Ada County Highway District Bicycle Advisory Committee

Meeting Minutes – 2 December 2019

Submitted for Review: John Mooney, BAC Secretary

Attendees (BAC): Lisa Brady, Ray Hoobing, Cody Boyce, John Mooney, Mark Miller, Bryan Leisle, Jared Ostyn, Brent Jennings, Gary Segers
Absent: Wava Kaufman

Attendees (Staff): Kristy Inselman, Brooke Green

I. Call to Order: 6:00pm
   a. Introductions. Lisa Brady noted the new meeting seating arrangement and then invited the staff and committee members to introduce themselves. Lisa also explained that introductions from the audience would not be necessary for this and future meetings.
   b. The first order of business was a motion to amend the meeting agenda to add a presentation on Winter Operations. Motion passed unanimously.

II. Action Items.
   a. Approve November Meeting Minutes. The meeting minutes were distributed via email by Kristy Inselman before the meeting and included minutes from the 4 November meeting as well as the special meeting to address the 11th Street Bikeway on 18 November. John Mooney asked if presentations could be included with the meeting minutes when posted online at the ACHD website, which was a request brought forward at the November 2019 meeting. Kristy noted they would include presentation material when meeting minutes were posted online for public review. Minutes were approved unanimously with no further discussion.
      i. Staff (Kristy Inselman) then explained the new procedures for conducting the Bicycle Advisory Committee (BAC) meetings. The new room arrangement includes assigned seating for BAC members. In addition, there is a sign-up sheet at the meeting room entrance for the public to sign-in. The BAC meeting agenda will be posted at sign-in and if the public wishes to make comments on an agenda item they can note their intent to comment on the sign-up sheet. After the topic is presented and the BAC discussion has ended, the BAC chair may then open the topic for public discussion and invite those that have signed up to make comments.
      ii. Gary Segers then requested a follow up from the November meeting minutes where the action recorded was for Staff to provide actual construction design plans for the 11th Street Bikeway. Kristy noted the plans were distributed via email, but it was possible that not all members received the documents. Staff will include the 11th Street documents when they post the meeting presentation material. ACTION: Meeting Presentation Material and 11th Street Downtown Boise Implementation Plan documents posted to a “Presentation Materials” link on the ACHD website.

III. Informational Items and Updates.
   a. Winter Operations FY2020. Lloyd Carnegie (ACHD Maintenance) presented the FY20 Winter Operations update. Highlights included: 5127 total lane miles will be maintained with a staff of 144 personnel equipped with 46 plow units. Lloyd noted this is a significant
improvement from the winter of 2016-2017 when snow removal operations were limited by an inventory of only 12-16 plow units.

i. BAC questions began with a question about the delayed maintenance on Bogus Basin Road. Lloyd noted the delay was a result of a complicated design on a mountain road which required consultation from contractors, delaying the typical timeline for design approval.

ii. The next question was about snow removal operations related to bike lanes. Lisa Brady noted that bicycle lanes are somewhat neglected during winter maintenance operations which degrades bicycle commuting routes and Safe Routes to School for school children. Lisa thought that some of the spray operations could be modified to include the bicycle lane(s). Lloyd responded that the vehicle lanes are the priority for winter maintenance and modifying spray operations would complicate the procedures the plow operators use to treat the road surface. He continued and noted that the bike lanes would be maintained when the vehicle traffic lanes are clear. Lisa emphasized that bicycle lanes are part of the roadway and could be included in initial winter maintenance operation during snow events. Further, there are many road users that are operating bicycles because they can’t afford a vehicle, yet still must be able to safely travel on the public right of ways despite the weather.

iii. Jared asked about snow removal procedures for turn lanes and Lloyd explained that the operators make passes from the crown of the road to the edge. The first few passes clear the travel lanes and they normally clean up the turn lanes on the third or fourth ‘pass’.

b. **Draft Letter Final Review (11th Street Bikeway).** The discussion began with a question about the “aspirational goal” timeline from the ACHD Commission hearing. The BAC letter notes “aspirational” without a defined date. After discussion there was no change made to the letter, based on the Staff explanation that the Commission motion was amended from the “fourth Wednesday in June” to “summer 2020”. The next discussion was to amend the closing statement in the letter to insert a stronger language. Kristy also recommended corrections to the BAC member ACHD District representation. The motion to retain “summer 2020”, stronger closing paragraph, and updated districts was passed unanimously.

**ACTION:** BAC Chair to edit the letter and submit to the Commission.

c. **Bylaws Review.** Kristy opened the discussion with background regarding attendance and the distribution of the bylaws over the previous few months. Staff wished to emphasize the appreciation for all BAC member time and participation. If a member knows they will be absent for a meeting, they should contact the BAC Chair and Staff (Kristy) beforehand to ensure there will be a quorum for the scheduled meeting.

i. BAC discussion began with a question from Gary Segers about Article III (Purpose of the Committee). He supplemented his question by noting research he had conducted about similar bylaws and provided a handout with proposed changes to the Bylaws.

ii. Another topic of discussion was Article III(D). Cody expressed the language of “work with local businesses....” is somewhat confusing in that it appears to encourage BAC advocacy, yet direction from Staff has been contrary.

iii. Brent motioned that the bylaws discussion be an agenda item for the January BAC meeting and BAC members should transmit bylaw comments to ACHD Staff over the
next month and be prepared to discuss the proposed bylaw revisions in January. Gary then suggested some collaboration before the next meeting to inform the bylaw topic. Another review of the Idaho Open Meeting Law followed where Staff emphasized the restrictions on collaborating outside of the public process and suggested each BAC member could submit discussion items directly to the BAC Chair.

iv. Lisa then noted a second on the motion and it passed unanimously. **ACTION: Add Bylaws to the 6 January BAC agenda and open with a background presentation on the Idaho Open Meeting law.**

d. **BAC Meeting Times.** Lisa opened this discussion and highlighted the need for additional meeting time. Options discussed in previous meetings was to either begin the meeting earlier (5:30pm) or extend the meeting later into the evening (end time of 7:30pm). Lisa motioned to begin the meeting at 5:30pm and end at 7pm. The motion was seconded by Ray and it passed unanimously. **ACTION: Amend future meeting agenda announcements to begin at 5:30pm.**

e. **BAC Goals.** Kristy opened the topic with background. Lisa read from the 2015 BAC goals to inform the discussion.

   i. Bryan noted the 2015 goals were extensive and could be considered difficult to measure. He also described recent Meridian road widening projects do not include protected bicycle facilities which is evidently due to the lack of available right of way. He asked Staff what “can we do“ to provide Level 3 facilities when the environment dictates.

   ii. Mark then proposed a goal to recommend standardized bike facilities to possibly include crossing ‘standards’.

   iii. Jared noted that a BAC goal could be to react to safety incidents – crash data – and use that information to inform BAC recommendations on future bicycle facilities.

   iv. John expressed that adding several goals may detract from our volunteer time and energy where we are engaging on current projects and open houses. If we try to do too much then we may not have the time to devote to projects like the 11th Street Bikeway, which was our most recent time investment.

   v. Mark described the positive appeal and educational value of the ACHD Bike Map distributed in area bicycle shops. A BAC goal could be a more aggressive educational campaign using existing, successful tools like the Bike Map.

   vi. Cody questioned ‘how can we be advisory’ vice oppositional; that question stimulated extensive discussion.

      1. Staff responded and emphasized the value ACHD places on BAC recommendations. Specifically, the most effective point of BAC engagement is during concept studies. Another opportunity is using the Integrated Five-Year Work Plan (IFYWP) and identifying projects in the planning cycle and selecting those projects the BAC wishes to be closely involved with during the concept phase; Staff noted there were few BAC inputs on the last IFYWP. Also, attendance at open houses is highly effective and permits more direct engagement with the cycling public. Not every ACHD project will come forward to the BAC for input based on ACHD staffing levels which highlights
the possible need for the BAC to identify projects and request the opportunity to offer input.

2. Neighborhood Plans is another area the BAC may consider becoming more involved with. Edinson Bautista presented 2 neighborhood plans that will be executed in 2020 and the BAC perspective needs to be included.

3. Lisa noted that we continue to build the same road structure and ‘how do we make protected facilities part of the plan’? Staff noted that the Roadways to Bikeways plan and the Bike Facility Matrix are now part of the planning process which means each project is assessed in the concept phase for the appropriate bike facility level. Since the Roadways plan is relatively new, we will have projects maturing over the next few years that did not include the bike facility matrix assessment. Staff noted that if the process is beyond the Right of Way acquisition phase, then protected facilities (for example) may not be included. Bryan noted protected facilities can be installed without additional RoW and there is a perception that a project can’t be modified after the concept phase. This led to discussion of the costs associated with design changes and Ray’s reminder to strike an appropriate balance between emerging best practices and the additional public cost when ‘breaking into’ an existing contract. Lisa made the point that cost is important but vulnerable road users lives are at stake when we elect to construct facilities that prioritize vehicle movement over protection of other road users (bicyclists and pedestrians). Lisa suggested the BAC goal should be to review each plan and ensure facilities are separated when realistic and account for projected vehicle load and speed.

4. Discussion ended with a motion to make the BAC goals discussion a special meeting. The motion passed unanimously. ACTION: A special BAC meeting will be scheduled for 20 January with BAC Goals as the sole topic.

f. Agency Updates.
   i. Open Agenda Items from previous Meeting Minutes. The following topics were not discussed due to the lack of time.
      1. Dona Larsen Crossing. ACTION: ACHD staff to offer a future agenda item to present crossing functions and background on the various crossing types (to include expected bike/ped crossing behaviors).
      2. Main & Fairview Bike Lanes. ACTION: BAC Members provide comments to BAC Chair (Lisa Brady).

IV. Adjourn 7:15pm; next meeting 6 January 2020 – start time 5:30pm
All data in this report reflects work completed through December 31, 2019.
FOCUSED INVESTMENTS

ACHD’S VISION
Leading Transportation Innovation – Investing in Communities

IT IS ALL ABOUT YOU

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.

DID YOU KNOW

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)
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.

BUILDING OUT YOUR MAJOR ROADS

PROGRAMMED

6% Total Planned Lane Miles

COMPLETE

30% Total Planned Lane Miles

MANAGING THE CONGESTION YOU FACE

PROGRAMMED

21 IFYWP Projects to Address Congested Locations

UNFUNDDED

21 Projects Needed to Address Congested Locations Due to Lack of Funding

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.

BUILDING THE RIGHT BIKE FACILITIES FOR YOU

LEVELS

1. Includes Low-Stress Bikeways
2. Includes Buffered or Standard Bike Lanes, Shoulder Bikeways
3. Protected/Raised Bike Lanes, Cycle Tracks, Multi-Use Paths

BUILT MILES

<table>
<thead>
<tr>
<th>Level</th>
<th>Programmed</th>
<th>Future</th>
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<tbody>
<tr>
<td>1</td>
<td>28</td>
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<tr>
<td>2</td>
<td>138</td>
<td>180</td>
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<tr>
<td>3</td>
<td>238</td>
<td>147</td>
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INCREASING ACCESS WITH A LOW-STRESS NETWORK

19% Complete

6% Completed since 2018

8.5% Population within ¼ mile of a complete low-stress bikeway

18 New or enhanced crossings built in 2019

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

A LOWER-STRESS OPTION WHEN CHOOSING WHERE TO RIDE

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.
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

BUILT MILES

<table>
<thead>
<tr>
<th>Category</th>
<th>Programmed</th>
<th>Future</th>
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<tbody>
<tr>
<td>Arterials</td>
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<tr>
<td>Collectors</td>
<td>156</td>
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<tr>
<td>Locals</td>
<td>1,169</td>
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FILLING KEY GAPS IN THE SIDEWALK NETWORK

PROGRAMMED Miles of Gaps: 23
TOTAL Miles of Gaps: 78

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

IMPROVING YOUR ACCESS TO WHERE YOU WANT TO GO

POPULATION WITHIN A 1 MILE WALK OF KEY DESTINATIONS

- Schools: 55%
- Parks: 47%
- Bus Stops: 35%
- Grocery: 36%

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

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<td>696</td>
<td>7,608</td>
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<td>77</td>
<td>41</td>
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<tr>
<td>Programmed</td>
<td>253</td>
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<td>370</td>
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<tr>
<td>Future</td>
<td>943</td>
<td>585</td>
<td>7,162</td>
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Count of Ramps

IMPROVING SIDEWALK ACCESSIBILITY

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<tr>
<td>Identified</td>
<td>58.6</td>
<td>224.8</td>
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<td>3.4</td>
<td>9.0</td>
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<tr>
<td>Future</td>
<td>54.9</td>
<td>213.1</td>
<td>752.7</td>
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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>
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<tr>
<th>Intersections with APS</th>
<th>COMPLETED</th>
<th>PROGRAMMED</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>138</td>
<td>14</td>
</tr>
</tbody>
</table>

*Completed 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

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

19% PROGRAMMED
Miles of Peak Hour Congested Roadway Along Bus Routes To Be Improved

33% PROGRAMMED
Peak Hour Congested Intersections Along Bus Routes To Be Improved

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.
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.

# of Neighborhood Plans Adopted since 2012

13
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

PEAK-HOUR CONGESTED LOCATIONS
0

MANAGING THE CONGESTION YOU FACE

BUILDING OUT YOUR MAJOR ROADS

TOTAL PLANNED LANE MILES

33%

LOW-STRESS BIKEWAYS

BUILT
- Boise Greenbelt

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

LOW-STRESS BIKEWAYS

1 2 3

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

BUILT MILES*

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>
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<tbody>
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<td>Arterials</td>
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</tr>
<tr>
<td>Locals</td>
<td>25</td>
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</table>

0%  | 50%  | 100%

IMPROVING YOUR ACCESS TO KEY DESTINATIONS

POPULATION WITHIN A 1 MILE WALK

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

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 ACCESSIBILITY

<table>
<thead>
<tr>
<th>Type</th>
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<tbody>
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<tr>
<td>Medium Priority Ramps</td>
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<tr>
<td>Low Priority Sidewalk</td>
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IMPROVING YOUR ACCESS TO KEY DESTINATIONS

BARBER VALLEY
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

1 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

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

1 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.

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>Type</th>
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<th>Programmed</th>
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<tbody>
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<td>Arterials</td>
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<tr>
<td>Locals</td>
<td>42</td>
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</table>

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

IMPROVING YOUR ACCESS TO KEY DESTINATIONS

- 98% Schools
- 100% Bus Stops
- 71% Grocery

POPULATION WITHIN A 1 MILE WALK

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<tr>
<th>Destination</th>
<th>% Complete</th>
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<tr>
<td>Parks</td>
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<tr>
<td>Bus Stops</td>
<td>100%</td>
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<tr>
<td>Grocery</td>
<td>71%</td>
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FILLING KEY GAPS

1.9 PROGRAMMED Miles of Gaps

IMPROVING ACCESSIBILITY

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<td></td>
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<tr>
<td>Low Priority Sidewalk</td>
<td>37</td>
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BOISE CENTRAL BENCH
BOISE DOWNTOWN
PLAN ADOPTED IN 2013 – NEXT UPDATE 2027

BUILDING OUT YOUR MAJOR ROADS
Downtown Boise roads are all built out!

COMPLETE
Total Planned Lane Miles

100%

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

BUILDING OUT YOUR MAJOR ROADS

1 PEAK-HOUR CONGESTED LOCATIONS

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

BUILT MILES*

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<th>Programmed</th>
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<td>1</td>
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*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>
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<tbody>
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<td>Collectors</td>
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</table>

IMPROVING YOUR ACCESS TO KEY DESTINATIONS

POPULATION WITHIN A 1 MILE WALK

- 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>Category</th>
<th>Programmed</th>
<th>Future</th>
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</thead>
<tbody>
<tr>
<td>High Priority Ramps</td>
<td>24</td>
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<td>16</td>
<td>8</td>
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<td>Low Priority Ramps</td>
<td>2</td>
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<td>8</td>
</tr>
<tr>
<td>Low Priority Sidewalk</td>
<td>13</td>
<td>11</td>
</tr>
</tbody>
</table>
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

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

Built miles*

<table>
<thead>
<tr>
<th>Percentage</th>
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<td>100%</td>
<td>4</td>
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</tr>
<tr>
<td>95%</td>
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<tr>
<td>90%</td>
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<td>80%</td>
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<tr>
<td>75%</td>
<td>0</td>
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</table>

*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>
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<tbody>
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<td>Arterials</td>
<td></td>
<td>18</td>
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<tr>
<td>Collectors</td>
<td>4</td>
<td>1</td>
<td>2</td>
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<tr>
<td>Locals</td>
<td>42</td>
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</table>

0% 50% 100%

IMPROVING YOUR ACCESS TO KEY DESTINATIONS

POPULATION WITHIN A 1 MILE WALK

- Schools: 92%
- Parks: 99%
- Bus Stops: 63%
- Grocery: 60%

FILLING KEY GAPS

0.0 PROGRAMMED Miles of Gaps

TOTAL Miles of Gaps: 0.5

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

IMPROVING ACCESSIBILITY

<table>
<thead>
<tr>
<th>Category</th>
<th>Programmed</th>
<th>Future</th>
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<tbody>
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<td>High Priority Ramps</td>
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<tr>
<td>Low Priority Sidewalk</td>
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</tr>
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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

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

BUILT MILES*

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

*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)

14% 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>
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<th>Future</th>
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<tbody>
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<td>15</td>
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<tr>
<td>Locals</td>
<td>62</td>
<td>7</td>
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</tbody>
</table>

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

### Improving Your Access to Key Destinations

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

**Population within a 1 mile walk:**
- **92%** Schools
- **93%** Parks
- **70%** Grocery

**Filling Key Gaps**

- **0.2** PROGRAMMED Miles of Gaps

**Total** Miles of Gaps: **3.6**

### Improving Accessibility

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<tr>
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<td>43</td>
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<tr>
<td>Low Priority Sidewalk</td>
<td>0</td>
<td>26</td>
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**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
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.

PEAK-HOUR CONGESTED LOCATIONS

LOW-STRESS BIKEWAYS
BUILT
• Boise Greenbelt
• Gary Ln Bikeway

PROGRAMMED (Construction Year)
• Northwest Boise Bikeway (2023)

BUILDING OUT YOUR MAJOR ROADS

29%
Total Planned Lane Miles

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

BUILT MILES*

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

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

- **Complete**
  - Arterials: 6
  - Collectors: 6
  - Locals: 33

- **Programmed**
  - Arterials: 3
  - Collectors: 1
  - Locals: 3

- **Future**
  - Arterials: 0
  - Collectors: 0
  - Locals: 0

**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**

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

**IMPROVING ACCESSIBILITY**

- **Programmed**
  - High Priority Ramps: 44
  - Medium Priority Ramps: 2
  - Low Priority Ramps: 0.5

- **Future**
  - High Priority Sidewalk: 36
  - Medium Priority Sidewalk: 1
  - Low Priority Sidewalk: 28

**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
78%
Total Planned Lane Miles

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

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.

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

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

BUILT MILES*

<table>
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<th>Future</th>
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<tbody>
<tr>
<td>10</td>
<td>7</td>
</tr>
<tr>
<td>17</td>
<td>7</td>
</tr>
</tbody>
</table>

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

![Diagram of building sidewalks]

- **Complete**: Arterials: 17, Collectors: 16, Locals: 73
- **Programmed**: Arterials: 6, Collectors: 5
- **Future**: Arterials: 0

**FILLING KEY GAPS**

- **0.4 Programmed Miles of Gaps**

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

IMPROVING YOUR ACCESS TO KEY DESTINATIONS

- **Population within a 1 mile walk**
  - Schools: 88%
  - Parks: 82%
  - Bus Stops: 70%
  - Grocery: 55%

**IMPROVING ACCESSIBILITY**

- **Programmed**
  - High Priority Ramps: 104
  - Medium Priority Ramps: 63
  - Low Priority Ramps: 561
  - High Priority Sidewalk: 14
  - Medium Priority Sidewalk: 30
  - Low Priority Sidewalk: 73

- **Future**

![Diagram of accessibility]

**BOISE SOUTHEAST**

*Southeast Boise location marked on map.*
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.

COMPLETE
18% 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

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

COMPLETE
18% Total Planned Lane Miles

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.

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)

LOW-STERESS 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)

0%
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: Complete 13, Programmed 13, Future 0%
- Collectors: Complete 8, Programmed 10, Future 0%
- Locals: Complete 137, Programmed 0, Future 0%

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

**IMPROVING YOUR ACCESS TO KEY DESTINATIONS**

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

**FILLING KEY GAPS**

- Total Miles of Gaps: 16.8
- Programmed Miles of Gaps: 7.4

**IMPROVING ACCESSIBILITY**

- High Priority Ramps: Programmed 15, Future 0%
- Medium Priority Ramps: Programmed 3, Future 0%
- Low Priority Ramps: Programmed 62, Future 0%
- High Priority Sidewalk: Programmed 23, Future 0%
- Medium Priority Sidewalk: Programmed 807, Future 0%
- Low Priority Sidewalk: Programmed 4, Future 0%

**Boise Southwest**
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
59%
Total Planned Lane Miles

PEAK-HOUR CONGESTED LOCATIONS
13
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*

Programmed

Future

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

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

<table>
<thead>
<tr>
<th></th>
<th>Complete</th>
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<th>Future</th>
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<tbody>
<tr>
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<tr>
<td>Collectors</td>
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<tr>
<td>Locals</td>
<td>162</td>
<td></td>
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</tbody>
</table>

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

**FILLING KEY GAPS**

1.7 PROGRAMMED Miles of Gaps

**IMPROVING YOUR ACCESS TO KEY DESTINATIONS**

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

**TOTAL Miles of Gaps**: 9.8

**IMPROVING ACCESSIBILITY**

<table>
<thead>
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</thead>
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<td>High Priority Sidewalk</td>
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<tr>
<td>Medium Priority Sidewalk</td>
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<tr>
<td>Low Priority Sidewalk</td>
<td>145</td>
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</table>

**BOISE WEST BENCH**

WEST BENCH

BOISE
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.

COMPLETE

18% 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

BUILT MILES*

Programmed Future

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

13 16 14

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

- **Complete**
  - Arterials: 6
  - Collectors: 13
  - Locals: 114

- **Programmed**
  - Arterials: 2
  - Collectors: 19

- **Future**
  - Arterials: 16
  - Collectors: 19

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

**FILLING KEY GAPS**

- **Programmed**
  - 1.9 Miles of Gaps

**IMPROVING YOUR ACCESS TO KEY DESTINATIONS**

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

**IMPROVING ACCESSIBILITY**

- **Programmed**
  - High Priority Ramps: 6
  - Medium Priority Ramps: 6
  - Low Priority Ramps: 668
  - High Priority Sidewalk: 0.3
  - Medium Priority Sidewalk: 7
  - Low Priority Sidewalk: 69

- **Future**
**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.

**COMPLETE**

Total Planned Lane Miles

100%

**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

<table>
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<tr>
<th>Miles</th>
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<td>0.4</td>
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<tr>
<td>3</td>
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<tr>
<td>7</td>
<td>100%</td>
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</tbody>
</table>

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

**LOW-STRESS BIKEWAYS**

**BUILT**
- Garden City Greenbelt

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

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

<table>
<thead>
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<th>Category</th>
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<th>Programmed</th>
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<tbody>
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<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>
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</tbody>
</table>

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

**IMPROVING YOUR ACCESS TO KEY DESTINATIONS**

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

**FILLING KEY GAPS**

- Miles of Gaps: 1.7

**IMPROVING ACCESSIBILITY**

<table>
<thead>
<tr>
<th>Category</th>
<th>Programmed</th>
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<tbody>
<tr>
<td>High Priority Ramps</td>
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<td>Medium Priority Ramps</td>
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<td>Low Priority Ramps</td>
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<td>High Priority Sidewalk</td>
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<tr>
<td>Medium Priority Sidewalk</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>Low Priority Sidewalk</td>
<td>22</td>
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</tbody>
</table>

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
3%
Total Planned Lane Miles

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

BUILDING OUT YOUR MAJOR ROADS

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

BUILT MILES*

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<tbody>
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<td>16</td>
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<td>37</td>
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*Miles shown are centerline miles, not total lanes miles.
**BUILDING SIDEWALKS WHERE YOU WANT THEM**

- Complete
- Programmed
- Future

<table>
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<th></th>
<th>Complete</th>
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<tbody>
<tr>
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<td>5</td>
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<td>Locals</td>
<td>73</td>
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</table>

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

**IMPROVING YOUR ACCESS TO KEY DESTINATIONS**

- 92% Schools
- 92% Parks
- 31% Grocery

**FILLING KEY GAPS**

- 3.3 PROGRAMMED Miles of Gaps
- Total Miles of Gaps 5.9

**IMPROVING ACCESSIBILITY**

- Programmed
- Future

- 12
- 14
- 355
- 0.1
- 4
- 35

**HIGH PRIORITY RAMPS**

- 3%

**MEDIUM PRIORITY RAMPS**

- 0%

**LOW PRIORITY RAMPS**

- 92%

**HIGH PRIORITY SIDEWALK**

- 0%

**MEDIUM PRIORITY SIDEWALK**

- 92%

**LOW PRIORITY SIDEWALK**

- 0%

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

**BUILDING OUT YOUR MAJOR ROADS**

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

**81%**

COMPLETE
Total Planned Lane Miles

**2 PEAK-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.

**81%**

COMPLETE
Total Planned Lane Miles

**2 PEAK-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**

**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>Category</th>
<th>Complete</th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterials</td>
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<td></td>
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<tr>
<td>Collectors</td>
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<tr>
<td>Locals</td>
<td></td>
<td>27</td>
<td></td>
</tr>
</tbody>
</table>

IMPROVING YOUR ACCESS TO KEY DESTINATIONS

POPULATION WITHIN A 1 MILE WALK

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

FILLING KEY GAPS

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

IMPROVING ACCESSIBILITY

<table>
<thead>
<tr>
<th>Category</th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Priority Ramps</td>
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<tr>
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<td>213</td>
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<td>High Priority Sidewalk</td>
<td>0.1</td>
<td>0.1</td>
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<tr>
<td>Medium Priority Sidewalk</td>
<td>10</td>
<td>26</td>
</tr>
<tr>
<td>Low Priority Sidewalk</td>
<td></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.

**COMPLETE**
35%
Total Planned Lane Miles

**PEAK-HOUR CONGESTED LOCATIONS**
15
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**

**BUILT MILES***

<table>
<thead>
<tr>
<th>Programmed</th>
<th>Future</th>
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</thead>
<tbody>
<tr>
<td>12</td>
<td>8</td>
</tr>
<tr>
<td>34</td>
<td>26</td>
</tr>
</tbody>
</table>

**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></th>
<th>Complete</th>
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<td>24</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Locals</td>
<td>248</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

0% 50% 100%

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

FILLING KEY GAPS

1.5 PROGRAMMED Miles of Gaps

IMPROVING YOUR ACCESS TO KEY DESTINATIONS

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

TOTAL Miles of Gaps: 7.6

IMPROVING ACCESSIBILITY

<table>
<thead>
<tr>
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<tr>
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<tr>
<td>Low Priority Sidewalk</td>
<td>112</td>
<td></td>
</tr>
</tbody>
</table>

IMPROVING YOUR ACCESS TO KEY DESTINATIONS

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

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

7 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*

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<thead>
<tr>
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</tr>
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<tr>
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<tr>
<td>Low-</td>
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<tr>
<td>Stress</td>
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*Miles shown are centerline miles, not total lanes miles.
BUILDING SIDEWALKS WHERE YOU WANT THEM

<table>
<thead>
<tr>
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<tr>
<td>Locals</td>
<td>93</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

FILLING KEY GAPS

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

IMPROVING YOUR ACCESS TO KEY DESTINATIONS

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>Schools</td>
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<td>Parks</td>
<td>76%</td>
</tr>
<tr>
<td>Bus Stops</td>
<td>42%</td>
</tr>
<tr>
<td>Grocery</td>
<td>17%</td>
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</table>

TOTAL Miles of Gaps: 8.7

IMPROVING ACCESSIBILITY

<table>
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<tr>
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<tr>
<td>Low Priority Ramps</td>
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<td></td>
<td>22</td>
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<tr>
<td>Low Priority Sidewalk</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

SOUTH MERIDIAN
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

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

1 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>
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</thead>
<tbody>
<tr>
<td>4</td>
<td>9</td>
</tr>
<tr>
<td>5</td>
<td></td>
</tr>
</tbody>
</table>

* 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>
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<tr>
<td>Arterials</td>
<td>0%</td>
<td>5%</td>
<td>0%</td>
</tr>
<tr>
<td>Collectors</td>
<td>5%</td>
<td>7%</td>
<td>0%</td>
</tr>
<tr>
<td>Locals</td>
<td>38%</td>
<td>0%</td>
<td>0%</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: 57%
- Parks: 49%
- Bus Stops: 0%
- Grocery: 68%

**FILLING KEY GAPS**

- Total Programmed: 0.2 miles of gaps
- Total Miles of Gaps: 1.2

**IMPROVING ACCESSIBILITY**

<table>
<thead>
<tr>
<th>Category</th>
<th>Programmed</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Priority Ramps</td>
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<tr>
<td>Medium Priority Ramps</td>
<td>0</td>
<td>0%</td>
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<tr>
<td>Low Priority Ramps</td>
<td>106</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>2</td>
<td>0%</td>
</tr>
<tr>
<td>Low Priority Sidewalk</td>
<td>8</td>
<td>0%</td>
</tr>
</tbody>
</table>

**IMPROVING YOUR ACCESS TO KEY DESTINATIONS**

- Improving accessibility: 68%
- Improving your access to key destinations: 57%

**STAR**
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 FYWY 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.
Committee Member Interest

Which Committee
Are You Interested in becoming a Member?

- Bicycle Advisory Committee (BAC)
- Pedestrian Advisory Group (PAG)

Bicycle Advisory Committee (BAC)

The ACHD Bicycle Advisory Committee (BAC) currently has TWO open seats. Prospective committee members must live in Ada County, and it is the intent of the committee to encompass a broad cross section of cyclists, including individual riders and members of the organized cycling community.

Applicants are asked to submit this form or a letter of interest. Applications should be received by Close of Business, January 29, 2020.

All fields are required.

Date: 1/29/2020
First Name: Thomas Graham
Last Name: Paterson
Mailing Address:
City: Boise
Zip Code: 83704
Phone Number:
Email Address:

Do you reside within ADA County? Yes No

Why do you wish to be selected for this Advisory Committee?

Bicycles play two very important roles; First, they are a form of outdoor recreation and exercise. And, second, they serve for many people as their primary source of transportation. My life has been enriched by having ridden bikes for both reasons. The Bicycle Advisory Committee (BAC) needs voices that represent the rides that uses bikes to get around town and to work. Those who rely on bikes for their day to day transportation needs. I have had that experience and learned much. Thus, having had that dependence on a bike I feel I would bring a special insight and perspective to BAC that would be very beneficial. Also, I worked successfully with ACHD and the Boise School District to get “Safe Route to School” sidewalks.

750 Character Limit
Business Development Representative
ADVANTAGE DENTAL, INC.
Idaho Representative, Advantage Dental Plan, Inc. Redmond, OR 97756
The Idaho representative's line of focus is to recruit new dentists as contracted providers for Advantage Dental and to retain current contracted providers.

In 7 years grew network from 76 commercial providers to over 450.

Working closely with professional dental health organizations to promote Advantage Dental and develop a network of support within the Idaho dental community.

PROFESSIONAL PROFILE

Aggressive, resourceful, and successful market development and provider recruitment record. Grew network 6-fold over 8 years. Recruited to manage new programs, develop marketing / sales strategies, establish and manage budgets. Comprehensive and complex research experience, demographic analysis, provider list development. Successful strategic plan development and implementation. Extensive public relations development locally, state- and nation-wide. Expert at building coalitions, legislative work, maintaining close and personal contact with corporate and private practice accounts. Grant experience and oversight. Driven to succeed.

AREAS OF EXPERTISE

- Research / Database / Demographic Analysis
- Fundraising / Donor List Development
- Public Relations
- Strategic Business Plan Development
- Cost Analysis / Budget Oversight
- Sales / Marketing / Advertising
- Collaborator

LEADERSHIP ACHIEVEMENTS

  - 2006 – Led efforts to convene first oral health and wellness track, largest number of registrants, as part of the Idaho Conference on Health Care. Garnered corporate support to fund three nationally recognized oral health presenters at the conference.
  - 2005 – Raised funds, facilitated media partnership, and participated in development of public service television campaign to raise oral health awareness during pregnancy and early childhood. PSAs reached 52,000 viewers in southwest Idaho.
  - Served as education and advocacy coordinator for all legislative activities.

- 2015 – Present Director – West Boise Sewer District
  - Collaborate with Boise City Council, Planning and Zoning, Ada County Highway District for the construction and installation of a system of sanitary sewers.
• The district levies taxes, and collects taxes on property owners served by the District to pay for the operation and maintenance of the sewer district.

• **2012 – 2014 President and Director – Nampa & Meridian Irrigation District**
  - The District (NMID) is a water storage, conveyance, and distribution system founded in 1904 that supplies irrigation water to some 69,000 acres of farms and homes in Canyon and Ada Counties.
  - NMID levies taxes, and collects taxes on property owners served by the District to pay for the operation and maintenance of the.

• **2007 – 2010 President – West Bench Neighborhood Association**
  - Collaborate with Boise City Council, Planning and Zoning, ACHD, Boise Public Library, residents and businesses to revitalize neighborhoods, provide citizen safety, resolve transportation issues, and enhance neighborhood cohesiveness.
  - Oversight of $20K neighborhood grant funds.

• **Director of Strategic Information, Executive Director (13 years) for local, state, and congressional candidates.**
  - Developed, directed, and implemented fundraising campaigns. Provided oversight and execution of strategic plans to meet local, regional and national goals; developed and oversaw budgets; and directed donor list development programs.
  - Wrote press releases and distributed via print, radio and TV, locally, state- and nation-wide.
  - Range of fundraising efforts - $63,000 to $1,077,000.

**PROFESSIONAL EXPERIENCE**

**Director of Marketing**
**RHADA KISHAN, LLC**
2006-2008
Responsible for business development and marketing for lodging / hospitality holding company. Defining sales goals and market demographics for the Ada / Canyon County market.
- Aggressively developed strong corporate relationships for business class guests at properties.
- Increased gross revenues 20% for first quarter 2007 over first quarter 2006.

**Business Coordinator**
**KNIN TELEVISION – Channel 9, Boise, ID**
2005-2006
Recruited to provide prospecting, research and information to support new focus of sales department. Assisted in the development of sales materials, presentations, proposals and advertising schedule. Responsible for qualitative and quantitative market research, business and advertising strategies to drive sales and solve business problems. Oversight of P/L and operations.
- Increased revenues by 5%

**Business Development Leader**
**DELTA DENTAL OF IDAHO, Boise, ID**
2003-2005
Recruited to spearhead the fluoridation project, provide analysis, definition, and direction to the business development of the company. Developed and implemented Business and Marketing plans, produced and analyzed market share reports, analyzed competitive market data. Developed the *Healthy Idaho Community Water Fluoridation Project*, targeted to high-need, low fluoride areas in southeast Idaho. Met with community leaders, elected officials and representatives from public health and dental sectors to assess project viability.

**EDUCATION**

**UNIVERSITY OF IDAHO, Moscow, ID**
Course work for Master of Science Degree - Economics.

**BOISE STATE UNIVERSITY, Boise, Idaho**
- Bachelor of Arts (Economics) G.P.A. in Major 3.63
- Bachelor of Business Administration (Aviation Management) G.P.A. in Major 3.83
Kristy Inselman

From: Kristy Inselman  
Sent: Thursday, January 30, 2020 12:13 PM  
To: Kristy Inselman  
Subject: FW: ACHD Bicycle Advisory Committee (BAC)

From: Debbie Lombard  
Sent: Wednesday, January 29, 2020 12:06 PM  
To: Kristy Inselman <kinselman@achdidaho.org>  
Subject: Re: ACHD Bicycle Advisory Committee (BAC)

[THIS EMAIL ORIGINATED EXTERNALLY. PLEASE USE CAUTION WHEN OPENING ATTACHMENTS OR LINKS INSIDE THIS EMAIL.]

Kristy,

While actively engaged this past year as a candidate for Boise City Council, I attended many community meetings to get a feel for our broad population base. I am an active member of my Neighborhood and served on the board to help facilitate the request for a low-stress bike route through the Collister Neighborhood. Accepting that I will not be serving on the council this election cycle, I am committed to remaining involved in our valley. Of great interest to me is the ACHD Bicycle Advisory Committee.

I have been an active member of the Boise Bicycle Boulevard Coalition for over two years and can bring their perspective to the committee as well as my bicycle use. I also routinely attend the Valley Regional Transportation Board meetings and feel that the bus and bicycle modes of transportation coincide with reducing single-occupancy vehicle use. My primary focus would be to address the need for facilities that speak to the concern of the rider that is still hesitant to ride in an unprotected bike lane next to the lane of travel for vehicles.

Thank you for your time and consideration of my volunteer work as a BAC committee member.

Sincerely,

Debbie Lombard-Bloom

From: Kristy Inselman  
Sent: Friday, January 10, 2020 3:52 PM  
To: Debbie Lombard <dlombard.bloom@gmail.com>  
Subject: ACHD Bicycle Advisory Committee (BAC)

Good afternoon,
I was forwarded an email from you expressing an interest to serve on the ACHD Bicycle Advisory Committee. The Commission would like the current Bicycle Advisory Committee members to review member requests prior to the Commission appointing a new member.

If you are still interested in serving on the BAC, please submit your request to me in writing explaining why you would like to serve as well as any additional information you would like to share about yourself and experience. I look forward to hearing from you. Thank you.

**Kristy Inselman**

*Senior Transportation Planner*

*Ada County Highway District*

3775 Adams St

Garden City, ID 83714

(208) 387-6252
Committee Member Interest

Which Committee Are You Interested in becoming a Member?  
- Bicycle Advisory Committee (BAC)  
- Pedestrian Advisory Group (PAG)

Bicycle Advisory Committee (BAC)

The ACHD Bicycle Advisory Committee (BAC) currently has TWO open seats. Prospective committee members must live in Ada County, and it is the intent of the committee to encompass a broad cross section of cyclists, including individual riders and members of the organized cycling community.

Applicants are asked to submit this form or a letter of interest. Applications should be received by Close of Business, January 29, 2020.

All fields are required.

Date: 1/24/2020
First Name:* Jennifer
Last Name:* Salmonsen
Mailing Address:*
City:* Star
Zip Code:* 83669
Phone Number:* 
Email Address:* 
Do you reside within ADA County?  
- Yes  
- No

Why do you wish to be selected for this Advisory Committee? 
As a newly elected councilwoman for the City of Star, I believe I would be a valuable committee member because many cyclists (young and adult, local and non-resident) bike in Star and the city must plan for a safe and smart bicycle network expansion. ACHD adopted The City of Star Bicycle and Pedestrian Plan in 2018; and if selected to join this committee, I will continue to work to implement this plan. Additional experience/qualifications include:
- Appointed by Mayor Chadwick to serve as the council liaison to the City of Star Pathways and Beautification Committee tasked with improving and connecting local pathways including bicycle paths;
- Serve on F.A.C.T.S committee;

750 Character Limit
Committee Member Interest

Which Committee Are You Interested in becoming a Member? *
- Bicycle Advisory Committee (BAC)
- Pedestrian Advisory Group (PAG)

Bicycle Advisory Committee (BAC)

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*All fields are required.*

Date: 1/22/2020
First Name: * Gabe
Last Name: * Finkelstein
Mailing Address: *
City: * BOISE
Zip Code: * 83703
Phone Number: *
Email Address: *

Do you reside within * Yes  No ADA County? *

Why do you wish to be selected for this Advisory Committee? Boise has significant potential to increase bicycle commuter percentages with increased infrastructure, safety measures, and access opportunity. As the manager of the Cycle Learning Center bike shop at Boise State University I advocate for the student, staff and faculty bicycle, and multi-modal, commuter support and education on campus. Boise State sees student population increase annually which is driving the need for safe alternatives to driving. Bicycles are hugely popular among the campus demographic, nearly 20% of students have one. On the Committee I would bring the voice of both the campus needs as well as a year-round, daily bike commuter, invested in increased cycling access for all rider type populations in Ada County.

750 Character Limit
Committee Member Interest

Which Committee Are You Interested in becoming a Member?  
- Bicycle Advisory Committee (BAC)  
- Pedestrian Advisory Group (PAG)

Bicycle Advisory Committee (BAC)

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All fields are required.

Date: 1/18/2020

First Name:* Mary Beth

Last Name:* Nutting

Mailing Address:*

City:* Boise

Zip Code:* 83703

Phone Number:*

Email Address:*

Do you reside within ADA County?  
- Yes  
- No

Why do you wish to be selected for this Advisory Committee?  
I have commuted by bicycle for 37 years and have done self-contained bicycle touring throughout the U.S. It has given me a unique perspective on what does and doesn't work for safe bicycling on roadways. I have worked in the outdoor industry for 31 years with much of that time spent selling bicycles and educating customers about bicycle safety. I regularly bicycle on streets in Districts 1, 2, 3 and 5. I feel strongly about making bicycling accessible to everyone and improving the roadways for bicyclists. Congestion on our roads can be decreased by increasing bicycle safety and thereby encouraging more bicycle commuters. I would love for the opportunity to work with the committee and ACHD on improving our bikeways in Ada County.

750 Character Limit
Committee Member Interest

Which Committee Are You Interested in becoming a Member? *
- Bicycle Advisory Committee (BAC)
- Pedestrian Advisory Group (PAG)

Bicycle Advisory Committee (BAC)

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All fields are required.

Date: 1/17/2020
First Name: * Gregory
Last Name: * Farmer
Mailing Address: *
City: * Boise
Zip Code: * 83705
Phone Number: *
Email Address: *
Do you reside within Ada County? * Yes 
Why do you wish to be selected for this Advisory Committee? I have been a bike commuter for my working life in Tucson, Flagstaff, Los Angeles, and Boise for the past 25 years. I am interested in increasing the number of bike commuters in the Treasure Valley. I am retired and now have the time to contribute to Boise via these types of activities. I appreciate all that has been done to improve the safety of biking in the Treasure Valley since I have lived here.
750 Character Limit
Committee Member Interest

Which Committee Are You Interested in becoming a Member?

- Bicycle Advisory Committee (BAC)
- Pedestrian Advisory Group (PAG)

Bicycle Advisory Committee (BAC)

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Applicants are asked to submit this form or a letter of interest. Applications should be received by Close of Business, January 29, 2020.

All fields are required.

Date: 1/16/2020
First Name: Harley
Last Name: Parson
Mailing Address:
City: Meridian
Zip Code: 83642
Phone Number:
Email Address:
Do you reside within ADA County? Yes No
Why do you wish to be selected for this Advisory Committee? Current design and implementation of infrastructure and policy can be better.

750 Character Limit
Which Committee
Are You Interested in becoming a Member?

Bicycle Advisory Committee (BAC)

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Applicants are asked to submit this form or a letter of interest. Applications should be received by Close of Business, January 29, 2020.

All fields are required.

Date: 1/16/2020
First Name: Andrew
Last Name: Query
Mailing Address:
City: Garden City
Zip Code: 83714
Phone Number:
Email Address:

Do you reside within ADA County?

Why do you wish to be selected for this Advisory Committee?

I am an inveterate cyclist. I commute nearly 2,000 miles per year and have trained for and competed in three Ironman triathlons. I have ridden more than 16,000 miles on Ada County roads and bike paths in the last 10 years. In the past I have been a volunteer with the Boise Bicycle project and Ada Bike Count Volunteers. I am an advocate for teaching riders and drivers the rules of the road concerning cyclists and feel that my experiences, perspective, and desire to see a balance between auto and bike traffic would be a valuable addition to the BAC.

750 Character Limit
Which Committee Are You Interested in becoming a Member?*

- Bicycle Advisory Committee (BAC)
- Pedestrian Advisory Group (PAG)

Bicycle Advisory Committee (BAC)

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Applicants are asked to submit this form or a letter of interest. Applications should be received by Close of Business, January 29, 2020.

All fields are required.

Date: 1/16/2020
First Name:* Greg
Last Name:* Goins

Mailing Address:* 
City:* Boise
Zip Code:* 83703

Phone Number:* 

Email Address:* 

Do you reside within ADA County?*
- Yes
- No

Why do you wish to be selected for this Advisory Committee? As an avid road bike rider (3,000 - 5,000 miles/year), I am strongly interested in promoting road riding quality and safety. Rather than complain about road conditions, I want to proactively work with ACHD on win/win solutions for the transportation dept and the biking community. Thanks.

750 Character Limit
Bicycle Advisory Committee (BAC)

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Applicants are asked to submit this form or a letter of interest. Applications should be received by **Close of Business, January 29, 2020.**

All fields are required.

**Date:** 1/16/2020

**First Name:** Matthew

**Last Name:** Schuler

**Mailing Address:**

**City:** Boise

**Zip Code:** 83706

**Phone Number:**

**Email Address:**

Do you reside within **YES** **NO** 

**ADA County?**

**Why do you wish to be selected for this Advisory Committee?**

I am an avid cyclist, mostly recreational, but also some commuting. The last 23 years, I have ridden typically 4000-5000 miles a year. While I am new to the area, I have ridden the paths and roads here quite a bit on my 2-3 times a year extended visits to the area over the last 7 years (when my only means of transport was my cruiser bike). I would like to contribute to my new hometown, and perhaps my experiences from a different area (Kentucky) might be useful. I read the minutes from your last meeting and I would be able to get out to ride and check roads and intersections since I am semi-retired. So much is good here, but I could see places for improvement, such as when I tried to ride to downtown/university from the Boise Depot.

750 Character Limit
Which Committee Are You Interested in becoming a Member?  
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Bicycle Advisory Committee (BAC)

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All fields are required.

Date: 1/15/2020
First Name: Greg
Last Name: Laragan
Mailing Address:  
City: Meridian
Zip Code: 83642
Phone Number:*

Email Address:*

Do you reside within ADA County?  
- Yes  
- No

Why do you wish to be selected for this Advisory Committee?  
I am a long-time cyclist having been a serious cyclist for nearly 50 years. I also have a strong interest in transportation having retired 6 years ago after a 35+ year career as a transportation engineer. I recently moved to a new location in SE Meridian and I’ve discovered that there aren’t too many routes that are bicycle-friendly as the speed limits are high (40-45 mph) and the shoulders are either non-existent or narrow. I would like to see improvements for bicycles in these rural, developing areas. I am a long-time member of the Lactic Acid Cycling Club. Since I am retired I have adequate time to serve.

750 Character Limit
Committee Member Interest

Which Committee Are You Interested in becoming a Member?*

- Bicycle Advisory Committee (BAC)
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Bicycle Advisory Committee (BAC)

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Applicants are asked to submit this form or a letter of interest. Applications should be received by Close of Business, January 29, 2020.

All fields are required.

Date: 1/15/2020
First Name:* Ron
Last Name:* Miller
Mailing Address:*
City:* Boise
Zip Code:* 83712
Phone Number:*
Email Address:*

Do you reside within ADA County?*

Yes □ No □

Why do you wish to be selected for this Advisory Committee? My addition to this committee will be very beneficial for the city of Boise and cyclists in this town. I have lived in Boise for 15 years and have experience in most of the modes of cycling available. I regularly commute to work, ride with my kids into town and school, as well as train for cycling events on the local roads and trails. Additionally, I own a business that is designated bicycle friendly. I have been in a unique position to observe things that work and areas that could be improved upon. As an example, I really appreciated the car lane reduction on Americana and the alteration of the Emerald Road bridge over the connector. Also, have a good sense of the political & financial constraints surrounding cycling related issues.

750 Character Limit
Committee Member Interest

Which Committee Are You Interested in becoming a Member?*

- Bicycle Advisory Committee (BAC)
- Pedestrian Advisory Group (PAG)

Bicycle Advisory Committee (BAC)

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Applicants are asked to submit this form or a letter of interest. Applications should be received by Close of Business, January 29, 2020.

All fields are required:

Date: 1/15/2020

First Name:* Morgan

Last Name:* Cornwall

Mailing Address:* 

City:* Boise

Zip Code:* 83704

Phone Number:* 

Email Address:* 

Do you reside within ADA County?*

- Yes
- No

Why do you wish to be selected for this Advisory Committee? I am a cyclist, a pedestrian, and a driver who has lived in Ada County for 27 yrs. I often ride as many miles a year as I drive. I'm also the mother of 6 kids who often ride their bikes to school, the wife of an active handcyclist, and the daughter of two local cyclists. I currently serve on the board of two local cycling clubs, Lactic Acid Cycling and Boise Velowomen.

I see an urgent need for better input and guidance from local cyclists to ACHD. Cyclists are just as important as vehicle drivers when it comes to planning and infrastructure. We are far more vulnerable as road users and transportation planning must reflect the unique realities of our situation to make ALL transportation options as safe as possible.

750 Character Limit
Committee Member Interest

Which Committee are you interested in becoming a member of?

- Bicycle Advisory Committee (BAC)
- Pedestrian Advisory Group (PAG)

Bicycle Advisory Committee (BAC)

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Applicants are asked to submit this form or a letter of interest. Applications should be received by Close of Business, January 29, 2020.

All fields are required.

Date: 1/15/2020

First Name: Pete

Last Name: Ritter

Mailing Address: (blank)

City: Boise

Zip Code: 83709

Phone Number: (blank)

Email Address: (blank)

Do you reside within Ada County? Yes

Why do you wish to be selected for this Advisory Committee? I am an avid road and mountain biker. The area of the county could use an upgrade in cycling infrastructure especially on Victory Road. I would like to see safer routes from the west side of the county into downtown. Prior to retiring, I worked with both ACHD and bicycle advocacy groups to implement reforms to city ordinances regarding bicycles. I have a good understanding of traffic flow, vehicular and bike ordinances. Also work with ITD on the Broadway bridge project so I feel like I would be an asset to the committee.

750 Character Limit
Committee Member Interest

Which Committee Are You Interested in becoming a Member?  
- Bicycle Advisory Committee (BAC)  
- Pedestrian Advisory Group (PAG)

Bicycle Advisory Committee (BAC)

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Applicants are asked to submit this form or a letter of interest. Applications should be received by Close of Business, January 29, 2020.

All fields are required.

Date: 1/15/2020
First Name: Chuck
Last Name: Jenkins
Mailing Address:
City: Boise
Zip Code: 83703
Phone Number:
Email Address:

Do you reside within ADA County?  
- Yes  
- No

Why do you wish to be selected for this Advisory Committee?  
I want to be involved in transportation solutions in Ada County, and help foster bicycling as safe and contributing to a lower carbon footprint for our city and county. I have ridden in this valley for years and have seen the need for improvements on public roads, paths and trail systems to help cyclists whether they commute, ride for recreation or exercise. I am a current member of SWIMBA and volunteer with Boise Bicycle Project as often as I can. I want to participate in a worthy cause to advance bicycling in our communities through active participation in this committee and continued volunteer work. I enjoy the Greenbelt and the trails systems, and have witnessed many issues and want to be involved in providing long term solutions.

750 Character Limit
Dear Ms. Inselman and Ms. Brady,

Thank you for the opportunity to submit my resume and cover letter (attached) to be considered for ACHD’s Bicycle Advisory Committee. I’m excited about the possibility of serving on this Committee and look forward to hearing from you. If you have any questions or would like more information, please let me know.

Best,
-Tessa
Dear Ms. Inselman and Ms. Brady,

I appreciate the opportunity to submit my resume and letter of interest to be considered for ACHD’s Bicycle Advisory Committee. I am passionate about transportation, and specifically, fostering more sustainable and livable communities through transportation choices. I have 12 years of professional experience with active transportation planning and program management, and believe my skills and passion would add value to the Committee.

For nearly seven years, I have managed the City of Fort Collins Active Modes Program (formerly FC Bikes Program) in the City’s Planning, Development and Transportation Service Area. Fort Collins has been rated as a top (Platinum) bicycling city in the nation due to its extensive bicycle infrastructure, innovative programs for people of all ages and abilities, and commitment to being accessible for all people. During my time with the City, I have led the development and implementation of the City’s Bicycle Master Plan and associated infrastructure projects and programs, including protected bike lanes, low-stress bicycle intersection projects, bicycle wayfinding, Bike Share and various education and encouragement programs. Prior to my position with the City of Fort Collins, I was the Principal Planner for Cascade Bicycle Club in Seattle and had the opportunity to work with communities throughout the Puget Sound region to advance active transportation.

I grew up in Boise and have recently moved back to my hometown. It’s exciting to see how the transportation system has evolved over the years, and I look forward to the possibility of serving on ACHD’s Bicycle Advisory Committee to play a meaningful role in shaping the future of transportation in the Treasure Valley. I appreciate your time and consideration.

Sincerely,

Tessa Gregor
Tessa Gregor

Summary of Qualifications

• 12 years professional experience in non-motorized transportation planning, programs, and infrastructure design.
• 6.5 years as City of Fort Collins Active Modes Manager responsible for oversight and implementation of an average $1 million annual budget, nationally recognized transportation programs and projects, and FTE supervision.
• BizWest Boulder Valley / Northern Colorado 40 Under 40 award recipient, 2017.
• Association of Pedestrian and Bicycle Professionals Young Professional of the Year, National Award, 2012.
• City of Fort Collins Citizen Police Academy Graduate, 2016.
• City of Fort Collins LEAD 2.0 Graduate, 2017.
• Project Management Training (24 hours), 2019.
• Technical Proficiencies: ArcGIS, Adobe Creative Suite, Microsoft Office Suite, Constant Contact.

Relevant Employment History

Active Modes Manager (Formerly FC Bikes Program Manager)
City of Fort Collins

May 2013 – Current

Tenure Highlights

• Fort Collins identified as the top bicycling city and safest bicycling city in the nation, PeopleForBikes City Ratings, 2018; #3 best bicycling city, Bicycling Magazine, 2018.
• Fort Collins selected as the smallest of 10 Big Jump cities by PeopleForBikes, a three-year initiative and grant to triple bicycle ridership in three years (Grant applicant and Program Manager).
• Manage a League of American Bicyclists Platinum-rated Bicycle Friendly Community municipal bike program – one of only 5 Platinum-rated communities in the country.
• Project Manager for the City’s 2014 Bicycle Master Plan, and subsequent implementation of multiple nationally recognized bike projects and programs.
• Co-Project Manager in bringing Fort Collins Bike Share to fruition (2016), City Project Manager of 2018 Bike Share transition to Pace (doubling the bike share fleet and stations, and ridership growth).
• Launched the Open Streets (car-free) initiative in Fort Collins (beginning 2014, events occur semiannually).
• Facilitated installation of ~25 miles of buffered bike lanes, numerous dedicated bicycle intersection projects, 3 miles of protected bike lanes, and 90 miles of bicycle wayfinding routes.
• Since 2013, total bicycle crashes have decreased 23% and severe crashes have decreased 35% in Fort Collins.

Program Management

• Develop and manage the City’s comprehensive bicycle program, which includes extensive bicycle and motor vehicle education programs, bicycle promotion events like Bike to Work Day and Open Streets, Bike Share implementation, bicycle transportation project planning and design, and evaluation.
• Supervision of 2.5 FTE, interns and volunteers.
• Annual budget management of ~$1 million.
• Secured additional funding and dedicated staff positions to support the FC Bikes Program.
• Coordinate with multiple City departments, stakeholder organizations, and the public to develop and implement new and innovative programs and projects.
• Serve on multiple project teams and planning teams to represent the City’s bicycling goals.

Project Management

• 2014 Bicycle Master Plan development and implementation.
• 2015 Bicycle Wayfinding Master Plan development and implementation.
• Planning project manager for multiple bicycle infrastructure projects, including the Pitkin low-stress bikeway (implementing Toucan intersection designs in Fort Collins), and the W. Mulberry Street Protected Bike Lane Pilot Project (and road diet).
• 2020 Low-stress bicycle network project planning and design in coordination with other City departments.
• Bike Parking Program management and implementation.
• Comfort-based Bike Map Development and subsequent updates.
• Staff liaison to the City’s Bicycle Advisory Committee.
• Oversaw completion of a Walk & Wheel Skills Course (Bicycle & Pedestrian Safety Town), secured a no-cost land lease, and multiple partnerships to implement a unique public training facility for bicyclists and pedestrians.
• Developed and implemented an e-bike pilot program (to allow e-bikes on paved trails); adopted by City Council in 2019.

Grant Acquisition and Administration
• Successfully secured and implemented federal and local grants and sponsorships to support a variety of initiatives under the FC Bikes Program, ranging from $5,000 to $850,000. (Grants managed include: CMAQ, Big Jump, Kaiser Permanente)

Public Outreach and Communications
• Develop and implement numerous public outreach campaigns as project manager for different plans and projects.
• Present regularly to stakeholders, City Council, the public, university classes, and at national conferences, including Colorado APA, Colorado ITE, APBP PDS, and Walk Bike Places.
• Oversee communications development, including monthly newsletters, press releases, feature articles in magazines, and other local communication media.
• Make regular appearances in local media, local and national magazines.
• Collaborate with local and regional transportation-related organizations on an ongoing basis.

Principal Planner, Cascade Bicycle Club  May 2008 – 2013
Principal planner and project manager for a 15,000-member non-profit organization in Washington State

Non-motorized Transportation Planning, Design and Research
• Led, managed and provided technical assistance and advocacy on locally and regionally significant transportation plans, projects and policy efforts.

Project/Program Management
• Communities Putting Prevention to Work federal stimulus grant: Managed 18-month project scope and budget; Developed technical user guides and conducted 13 trainings for King County municipalities on key policy and planning topics leading to the adoption of four Complete Streets ordinances.
• Congestion Mitigation and Air Quality Grant: Collaborated with key stakeholders to develop four neighborhood-level bicycle plans.
• Bicycle safety website and smart phone application: http://www.bikewise.org.

Committee Representation
• Represented non-motorized interests on regionally significant transportation committees, including: The Alaskan Way Viaduct and Seawall Replacement Advisory Committee on Tolling and Traffic Management (Mayoral Appointment); SR 520 Seattle Community Design Process; Alaskan Way Viaduct North Portal Working Group; PSRC and Sound Transit’s Bicycle and Pedestrian Advisory Committees.

Education and Professional Certification
• Urban Design Outstanding Thesis Award and Scholarship
• Scholarship for Outstanding Student in Urban Design
• We Create White Center - 2007 APA/PAW Student Category Award

University of Utah - Bachelor of Science, Environmental Studies (2005)
• All-Conference Academic Team; Athletic Director’s Honor Roll
• Captain and scholarship athlete, University of Utah Swim Team All-Conference Academic Team

Griffith University, Brisbane Australia - Australian Environmental Science School (2005)
Ada County Highway District Bicycle Advisory Committee Bylaws
(FINAL DRAFT NOVEMBER 2013)

ARTICLE I: Name
The name of said committee shall be the Ada County Highway District Bicycle Advisory Committee (hereinafter referred to as the “committee”).

ARTICLE II: Form of Committee
The committee shall be an advisory committee made up of volunteers who are active bicycling advocates. Committee members must live in Ada County, and the committee should represent as many jurisdictions as practical and encompass a broad cross section of cyclists, including individual riders and members of the organized cycling community.

ARTICLE III: Purpose
The committee shall make recommendations to ACHD on issues of concern to the bicycling community. The function of the committee shall include, but not be limited to, the following:

A. Assist in the development and implementation of the goals and objectives of the Ada County Highway District’s (ACHD) Bicycle Master Plan, Roadways to Bikeways.

B. Make recommendations regarding operations, maintenance and updates to bicycle facilities. Recommendations or proposals advanced by the committee shall be advisory in nature and shall be given due consideration for feasibility and implementation.

C. Make recommendations to ACHD departments regarding American Association of State Highway and Transportation Officials (AASHTO) and other bicycle facility standards.

D. Work with local businesses, governmental agencies, and other organizations to encourage bicycling and promote community investment in bicycle facilities.

ARTICLE IV: Membership
Regular membership in this committee shall be open to any individual, without regard to ethnicity, religion, sex, national origin, age, disability, economic status, sexual orientation or any other classification protected by federal or state law. Appointments and terms shall be as follows:

A. Committee members shall serve terms of two years commencing at the end of the regular meeting in January. Members may serve an unlimited number of terms. All members will be required to request renewal of membership bi-annually. The
membership renewal request must be submitted in writing, including e-mail, to the Committee Chairperson, as defined below.

B. Starting in January of 2009, half of the committee members shall have terms of one (1) year so that the terms can be staggered. Committee members will draw lots or use whatever other method they deem appropriate to determine the members who will be designed to have one- and two-year terms starting in 2009. Thereafter, all committee members will serve two-year terms.

C. Member Vacancy -- A committee member position shall be deemed vacant when:
   1. An appointee who has not yet been confirmed withdraws his/her application;
   2. A member no longer continues to meet qualifications for appointment during the term of office;
   3. A member voluntarily resigns prior to the expiration of an appointed term;
   4. A member is removed by the ACHD Commission President, with the advice and consent of the ACHD Commission prior to the expiration of an appointed term.

D. Appointments should be representative of a wide variety of bicycling interests. Appointees shall have an interest in, experience with and a demonstrated commitment to issues pertaining to bicycling and bicycle facilities. Members may currently represent groups, organizations and/or businesses that serve Ada County residents. The committee shall consist of a minimum of six volunteer members, and a maximum of 10.

E. The ACHD staff member assigned to the committee, or a designee, will attend all meetings. Other ACHD staff members may also attend based on need. Ex Officio members may include representatives from ITD and other government agencies within Ada County.

F. The committee shall make all reasonable accommodations to enable the participation of its members and/or guests who are persons with disabilities.

G. There shall be no fee required for membership. Members may receive reimbursement for reasonable travel expenses associated with committee meetings, including but not limited to expenses for accessible transportation and/or personal assistance. Other actual and necessary expenses may be allowed with the prior approval of the Director. Verification and documentation of all expenses incurred must be submitted and approved before reimbursement will be made.

H. Members may not speak to the media or policy making boards on behalf of the committee without permission of the committee. At no time shall volunteer
committee members present or portray themselves to the media and or policy making boards as ACHD employees.

I. Member Resignation: A committee member may resign from committee membership by giving notice, by letter or e-mail, to the chairperson. The notice shall specify an effective date of resignation, and whenever possible, should be submitted at least 30 days prior to the effective date of resignation.

J. The committee may recommend to the ACHD Commission that a member be removed for failure to participate in committee activities or for behavior that negatively impacts the committee's purpose or reflects poorly on the District’s mission to serve the community.

ARTICLE V: Meetings
The committee shall meet once a month unless otherwise determined by a majority of voting members. The time, hour and place of these meetings shall be set by a consensus of the committee. All meetings of the committee shall be called, noticed, held and conducted in accordance with the State of Idaho Open Meeting Law. In the event of the absence of the chairperson at the meeting, the vice-chairperson shall run the meeting. In the absence of the vice-chairperson, the secretary shall run the meeting. In the event of the absence of the secretary a committee member who receives the most votes by the committee shall preside over that meeting.

A. Additional Meetings: When deemed expedient, or at the request of the majority of the committee, the committee chairperson may call additional meetings of the committee to be held at such time and place as stated by the committee chairperson. Additional meetings shall be called, noticed, held and conducted in accordance with the State of Idaho Open Meeting Law.

B. Quorum: At any meeting, a quorum shall consist of a majority of the committee/subcommittee(s) members. No action item requiring the committee’s vote shall be resolved in the absence of a quorum.

C. Conflict of Interest: Committee members shall disqualify themselves from participation in any discussion and/or vote on any matter in which a committee member or his/her family has a financial interest (tangible gain) or a personal interest which would affect independence of judgment or action in the performance of the member’s duties.

D. Voting:

1. The vote on all questions coming before the committee/subcommittee(s) shall be by voice vote, a show of hands, or other effective method. The chairperson of the BAC shall vote in all cases, when present. To pass, a question must receive a majority of the votes; in the case of a tie, the question fails.
2. Upon request by any committee member, a vote will be tallied and recorded in the meeting minutes.

3. Attendance: Members are expected to attend all regular meetings, but up to four absences per year may be excused.

E. Minutes:

1. Minutes will be kept of all meetings.

2. Draft meeting minutes will be sent to the committee members, at least five (5) business days before the next meeting. All official records of the committee shall be kept at ACHD’s Adams Street office.

3. Draft minutes will be considered for adoption at the next committee meeting and, after approval, will be posted on the ACHD web site and, upon request, will be made available for public inspection during regular business hours.

ARTICLE VI: Officers

A. The committee chairperson shall be nominated by the committee and be appointed by the ACHD Director, and the vice-chairperson and secretary shall be elected by the committee.

B. Officers shall serve one-year terms and may be reappointed by majority vote of the committee.

C. Officers – Duties

1. Chairperson:
   a. The chairperson shall preside over all regular committee meetings.
   b. The chairperson shall formulate the agenda with input from members and ACHD staff.
   c. The chairperson shall oversee the committee work plan.
   d. The chairperson shall serve as the spokesperson for the committee.
   e. The chairperson shall perform such other duties as required and approved by the committee.

2. Vice-Chairperson:
   a. The vice-chairperson shall assist the chair in fulfilling his/her duties and shall serve as chairperson during the absence of the chairperson.
b. The vice-chairperson shall chair subcommittees on special subjects as designated by the committee.

c. The vice-chairperson shall ensure that all committee activities adhere to the committee bylaws.

d. The vice-chairperson shall also perform such other duties as required and approved by the committee.

3. Secretary:
   a. The secretary shall assist the chair and vice-chairperson in fulfilling his/her duties and shall serve as the chairperson during the absence of both the chairperson and vice-chairperson.

   b. The secretary shall cause to be prepared the meeting agenda and take meeting notes/minutes.

   c. The secretary shall also perform such other duties as required and approved by the committee.

D. Officer Resignation: A committee officer may resign from office by giving written notice or e-mail to the chairperson. The notice should be submitted at least thirty (30) days prior to the effective date of resignation.

E. Officer Vacancy: In the event the chairperson is unable to fulfill his/her duties or resigns in the middle of a term, the process of Article VI A. shall apply.

ARTICLE VII: Recruitment, Appointment and Confirmation of Members
Committee vacancies and resignations will be filled in the following manner:

A. Current committee members may forward names of potential committee members for consideration.

B. Committee members will be appointed by the ACHD Commission President with the advice and consent of the ACHD Commissioners.

ARTICLE VIII: Subcommittees
The chairperson shall have the authority to create subcommittees that may be deemed helpful to the work of the committee and the accomplishment of its purpose. Subcommittees shall cover issues relevant to the mission of the committee.

ARTICLE IX: Finances
The committee shall neither receive funds nor make disbursement of its own authority.

ARTICLE X: Support Services
The ACHD staff member assigned to the committee shall serve as coordinator of the committee. Mailing, telephone and other support services essential to the work of the committee will be provided by the ACHD’s Planning & Projects Department.
ARTICLE XI: Amendments
These bylaws may be amended by a majority vote at any meeting of the committee provided that notice of the proposed amendment(s) have been sent to all members ten (10) business days in advance of the meeting.