

Integrated Five-Year Work Plan

Community Programs Prioritization Methodology

Last updated August 2022

The Community Programs methodology is used to rank pedestrian, bike and crossing projects contained in the Community Program sections of ACHD’s Integrated Five-Year Work Plan (IFYWP).

This method uses metrics and weighting to evaluate projects on all ACHD roadways, pending direction from the ACHD Commission. A total of 100 points is available for each project. Projects are then ranked according to the accumulated points. Project prioritization is just one input in the programming process of the IFYWP.

Table 1. Community Programs Methodology - Summary

Metric	Description	Weight (%)
Level of Traffic Stress	What LTS reduction does the project provide?	10%
Distance to Schools	Is the project in close proximity to a school?	20%
Distance to Civic Facilities/Transit/Commercial Destinations	Is the project in close proximity to key destinations?	15%
Average Daily Traffic (ADT)	Does the project address a corridor with high utilization?	10%
Job + Population Density	How many people will the project serve?	5%
Disadvantaged Census Tract	Is the project located in an area identified as having disadvantaged populations?	5%
Other Funding	Is non-ACHD funding available to help implement the project?	5%
Partner Agency Support	Is the project supported by partner agencies (based on annual ranking)?	15%
Adopted Plan Implementation	Is the project identified in an adopted plan?	15%

Metric 1: Level of Traffic Stress (LTS)

This metric uses ACHD's LTS methodology for bicycles and pedestrians. The metrics are determined based on if and by how much the LTS level changes with the completion of the project. The purpose of the metric is to reward projects that result in a low level of stress for bicycles and pedestrians.

Weighting and Scale: This metric makes up 10% of the total weighting and is based on the following 0-10 scale:

Points Scale Details
0: Project does not change existing LTS to level 1 or 2. Project will remain a level 3 or 4.
1: Project changes existing LTS from level 2 to level 1
3: Existing conditions are a level 1 or 2, and the project will not change the LTS
5: Project changes existing condition LTS from level 3 to level 2
7: Project changes existing condition LTS from level 3 to level 1
9: Project changes existing condition LTS from level 4 to level 2
10: Project changes existing condition LTS from level 4 to level 1

Metric 2: Distance to Schools

This metric is determined based on the proximity of the project to schools. The purpose of this metric is to reward projects that improve access to schools for active transportation users.

Weighting and Scale: This metric makes up 20% of the total weighting and is based on the following 0-20 scale:

Points Scale Details
0: No school within 1.5 miles
5: >0.5 and ≤1.5 miles of a school
10: >0.25 and <0.5 miles of a school
15: ≤0.25 mile of a school
20: Project directly connects to a school

Metric 3: Distance to Civic Facilities/Transit/Commercial Destinations

This metric is determined based on the proximity of the project to key destinations, including civic facilities, transit, and commercial destinations. The purpose of the metric is to reward projects that improve active transportation access to key destinations.

Weighting and Scale: This metric makes up 15% of the total weighting and is based on the following 0-15 scale:

Points Scale Details
0: Not within 1 mile of identified destinations
2: Within 1 mile of one identified destination
5: Within 0.5 mile of one identified destination
10: Within 0.5 mile of two identified destinations
15: Within 0.5 mile of three or more identified destinations

Metric 4: Average Daily Traffic (ADT)

This metric is determined based on the average daily trips (ADT) of the roadway that the project will be located on or adjacent to. The purpose of the metric is to reward projects that address a corridor with high utilization. In addition, streets with higher traffic volumes have a greater need for safe pedestrian and bicycle facilities because of the higher potential for serious or fatal crashes.

Weighting and Scale: This metric makes up 10% of the total weighting and is based on the following 0-10 scale:

Points Scale Details
0: < 999 ADT
2: 1,000 - 1,999 ADT
3: 2,000 - 4,999 ADT
4: 5,000 - 9,999 ADT
5: 10,000 - 14,999 ADT
6: 15,000 - 19,999 ADT
8: 20,000 - 24,999 ADT
10: 25,000 + ADT

Metric 5: Job + Population Density

This metric is determined based on the density of employment and households adjacent to the project. The purpose of this metric is to reward projects that serve a higher density of people and activity.

Weighting and Scale: This metric makes up 5% of the total weighting and is based on the following 0-5 scale:

Points Scale Details
0: 0-2 jobs + pop/acre
2: 3-5 jobs + pop/acre
3: 5-10 jobs + pop/acre
4: 11-20 jobs + pop/acre
5: >20 jobs + pop/acre

Metric 6: Disadvantaged Census Tract

This metric is determined based on if the project will serve a census tract that has been identified as having persistent poverty and historically disadvantaged communities as defined by the [USDOT](#).

Weighting and Scale: This metric makes up 5% of the total weighting and is based on the following 0-5 scale:

Points Scale Details
0: Not in a disadvantaged census tract
5: In a disadvantaged census tract

Metric 7: Other Funding

This metric is determined based on if non-ACHD financial resources will be used to assist in implementing the project. The purpose of this metric is to reward projects that identify other funding sources to use for implementation, which will reduce the amount needed from ACHD so funds can go to other projects.

Weighting and Scale: This metric makes up 5% of the total weighting and is based on the following 0-5 scale:

Points Scale Details
0: No non-ACHD resources available
5: Non-ACHD resources available

Metric 8: Partner Agency Support

This metric is determined based on submissions from partner agencies (Cities, Ada County, School Districts, BSU, VRT). As part of the submission process, partner agencies must rank their submitted projects. The purpose of this metric is to reward projects that are ranked as a high priority for partner agencies.

Weighting and Scale: This metric makes up 15% of the total weighting and is based on the following 0-15 scale:

Points Scale Details
0: No partner agency support
1: Project ranked as #10 or lower priority for partner agency
2: Project ranked as #9 for a partner agency
3: Project ranked as #8 for a partner agency
4: Project ranked as #7 for a partner agency
5: Project ranked as #6 for a partner agency
7: Project ranked as #5 for a partner agency
9: Project ranked as #4 for a partner agency
11: Project ranked as #3 for a partner agency
13: Project ranked as #2 for a partner agency
15: Project ranked as #1 for a partner agency or listed in the top ten by multiple partner agencies

Metric 9: Adopted Plan Implementation

This metric is determined based on if the project is identified in an adopted plan. The purpose of this metric is to reward projects that have been identified through a previous planning process.

Weighting and Scale: This metric makes up 15% of the total weighting and is based on the following 0-15 scale:

Points Scale Details
0: Not identified in an adopted plan
7: Partially identified in an adopted plan
15: Fully identified in an adopted plan