.

**MANAGING THE CONGESTION YOU FACE**

**BUILT MILES***

- Programmed
- Future

- 7
- 3
- 0.4

*Miles shown are centerline miles, not total lanes miles.

55% Population within ¼ mile of a complete low-stress bikeway
**BUILDING SIDEWALKS WHERE YOU WANT THEM**

<table>
<thead>
<tr>
<th></th>
<th>Complete</th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterials</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Collectors</td>
<td>5</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Locals</td>
<td>20</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*All miles shown are centerline miles, not sidewalk miles.*

**FILLING KEY GAPS**

- **Population within a 1 mile walk**
  - Schools: 72%
  - Parks: 64%
  - Bus Stops: 88%
  - Grocery: 42%

**IMPROVING ACCESSIBILITY**

<table>
<thead>
<tr>
<th></th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Priority Ramps</td>
<td>31</td>
<td>6</td>
</tr>
<tr>
<td>Medium Priority Ramps</td>
<td>27</td>
<td>27</td>
</tr>
<tr>
<td>Low Priority Ramps</td>
<td>175</td>
<td>175</td>
</tr>
<tr>
<td>High Priority Sidewalk</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Medium Priority Sidewalk</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>Low Priority Sidewalk</td>
<td>22</td>
<td>22</td>
</tr>
</tbody>
</table>

**IMPROVING YOUR ACCESS TO KEY DESTINATIONS**

- **Total miles of gaps**
  - Programmed: 0.0 miles
  - Future: 1.7 miles

**GARDEN CITY**
KUNA
DOWNTOWN PLAN ADOPTED IN 2012 – FULL PLAN IN 2021

BUILDING OUT YOUR MAJOR ROADS

As Kuna continues to build out, many improvements will be needed to meet the growing needs of the community. This includes 98 lanes miles of new arterial road.

COMPLETE
Total Planned Lane Miles

3%

1 PEAK-HOUR CONGESTED LOCATIONS

Avalon St, near the intersection of Swan Falls Rd sees some congestion based on traffic volumes in the peak hour, but the recent installation of a roundabout in this area has helped keep things moving.

MANAGING THE CONGESTION YOU FACE

BUILT MILES*

<table>
<thead>
<tr>
<th>BUILT MILES*</th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>78</td>
<td>51</td>
</tr>
</tbody>
</table>

*Miles shown are centerline miles, not total lanes miles.

LOW-STRESS BIKEWAYS

BUILT
• Indian Creek Pathway

PROGRAMMED (Construction Year)
• School Ave Bikeway (Future)

7% Population within ¼ mile of a complete low-stress bikeway
**BUILDING SIDEWALKS WHERE YOU WANT THEM**

<table>
<thead>
<tr>
<th>Category</th>
<th>Complete</th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterials</td>
<td>75</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Collectors</td>
<td>21</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Locals</td>
<td>73</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*All miles shown are centerline miles, not sidewalk miles.*

**IMPROVING YOUR ACCESS TO KEY DESTINATIONS**

- 92% Schools
- 92% Parks
- 31% Grocery
- 0% Bus Stops

- 3.3 PROGRAMMED Miles of Gaps
- 5.9 TOTAL Miles of Gaps

**FILLING KEY GAPS**

**IMPROVING ACCESSIBILITY**

<table>
<thead>
<tr>
<th>Category</th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Priority Ramps</td>
<td>12</td>
<td>3</td>
</tr>
<tr>
<td>Medium Priority Ramps</td>
<td>14</td>
<td>0</td>
</tr>
<tr>
<td>Low Priority Ramps</td>
<td>355</td>
<td>0</td>
</tr>
<tr>
<td>High Priority Sidewalk</td>
<td>0.1</td>
<td>0</td>
</tr>
<tr>
<td>Medium Priority Sidewalk</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>Low Priority Sidewalk</td>
<td>35</td>
<td>0</td>
</tr>
</tbody>
</table>

**KUNA**
MERIDIAN DOWNTOWN
PLAN ADOPTED IN 2012 – NEXT UPDATE 2023

BUILDING OUT YOUR MAJOR ROADS

81% COMPLETE
Total Planned Lane Miles

Peaks-Hour Congested Locations

Meridian Rd and Fairview Ave sees congestion with its access to I-84, though the existing couplet helps keep traffic moving. Linder Rd, south of Franklin is programmed, but needs coordination with ITD for the overpass.

MANAGING THE CONGESTION YOU FACE

BUILDING OUT YOUR MAJOR ROADS

Improvements to Linder Rd, including a new I-84 overpass are the remaining pieces to build out the neighborhood.

MANAGING THE CONGESTION YOU FACE

COMPLETE

BUILD MILES*

Programmed Future

100%
80%
60%
40%
20%
0%

LOW-STRESS BIKEWAYS

BUILT
• Meridian Pathway Network

PROGRAMMED (Construction Year)
• Linder-Meridian Bikeway (Future)

23% Population within ¼ mile of a complete low-stress bikeway

* Miles shown are centerline miles, not total lanes miles.
**BUILDING SIDEWALKS WHERE YOU WANT THEM**

<table>
<thead>
<tr>
<th>Type</th>
<th>Complete</th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterials</td>
<td>8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Collectors</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Locals</td>
<td>27</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*All miles shown are centerline miles, not sidewalk miles.*

**IMPROVING YOUR ACCESS TO KEY DESTINATIONS**

- **Schools:** 100%
- **Parks:** 60%
- **Bus Stops:** 0%
- **Grocery:** 60%

**FILLING KEY GAPS**

- **Programmed Miles of Gaps:** 0.8
- **Total Miles of Gaps:** 0.9

**IMPROVING ACCESSIBILITY**

<table>
<thead>
<tr>
<th>Type</th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Priority Ramps</td>
<td>13</td>
<td></td>
</tr>
<tr>
<td>Medium Priority Ramps</td>
<td>11</td>
<td>4</td>
</tr>
<tr>
<td>Low Priority Ramps</td>
<td>213</td>
<td></td>
</tr>
<tr>
<td>High Priority Sidewalk</td>
<td>0.1</td>
<td>0.1</td>
</tr>
<tr>
<td>Medium Priority Sidewalk</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Low Priority Sidewalk</td>
<td>26</td>
<td></td>
</tr>
</tbody>
</table>

**MERIDIAN DOWNTOWN**
MERIDIAN NORTH
PLAN ONGOING IN 2020

BUILDING OUT YOUR MAJOR ROADS
An area of continued growth and development, North Meridian has many arterials to build out. Improvements to Ten Mile and Meridian in 2020 will help.

35% COMPLETE
Total Planned Lane Miles

15 PEAK-HOUR CONGESTED LOCATIONS
This area has been a focus of ACHD for many years, with improvements to Linder, Ten Mile and Ustick addressing many concerns. Additional planning widening projects will help.

MANAGING THE CONGESTION YOU FACE

BUILDING OUT YOUR MAJOR ROADS

LOW-STRESS BIKEWAYS

BUILT
• Meridian Pathway Network

PROGRAMMED (Construction Year)
• Linder-Meridian Bikeway (Future)

25% Population within ¼ mile of a complete low-stress bikeway

*Miles shown are centerline miles, not total lanes miles.
**BUILDING SIDEWALKS WHERE YOU WANT THEM**

<table>
<thead>
<tr>
<th>Type</th>
<th>Complete</th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterials</td>
<td>31</td>
<td>26</td>
<td></td>
</tr>
<tr>
<td>Collectors</td>
<td>24</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Locals</td>
<td>248</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*All miles shown are centerline miles, not sidewalk miles.*

**FILLING KEY GAPS**

1.5 PROGRAMMED Miles of Gaps

**IMPROVING ACCESSIBILITY**

<table>
<thead>
<tr>
<th>Category</th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Priority Ramps</td>
<td>43</td>
<td></td>
</tr>
<tr>
<td>Medium Priority Ramps</td>
<td>57</td>
<td></td>
</tr>
<tr>
<td>Low Priority Ramps</td>
<td>1631</td>
<td></td>
</tr>
<tr>
<td>High Priority Sidewalk</td>
<td>0.2</td>
<td></td>
</tr>
<tr>
<td>Medium Priority Sidewalk</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>Low Priority Sidewalk</td>
<td>112</td>
<td></td>
</tr>
</tbody>
</table>

**IMPROVING YOUR ACCESS TO KEY DESTINATIONS**

- **90%** Schools
- **69%** Parks
- **1%** Bus Stops
- **32%** Grocery

**TOTAL Miles of Gaps**

- **7.6**

**MERIDIAN NORTH**
MERIDIAN SOUTH
PLAN PROPOSED FOR 2021

BUILDING OUT YOUR MAJOR ROADS
An area of growth and expansion, this area has many arterials that will need improvements in the years to come.

COMPLETE
7%
Total Planned Lane Miles

PEAK-HOUR CONGESTED LOCATIONS
Improvements on Ten Mile and around the Victory and Locust Grove intersection will begin to address growing congestion in this area.

MANAGING THE CONGESTION YOU FACE

BUILDING OUT YOUR MAJOR ROADS

LOW-STRESS BIKEWAYS

BUILT
• Meridian Pathway Network

PROGRAMMED (Construction Year)
• Eagle Rd Bikeway Connection (2021-2023)
• Lake Hazel Bikeway – Phase 5 (2024)
• Hollandale-Targee Bikeway (Future)

75%
Population within ¼ mile of a complete low-stress bikeway

BUILT MILES*

<table>
<thead>
<tr>
<th></th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miles</td>
<td>16</td>
<td>3</td>
</tr>
<tr>
<td>Miles</td>
<td>21</td>
<td>5</td>
</tr>
</tbody>
</table>

*Miles shown are centerline miles, not total lanes miles.
**BUILDING SIDEWALKS WHERE YOU WANT THEM**

- **Arterials**: 8 Complete, 5 Programmed, 32 Future
- **Collectors**: 10 Complete, 5 Programmed
- **Locals**: 93 Complete

**FILLING KEY GAPS**

- **3.5 PROGRAMMED Miles of Gaps**

*All miles shown are centerline miles, not sidewalk miles.*

**IMPROVING ACCESSIBILITY**

- **High Priority Ramps**: 5 Programmed, 1 Future
- **Medium Priority Ramps**: 24 Programmed, 22 Future
- **Low Priority Ramps**: 241 Programmed, 1 Future
- **High Priority Sidewalk**: 1 Programmed
- **Medium Priority Sidewalk**: 22 Future
- **Low Priority Sidewalk**: 0 Programmed

**IMPROVING YOUR ACCESS TO KEY DESTINATIONS**

- **Schools**: 99%
- **Parks**: 76%
- **Bus Stops**: 42%
- **Grocery**: 17%

**TOTAL Miles of Gaps**: 8.7

**MERIDIAN SOUTH**
STAR
PLAN ADOPTED IN 2018 – NEXT UPDATE 2028

BUILDING OUT YOUR MAJOR ROADS
The number of arterial miles in Star is limited, but continuing growth will drive need for improvements in this area.

10%
COMPLETE
Total Planned Lane Miles

PEAK-HOUR CONGESTED LOCATIONS
Star Rd, between Chinden and State, serves as a river crossing alternative to SH 16. With few access points along the way, congestion along the corridor at the peak hour is focused on.

MANAGING THE CONGESTION YOU FACE

LOW-STRESS BIKEWAYS
BUILT
• None completed to date.

PROGRAMMED (Construction Year)
• None programmed at this time.

0%
Population within ¼ mile of a complete low-stress bikeway

BUILT MILES*

<table>
<thead>
<tr>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>9</td>
</tr>
<tr>
<td>5</td>
<td>5</td>
</tr>
</tbody>
</table>

*Miles shown are centerline miles, not total lanes miles.
BUILDING SIDEWALKS WHERE YOU WANT THEM

- Complete
- Programmed
- Future

<table>
<thead>
<tr>
<th>Category</th>
<th>Complete</th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterials</td>
<td></td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Collectors</td>
<td>5</td>
<td></td>
<td>7</td>
</tr>
<tr>
<td>Locals</td>
<td></td>
<td>38</td>
<td></td>
</tr>
</tbody>
</table>

*All miles shown are centerline miles, not sidewalk miles.*

FILLING KEY GAPS

- PROGRAMMED 0.2 Miles of Gaps

IMPROVING YOUR ACCESS TO KEY DESTINATIONS

- 57% Schools
- 49% Parks
- 0% Bus Stops
- 68% Grocery

POPULATION WITHIN A 1 MILE WALK

- 49%
- 57%
- 0%
- 68%

IMPROVING ACCESSIBILITY

- Programmed
- Future

<table>
<thead>
<tr>
<th>Category</th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Priority Ramps</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Medium Priority Ramps</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>Low Priority Ramps</td>
<td>106</td>
<td></td>
</tr>
<tr>
<td>High Priority Sidewalk</td>
<td>0.1</td>
<td></td>
</tr>
<tr>
<td>Medium Priority Sidewalk</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Low Priority Sidewalk</td>
<td>8</td>
<td></td>
</tr>
</tbody>
</table>

TOTAL Miles of Gaps 1.2

STAR

IMPROVING ACCESSIBILITY TO KEY DESTINATIONS

- Building sidewalks where you want them
- Filling key gaps
- Improving accessibility

STAR

- Improving your access to key destinations
- Complete, programmed, and future

*All miles shown are centerline miles, not sidewalk miles.*
DEFINITION OF METRICS

The following provides a summary of the various metrics found in this report and the information from which the metric is derived. Many metrics rely on the status of a project or location being built out to the planned level of improvement. As such, the following should be used to interpret this information:

• Complete – The location or project is built out to the planned level.

• Programmed – The location or project is identified for improvement in the adopted IFYWP.

• Future – The location or project is identified as a planned improvement but is not currently funding in the adopted IFYWP.

The information below is organized according to each travel mode. All metrics in the Transportation Choice section are reported at the county-wide level. The Neighborhood Investment section metrics reflect this same information as they correspond to the given sub-geography. Of note, not all county-wide metrics can be reported at the sub-geography.

ACHD Serves You When You Drive

• **Building Out Your Major Roads** – This metric reviews the current status of buildout of the planned arterial network lane miles as identified in ACHD’s Master Street Map.

• **Managing the Congestion You Face** – This metric evaluates the number of project locations (road segments and intersections) that are not already built out and their status as it relates to funding those improvements.

• **About Funding** – This metric reflects the amount of impact fees collected in the reporting year. This is not a reflection on total funding allocated to road and intersection improvements but focuses only on the funds collected specifically designated for road and intersection improvements.

ACHD Serves You When You Bike

• **Building the Right Bike Facilities For You** – This metric reviews the current status of buildout of the planned bicycle network as identified in ACHD’s 2018 Bike Master Plan Addendum. The data is reported at the roadway centerline mile level for each facility level.
• **Increasing Access With A Low-Stress Network** – This series of metrics reports on ACHD’s efforts to buildout a network of low-stress bikeways. The data is reported at the roadway centerline mile level for the planned network. Not all facilities in this network meet the Level 1 facility designation. This was necessary in order to provide for the adequate connections to make a complete network. A portion of this network is deemed completed when the segment of roadway is branded with the identifying bikeway signage and wayfinding. Of note, the publicly accessible pathways provided by local land use entities are included in the network for the population access figures.

**ACHD Serves You When You Walk**

• **Building Sidewalks Where You Want Them** – This metric reviews the current status of buildout of the planned sidewalk network as identified in ACHD’s various neighborhood bike and pedestrian plans. The data is reported at the roadway centerline mile level by roadway functional classification. A roadway segment is deemed to have complete sidewalk facilities when it has sidewalk on both sides of arterial and collector roadways as appropriate or on at least one side of local streets when they have been identified for sidewalks in an adopted neighborhood plan. This standard of sidewalks on one side of local streets is reflective of historic roadways built at a time when sidewalks were not required through the development process. When built through development, ACHD policy generally requires sidewalk on both sides of the street, thus exceeding the threshold for this metric.

• **Filling Key Gaps In The Sidewalk Network** – This metric reviews the current status of buildout of identified key gaps in the sidewalk network within 1 mile of identified key destination. The metric is reported at the roadway centerline mile level. The geographic limitation ensures focus on areas where individuals are most likely to desire to walk. A key gap is defined as a roadway segment where sidewalk is planned that meets one of the following criteria:
  • Arterial roadway segments with pedestrian facility gaps on at least one side of the street
  • Collector roadway segments with pedestrian facility gaps on both sides of the street
  • Local roadway segments with pedestrian facility gaps on both sides and an average daily traffic of at least 1,000 vehicles per day

• **Improving Your Access To Where You Want To Go** – This metric reports on the percent of the current population that can access an identified key destination with a 1-mile walk along the existing sidewalk network. This metric is heavily influenced by the availability of these key destinations throughout the County. This metric is most meaningful when reviewed at the neighborhood level.

**ACHD Serves All People**

• **Improving Pedestrian Ramp Accessibility** – The metric report on the improvement status of pedestrian ramps deemed non-compliant with the Americans with Disabilities Act as identified in ACHD’s 2019 update to its ADA Transition Plan. Complete locations reflect the number of ramp locations that have been improved to be compliant with the ADA. Completion data is based on IFYWP projects completed in 2019 and is not an audited summary. The ACHD ADA Annual Report will contain the final figure.
• **Improving Sidewalk Accessibility** - The metric report on the improvement status of miles of sidewalk deemed non-compliant with the Americans with Disabilities Act as identified in ACHD’s 2019 update to its ADA Transition Plan. Complete locations reflect the number of sidewalk miles that have been improved to be compliant with the ADA. Completion data is based on IFYWP projects completed in 2019 and is not an audited summary. The ACHD ADA Annual Report will contain the final figure.

• **Providing Accessible Pedestrian Signals** – This metric reflects the number of intersections and enhanced crossings where accessible pedestrian signals have been installed. The total number is reflective of the locations requested by ACHD’s Americans with Disabilities Act Advisory Committee as locations identified as desirable for improvement to this level. These locations are prioritized and reported on annually to the Committee.

**ACHD Serves You When You Take The Bus**

• **Improving Road and Intersections to Keep Your Bus Moving** – This metric evaluates the status of improvement of locations deemed to not meet ACHD’s congestion planning threshold as they relate to current bus routes. Of note, some bus routes traverse along locations not meeting ACHD’s congestion planning thresholds but that have already been built out.

• **Helping You Get to Your Bus Stop** – These metrics reflect the build out status of the planned sidewalk or bike network within the identified distance of existing bus stops. This metric is reported at the road centerline mile level and not miles of the given facility type.