

ADA COUNTY HIGHWAY DISTRICT

DOWNTOWN MERIDIAN NEIGHBORHOOD PEDESTRIAN AND BICYCLE PLAN

Meridian, Idaho

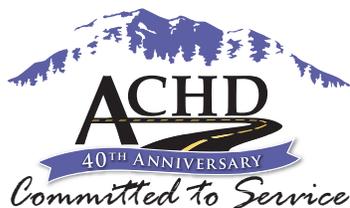
Adopted October 24, 2012



Downtown Meridian Neighborhood Pedestrian and Bicycle Plan

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This plan was a collaborative effort between the Ada County Highway District and the City of Meridian with assistance from Kittelson & Associates, Inc. We would particularly like to recognize the valuable input received from area residents and workers in the creation of this plan.



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1. INTRODUCTION

The Downtown Meridian Pedestrian and Bicycle Plan guides the future development and enhancement of pedestrian and bicycle facilities within the neighborhood, and intends to make walking and biking safe, effective, and convenient forms of transportation for residents of and visitors to this area.

This plan was developed with extensive input from neighborhood residents and provides a guide for meeting ACHD’s and the City of Meridian’s goal for neighborhoods to be pleasant and safe places to walk and bike.

To achieve this goal, the plan’s recommendations are designed to meet the following objectives:

- People can conveniently walk or bike to their destinations.
- People feel safe walking and biking.
- Facilities are provided for all age groups and levels of mobility.
- Visitors are attracted to the enhanced walking and bicycling environment.

This plan contains specific and feasible recommendations for new pedestrian and bicycle facilities throughout the planning area to meet these objectives. All of the recommendations and outcomes from this plan should be implemented in accordance with ACHD’s Complete Streets Policy (Resolution Number 895), which is summarized by the following 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.”



PLANNING AREA

The specific area of focus in this plan is the Downtown Meridian area as shown in **Figure 1**. This planning area consists of several diverse residential neighborhoods, commercial blocks and mixed-use areas, and includes the original Meridian town site. The City of Meridian’s Comprehensive Plan refers to the overarching goals of a pedestrian network that decreases road congestion by incorporating Meridian’s vision to “create connections for non-drivers.”



The Downtown Meridian area is characterized by diverse housing types, downtown core commercial development, and some light industrial uses. Various schools and parks are located throughout the planning area along with other civic facilities. One of the primary reasons this area was chosen for the neighborhood planning process is the marked growth that Meridian has and continues to experience. Along with this population and employment growth, ACHD plans to complete the Meridian Split Corridor roadway project, which will change downtown Meridian’s vehicle and pedestrian patterns. Also, many of the mature neighborhoods and industrial areas in and surrounding downtown were developed some time ago without specific sidewalk and bicycle facilities. Both the City of Meridian and ACHD recognize the need to provide a more connected full service transportation network in this area.



HOW CITIZENS CAN USE THIS PLAN

Citizens of Meridian can use this plan to ensure that pedestrian and bicycle needs are properly identified. The plan can be used as a resource to educate residents about the existing network, provide predictability on the timing and location of new investments, and promote a common understanding of the multitude of needs and competing priorities for implementation. Citizen involvement was essential to the development of this plan. As projects are implemented and priorities change, continued citizen interaction with ACHD and the City of Meridian will be essential. This plan can and should be revisited in the future to respond to changes in the Downtown Meridian area.

HOW ACHD AND THE CITY USE THIS PLAN

ACHD and the City of Meridian can use this plan as a resource and guide to implement improvements in the downtown area that will make walking and biking safer and more accessible. The plan's uses may include:

- Aiding in prioritization of projects
- Identification of areas where further neighborhood input is necessary
- Identification of funding sources and partnerships
- Recommendation of changes to policies or programs
- Clarification of broader plans

Benefits of Walking and Biking

Walking and biking are important aspects of a diverse transportation network. ACHD and the City of Meridian are dedicated to providing transportation choices to the residents of this area. When people choose to walk and bike, there are many personal and community benefits that can be realized, like improved health, lessened vehicle congestion, and increased social interactions.

Traffic and Air Quality

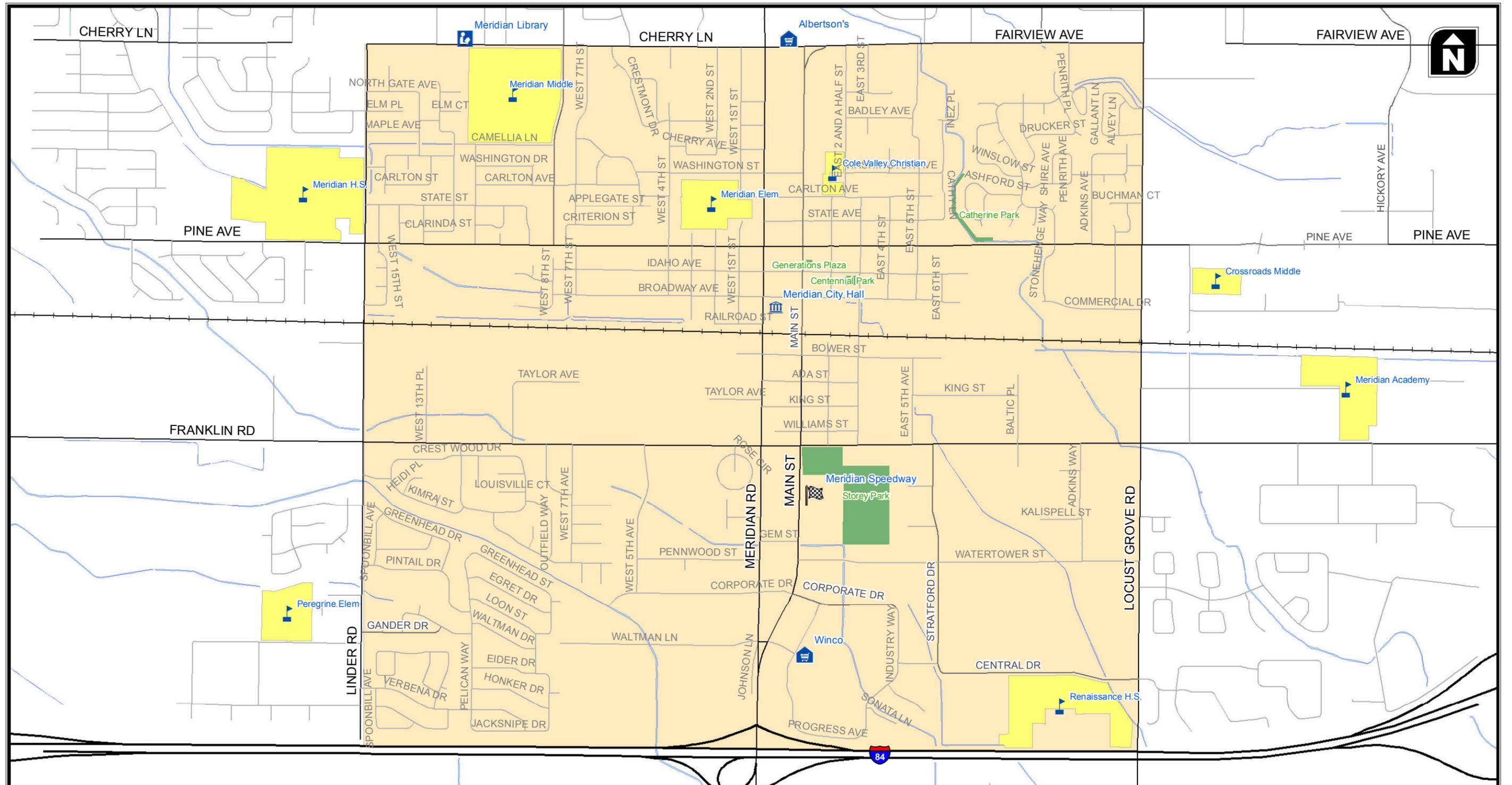
Each time a driver chooses to walk or bike, one car is removed from the road. As downtown Meridian becomes more inviting to pedestrians and bicyclists, increasing numbers of shopping, restaurant, school, work, and recreational trips will be made without a car. Cumulatively, this pattern may reduce traffic in some neighborhoods, which can also improve air quality.

Public Health

In recent years, public health professionals and urban planners have become increasingly aware that the impacts of automobiles on public health extend far beyond asthma and other respiratory conditions caused by air pollution. There is a much deeper understanding of the connection between the lack of physical activity resulting from auto-oriented community designs and various health-related problems, such as obesity and other chronic diseases. Although diet and genetic predisposition contribute to these conditions, physical inactivity is now widely understood to play a significant role in the most common chronic diseases in the US, including coronary heart disease, stroke and diabetes. Creating communities where walking and bicycling are attractive forms of transportation can encourage and promote more regular daily activity for residents.

Sense of Community

Areas in which people walk and bike provide more opportunities for chance meetings than do areas where travel is primarily by automobile. Such serendipitous encounters help neighbors get better acquainted and provide eyes on the street, which can make an area feel and be safer. Furthermore, providing pedestrian and bicycle improvements can make streetscape environments more human-scale, aesthetically pleasing, and sensitive to the surrounding community. This orientation directly aligns with Meridian's goal for its neighborhoods to be an enjoyable place to walk and bike.



Legend

-  Schools
-  Parks
-  Downtown Meridian Study Area

**DOWNTOWN MERIDIAN
PLANNING AREA
MERIDIAN, IDAHO**



Committed to Service



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**Figure
1**

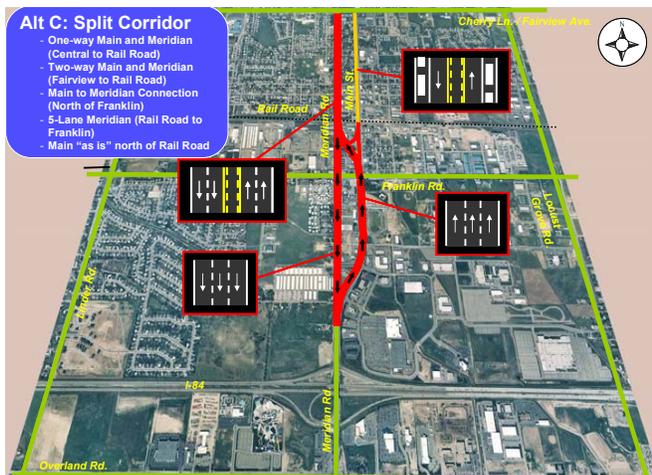
2. PLAN AND POLICY REVIEW

Many other plans and policies influence decisions related to pedestrian and bicycle issues in the Downtown Meridian area. These other plans contain many of the goals and objectives that helped to build the foundation for this neighborhood plan. This plan is intended to enhance or build upon these previous plans and provide more specificity and neighborhood focus where possible. Most importantly this plan intends to identify improvements that the residents of this area view as important.

TRANSPORTATION AND REDEVELOPMENT PLANS

Downtown Meridian contains the city’s historic, urban center. Much of the area is also within the boundaries of the Meridian Development Corporation, the downtown urban renewal agency. Both the city and the urban renewal agency have conducted studies in this area that lay the planning foundation for this effort.

Downtown Meridian Transportation Management Plan (DMTMP)



Because of Meridian’s central location in the region, the city has proactively planned for the circulation and flow of people travelling to and through the area as illustrated in the Downtown Meridian Transportation Management Plan (DMTMP).

The area labeled as the central circulation district in the DMTMP directly coincides with the Downtown Meridian area for this neighborhood pedestrian and bicycle plan. The plan contains several mobility objectives related to pedestrian and bicycle connectivity. The DMTMP also recognizes that an overlap exists between the bicycle and pedestrian network and identifies specific items within the plan to fill gaps in the network:

“Residential areas west and east of Downtown: Currently pedestrians are faced with heavy traffic volumes on both Meridian Road and East Main... By focusing through traffic onto Meridian Road, Main Street will become a pedestrian-priority area. On Main Street, traffic volumes will be significantly less and motorists will be more likely to drive at lower speeds. Cars will be required to yield the right-of-way to crossing pedestrians. On Meridian Road, it is recommended that a signalized pedestrian crosswalk be considered at Carlton Avenue, adjacent to the elementary school. This crossing, in addition to the signal further south on Pine Avenue will help provide safe access opportunities to key pedestrian destinations.”

The DMTMP clearly supports the need for better pedestrian and bicycle connectivity in the Downtown Meridian area. This neighborhood planning effort builds upon the goals and recommendations from the DMTMP.

Destination Downtown (2010)



Connectivity is one of the main focal points of the Meridian Development Corporation’s master plan, Destination Downtown. This plan describes their goals to improve and expand the walk-ability and bike-ability of downtown Meridian. Some of these goals and action items include:

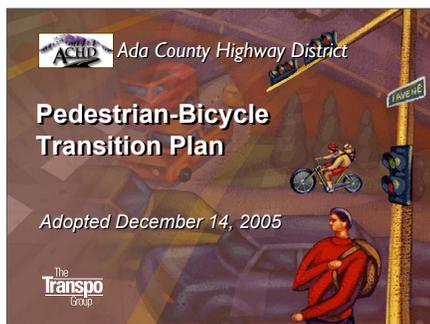
- Develop a downtown bicycle plan that identifies opportunities for expanding bicycle use in Meridian.
- Identify existing informal and formal bicycle routes.
- Create a comfortable, active and attractive pedestrian environment.
- Identify potential future bicycle routes, specifically connecting to transit stations and other key destinations.
- Coordinate with ACHD to extend the existing multiple-use trail near the speedway, into the heart of downtown along either Main Street or 3rd Street.
- Ensure that bike lanes are not obstructed by moving or parked vehicles.
- Secure funding for bicycle facility improvements through City budgets, grants, state/federal programs, or donors.

- Implement downtown bicycle plan in conjunction with other ACHD, City, or County-wide plans.
- Coordinate with ACHD and other stakeholders to update policies, plans, and standards as necessary, to accommodate multiple modes of transportation.

These goals and action items were essential building blocks for the current pedestrian and bicycle planning effort.

Pedestrian-Bicycle Transition Plan (Adopted December 2005)

The Pedestrian Bicycle Transition Plan (PBTP) is intended to provide a comprehensive program to enhance the Ada County urban area pedestrian and bicycle system. This effort was initiated



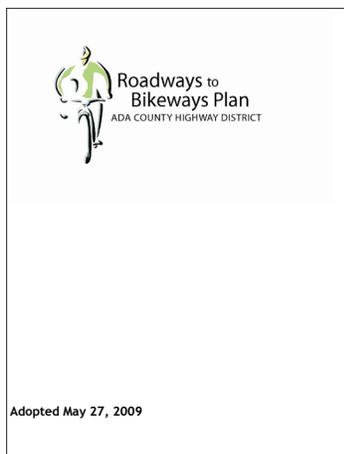
by ACHD, with a primary emphasis on addressing federal pedestrian planning guidelines and the regulatory requirements of the Americans with Disabilities Act (ADA), enacted on July 26, 1990.

In 2004-2005 more than 2,800 miles of existing and missing sidewalks and 19,300 street corners (with 15,500 curb ramps) were inventoried and assessed as part of ACHD’s self-evaluation. Documenting the location, type and condition of sidewalks and curb ramps is an important step in the pedestrian planning effort. A full inventory of missing sidewalks helps identify the critical system “gaps” to fill.

This inventory was the starting point and primary data source for the sidewalk gaps that were identified in the Meridian planning area. The PBTP also represents ACHD’s commitment to improve the pedestrian and bicycle network across Ada County.

Roadways to Bikeways (Adopted May 2009)

Roadways to Bikeways is ACHD’s county-wide bicycle master plan. The plan contains recommendations for bicycle facilities and policies affecting bicycle mobility across the county and connecting to the Downtown Meridian area. As a county-wide plan, it does not contain the level of detail that a neighborhood plan would, but it is an excellent resource and starting point for existing and proposed bicycle facilities.

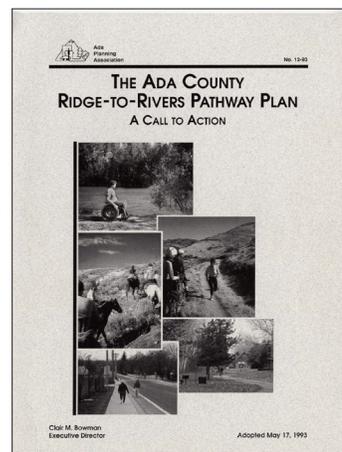


The plan makes recommendations for bike lanes and signed shared roadways (bike routes) on several corridors in the

Downtown Meridian area. These recommendations are discussed in more detail in the Existing Conditions section of this plan. Roadways to Bikeways also contains design guidelines and other standards for bicycle facilities in Ada County. These standards helped to formulate recommended facilities for the Downtown Meridian area.

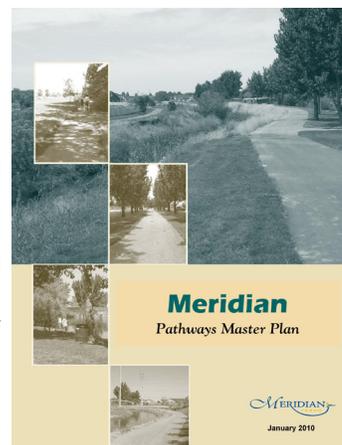
Ridge to Rivers Pathway Plan (Adopted May 1993; updated 1996)

Upon adoption in 1993, the Ridge-to-Rivers Pathway Plan clearly recognized the need for non-motorized transportation options across Ada County. The primary goals of the plan centered on creating a comprehensive on-street and off-street pathway network connecting the entire county. Ridge-to-Rivers is a longstanding planning document that supports all of the current efforts in Ada County to expand pedestrian and bicycle connectivity. Current efforts by ACHD and its partners are a direct result of the recommendations set forth in the Ridge-to-Rivers Pathway Plan.



City of Meridian Pathways Master Plan (Adopted January 2010)

The Meridian Pathways Master Plan analyzes the existing pathways network in relation to the street system in Meridian and makes recommendations for improvements to pedestrian paths designed for non-motorized use. The plan’s primary focus is off street pathways, but there are several key areas in the Downtown Meridian area where the off street pathway network, sidewalks, and bike lanes adjacent to roadways connect. These connection points are very important because users of the system expect easy transitions between the on-street and off street transportation network. The recommended projects described in Chapter 5 of this plan compliment the Meridian Pathways Master Plan.



3. EXISTING CONDITIONS AND DEMOGRAPHICS

The most basic elements of the pedestrian and bicycle network are sidewalks, bike lanes, bike routes, and shared-use paths. Sidewalks provide a space for pedestrian activity separate from motor vehicle traffic. Bike lanes provide a designated space for cyclists who wish to avoid conflicts with motorists sharing the roadway and pedestrians using sidewalks or shared-use paths. Bike routes provide an indication to motorists of the likely presence of bicyclists in the roadway. Shared-use paths serve both bicyclists and pedestrians and are typically located off-street, or directly adjacent to a roadway (e.g., the path along Main Street from Waltman Lane to Franklin Road). Constructing sidewalks, improved crossings, and designated bike facilities within the Downtown Meridian area reduces the potential for bicycle and pedestrian conflicts with motorized vehicles and increases safety for all modes of travel.

SIDEWALK NETWORK

ACHD maintains the inventory of sidewalks in a GIS database that allows the sidewalk network to be mapped, analyzed, and updated as new facilities are constructed. According to this inventory, there are currently about 63.3 linear miles of sidewalk facilities within the Downtown Meridian area. ACHD maintains approximately 51 miles of public roadway in the downtown area, excluding shared-use pathways. Of these 51 miles, approximately 39.9 miles have sidewalk on at least one side. This translates to about 22% of public roadways in the Downtown Meridian area without existing sidewalks.

Figure 2 shows existing and previously planned (i.e., projects in the current Five-Year Work Plan) sidewalks within the study area. As shown, the pedestrian network within the study area lacks complete or properly connected pedestrian improvements in several locations.

BICYCLE FACILITIES AND MULTIUSE PATHWAYS

Figure 3 displays existing and previously planned (i.e., projects in the current Five-Year Work Plan) bike facilities within the study area. Of the 51 miles of roadway contained in the Downtown Meridian area, there are approximately 3 center-line miles of designated bicycle lanes and just under 1 mile of signed routes and shared-use paths combined, that connect to the overall bicycle route network within greater Ada County.

BICYCLE COUNTS

Over the last several years, ACHD in coordination with community volunteers has performed bicycle counts across the county. Some of the count locations fall within the Downtown Meridian area. **Figure 4** shows weekday PM peak bicycle counts within the study area. These counts are generally taken in May or September and are used to monitor levels of cycling activity in the area. The highest count locations

in the Downtown Meridian area have occurred at controlled intersections along designated bicycle routes or streets with bike lanes. None of the counts have exceeded 50 bicyclists on weekday afternoons during the two hour count time period. **Table 1** provides a summary of all weekday PM peak two-hour bicycle counts within the study area.

Table 1. Downtown Meridian Area Weekday PM Peak Two-Hour Bicycle Counts

Location	Sept 2010	Sept 2011	May/ June 2012
Pine/Meridian	N/A	N/A	23
Meridian/Franklin	9	N/A	22
Stratford/Watertower	N/A	N/A	17
Linder/Pine	N/A	9	N/A
Main/Watertower	N/A	N/A	9

DEMOGRAPHICS

The following figures and discussion analyze the existing and projected (year 2035) demographics in the Downtown Meridian area. The projections are based on data contained within the regional travel demand model and are shown by traffic analysis zone. For ease of comparison, the same thresholds used to categorize existing employment and population density data are also used for year 2035 projected levels. Examining demographics ensures that projects are prioritized and planned for future growth, in addition to existing conditions. The demographic makeup of an area can also help to indicate existing and potential demand for pedestrian and bicycle facilities.

Population

Figure 5 shows the population density by Census Block Group in the area. Currently residential development in the Downtown Meridian area is concentrated north of the railroad tracks and in the southwest quadrant bounded by Franklin Road, Meridian Road, Linder Road, and I-84.

The population of the Downtown Meridian area is projected to increase roughly 50% from approximately 9,700 people, as recorded in the 2010 US Census, to approximately 14,500 people in 2035. Growth is expected to be spread across these areas, as well as the area north of Watertower Street, south of Franklin Road, east of Stratford Drive, and west of Locust Grove Road. Approximately 55% of the study area is projected to have a population density greater than five persons per acre, which is the same as for all urban parts of Ada County.

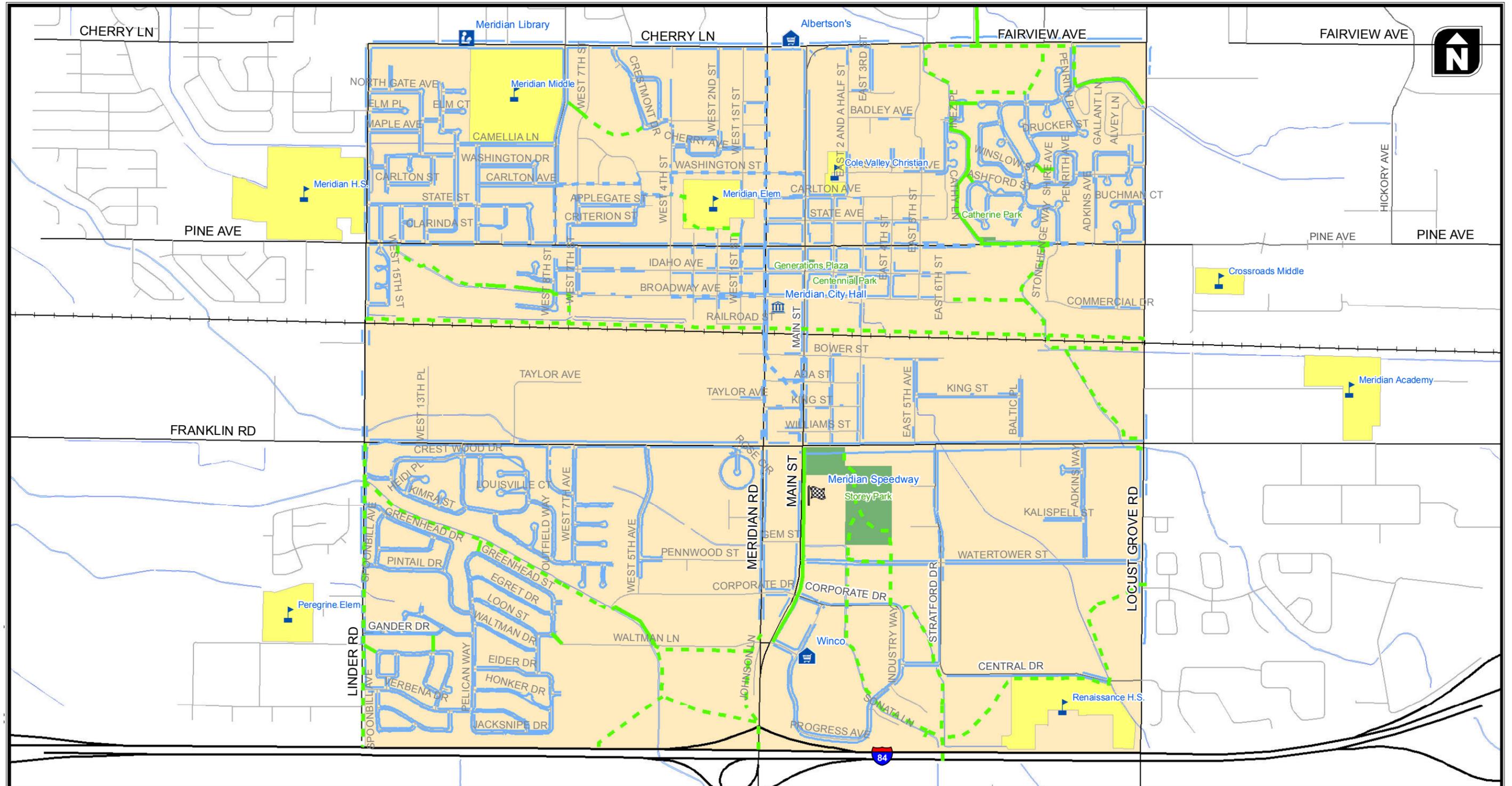
Employment

The Downtown Meridian area is a major commercial destination in Ada County. As such, almost 45% of the area has an employment density of five jobs per acre or higher,

compared to only 17% of the urban portions of Ada County having similar employment densities. **Figure 6** shows the employment density in the area.

Employment in the Downtown Meridian area is projected to increase nearly 100% from roughly 9,600 jobs in 2012 to approximately 19,100 jobs in 2035. In comparing the existing employment density levels to the projected levels, growth is primarily forecasted to occur along the Meridian Road corridor and along Franklin Road east of Main Street. This further underscores the need to provide improved bicycle and pedestrian connections to these commercial and industrial areas.

In summary, the existing pedestrian and bicycle conditions, combined with the demographics for the Downtown Meridian area, clearly support the need to create a more connected pedestrian and bicycle network in this area. These needs will be explored further in the next chapter.



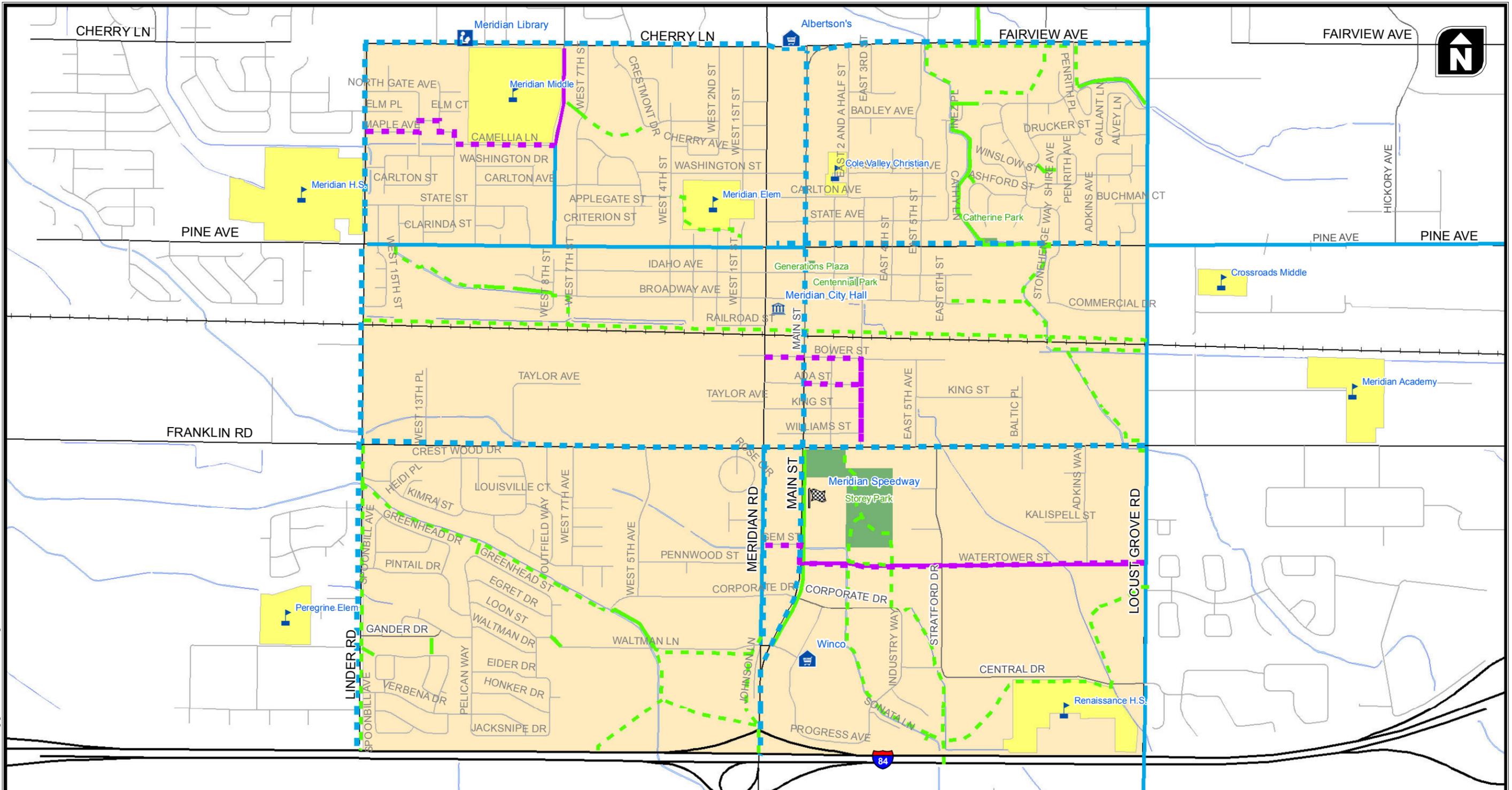
Legend

- Existing Sidewalk
- Existing Multi-Use Path
- (Dashed Line Indicates Planned Facility in FYWP or Meridian Pathways Master Plan)
- Parks
- 📍 Schools
- Downtown Meridian Study Area

**EXISTING AND PLANNED PEDESTRIAN NETWORK
DOWNTOWN MERIDIAN AREA**



**Figure
2**



Legend

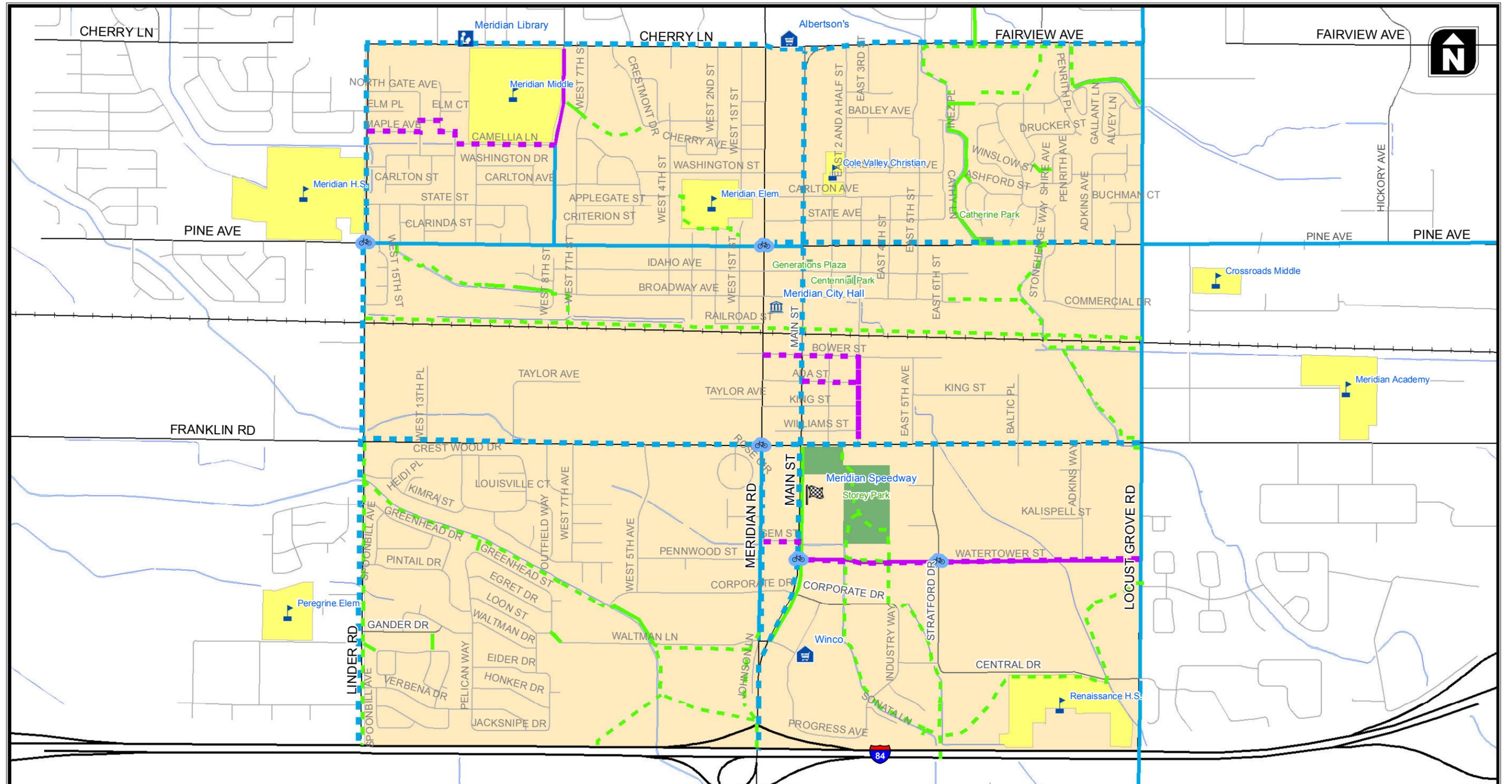
	Existing Bicycle Network Bike Lane		Parks
	Bike Route		Schools
	Multi-Use Path		Downtown Meridian Study Area

(Dashed Line Indicates Planned Facility in FYWP, Roadways to Bikeways Plan, or Meridian Pathways Master Plan)

EXISTING AND PLANNED BICYCLE NETWORK DOWNTOWN MERIDIAN AREA

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TRANSPORTATION PLANNING

**Figure
3**



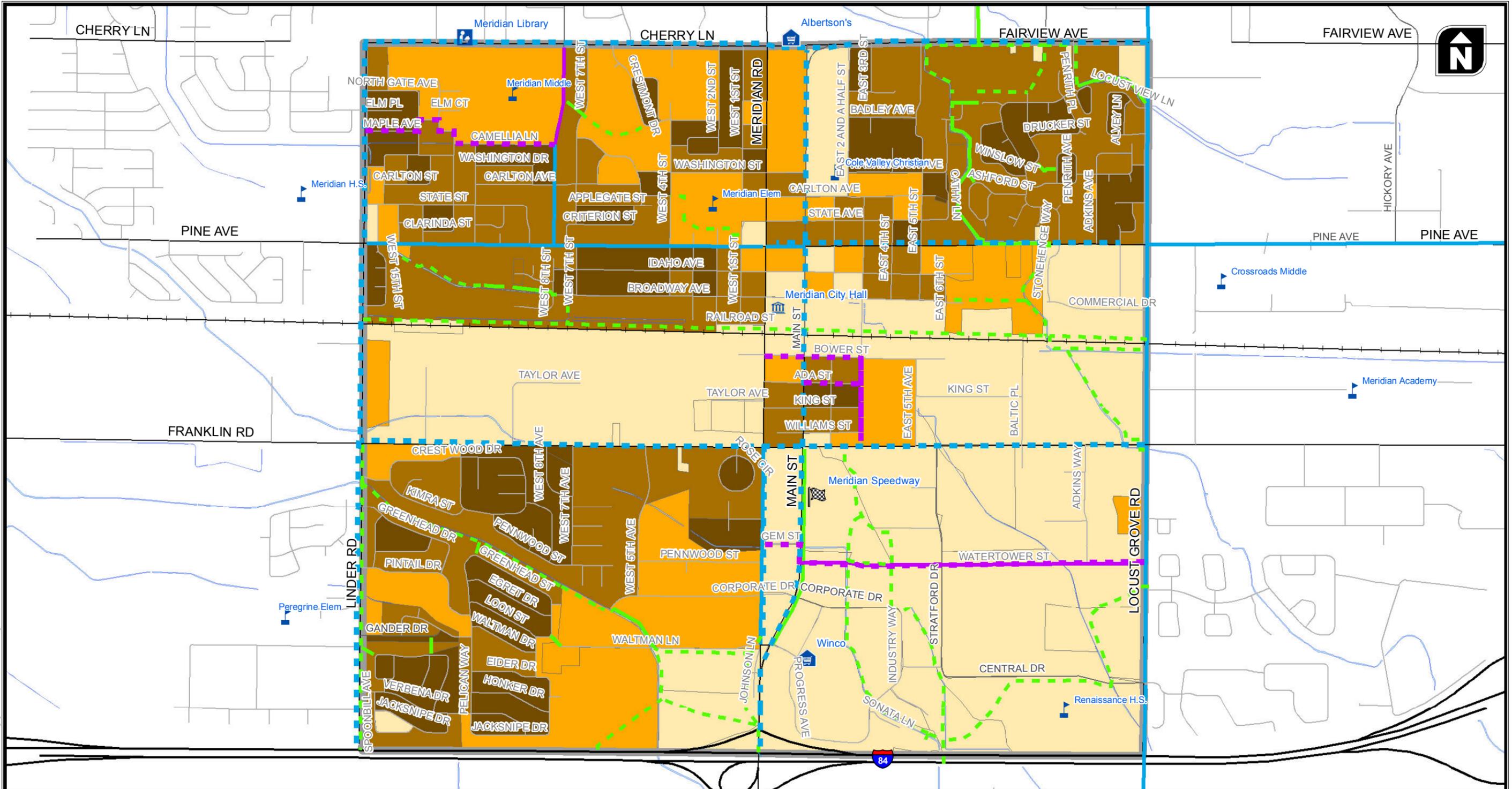
Legend	9 - 50 Bicycles	Bike Lane	Parks
	51 - 100 Bicycles	Bike Route	Schools
	101 - 516 Bicycles	Multi-Use Path (Dashed Line Indicates Planned Facility in FYWP, Roadways to Bikeways Plan, or Meridian Pathways Master Plan)	Downtown Meridian Study Area

**2010-2012 WEEKDAY PM PEAK
PERIOD BICYCLE COUNTS
DOWNTOWN MERIDIAN AREA**



**Figure
4**

Data Source: Ada Bike Alliance & Ada County Highway District



Population Density		Existing Bicycle Network		Schools
	<1 Person/Acre		Bike Lane	
	1-5 Persons/Acre		Bike Route	
	5-10 Persons/Acre		Multi-Use Path	
	>10 Persons/Acre		(Dashed Line Indicates Planned Facility in FYWP, Roadways to Bikeways Plan, or Meridian Pathways Master Plan)	

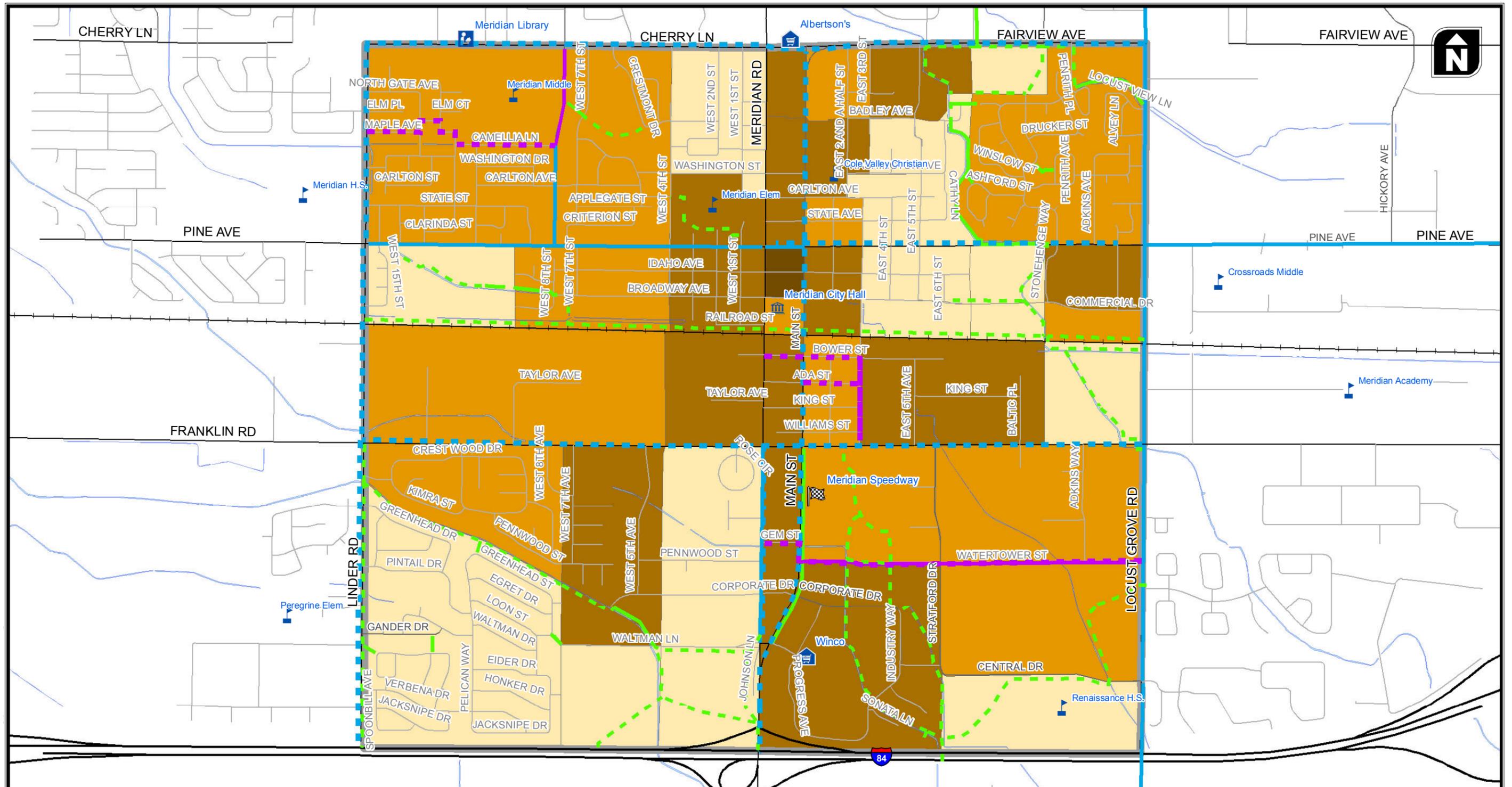
Legend

Downtown Meridian Study Area

2010 POPULATION DENSITY BY CENSUS BLOCK DOWNTOWN MERIDIAN AREA



Figure
5



Legend

<1 Job/Acre	Bike Lane	Schools
1-5 Jobs/Acre	Bike Route	Downtown Meridian Study Area
5-30 Jobs/Acre	Multi-Use Path	
>30 Jobs/Acre	(Dashed Line Indicates Planned Facility in FYWP, Roadways to Bikeways Plan, or Meridian Pathways Master Plan)	

2012 EMPLOYMENT DENSITY BY TRAFFIC ANALYSIS ZONE DOWNTOWN MERIDIAN AREA



Figure 6

Data Source: Regional Travel Demand Model, as Provided by Ada County Highway District

4. NEEDS ANALYSIS

To better define the needs for pedestrians and bicyclists in the Downtown Meridian area, this plan analyzes pedestrian and bicycle attractors, barriers, and most importantly, issues identified by citizens who walk and bike in this area. The public's involvement during this plan's development is the primary generator for identified needs and new improvements.

PEDESTRIAN AND BICYCLE ATTRACTORS

Attractors of pedestrian and bicycle activity are locations where people are likely to walk and bike to, such as schools, parks, and shopping and activities centers. Known attractors in the Downtown Meridian area are shown in **Figures 7 and 8** overlaid on the existing bicycle and pedestrian networks, respectively. These locations include Valley Regional Transit bus stops, schools, parks, the library, grocery stores, Meridian City Hall, and the Meridian Speedway. The Meridian Road and Main Street corridors are also general destinations. These areas have been identified by the project team, agency staff, and the general public as locations where people currently walk or bike, or would like to. These attractors are located along major roads (e.g. Meridian Road, Main Street, Fairview Avenue, Cherry Lane, Pine Avenue and Franklin Road), further underscoring the need to develop and prioritize improvements for bicycle and pedestrian users on these routes that typically have higher motor vehicle volumes and speeds than other roads in the area.

It is important to prioritize projects that improve connectivity to these areas because they tend to attract more bicycle and pedestrian activity than other areas. Providing complete bicycling and walking connections to these areas will be important for improving the comfort and safety of existing users. It will also encourage others that are interested in bicycling and walking to these locations, but don't feel comfortable doing so today, to start bicycling and walking.



BICYCLE/PEDESTRIAN CRASHES AND BARRIERS TO BICYCLING AND WALKING

In identifying and prioritizing bicycle and pedestrian projects, it is important to understand what barriers or concerns may require special considerations to overcome. These include high-volume and/or high-speed roadways that are difficult and uncomfortable to cross on foot or a bicycle; canals, which may be physically and legally impossible to cross unless a road or bridge has already been constructed over the canal (e.g. in the quadrant formed by Franklin Road, Linder Road, I-84, and Meridian Road, north-south connectivity is limited to Linder Road and Meridian Road in part because of the canal); and railroads, which may impede street connectivity (e.g. connectivity is limited north of Franklin Road in part because of the railroad) or feel uncomfortable for people to cross on foot or a bicycle.

Bicycle and pedestrian crashes are not physical barriers to bicycling and walking; however, an important reason for providing bicycling and walking facilities is to reduce the likelihood that crashes or other safety issues will occur. Examining existing crash data and identifying historical safety patterns reveals locations where new facilities may have the most impact in preventing crashes from occurring in the future. Crashes in the Downtown Meridian area are generally focused along the major roads that are also identified as barriers to bicycling and walking. This reinforces the importance of finding ways to help move people comfortably along these corridors.

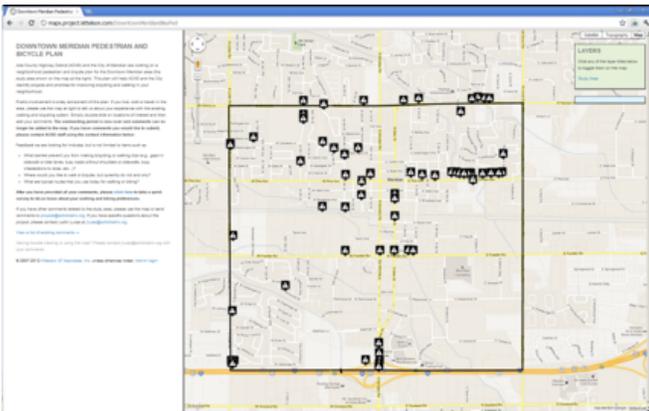
Figure 9 illustrates the locations of these barriers and crashes within the Downtown Meridian area.

PUBLIC COMMENTS

Public comments and input for this plan have come from three sources: (1) an online interactive map, which allowed residents to leave comments at any time from May 1, 2012 to June 21, 2012; (2) an online survey, which asked specific questions about travel habits and preferences, allowed for inputting general comments, and was available for the same time period as the interactive map; and (3) an open house held at Meridian Elementary School on June 7, 2012 from 5:30 p.m. to 7:30 p.m. This meeting was conducted in a general open house format where the public could view presentation boards and provide comments to the project team and agency staff. Feedback from each meeting was received through comments provided on map displays placed throughout the open house, including a “Top Priority” map where attendees were asked to identify and detail their top priority for bicycling or walking in the Downtown Meridian area.

A total of 67 comments were received from the interactive map and the open house. Nearly all of these comments (66) are location-specific; however, the project team also received one general comment. Appendix ‘A’ includes all comments received and the completed online survey results.

The open house proved to be the most popular venue for commenting, with approximately 70% of all comments received. The online interactive map also provided a significant amount, approximately 30%, of all comments. **Figures 10, 11, and 12** show the location and type of comments received for the Downtown Meridian area sorted by walking, biking and top priority comments.



Each marker on the image above indicates a comment made by the public using an interactive map tool to identify typical bicycle and pedestrian routes, as well as barriers to using these modes.

The following key trends were identified during the public involvement process in regards to locations and respective issues:

- Cherry Lane/Fairview Avenue from 8th Street to Locust Grove – Lack of bicycle facilities, and gaps in the sidewalk network.
- Linder Road from I-84 to Cherry Lane – Lack of sidewalks and bicycle facilities and a desire for the future I-84 overpass to accommodate pedestrians and bicyclists.
- Meridian Road/I-84 Interchange – Lack of sidewalks and bicycle facilities on Meridian Road across I-84.
- Pine Avenue from Main Street to Locust Grove Road – Lack of bicycle facilities and gaps in the sidewalk network.

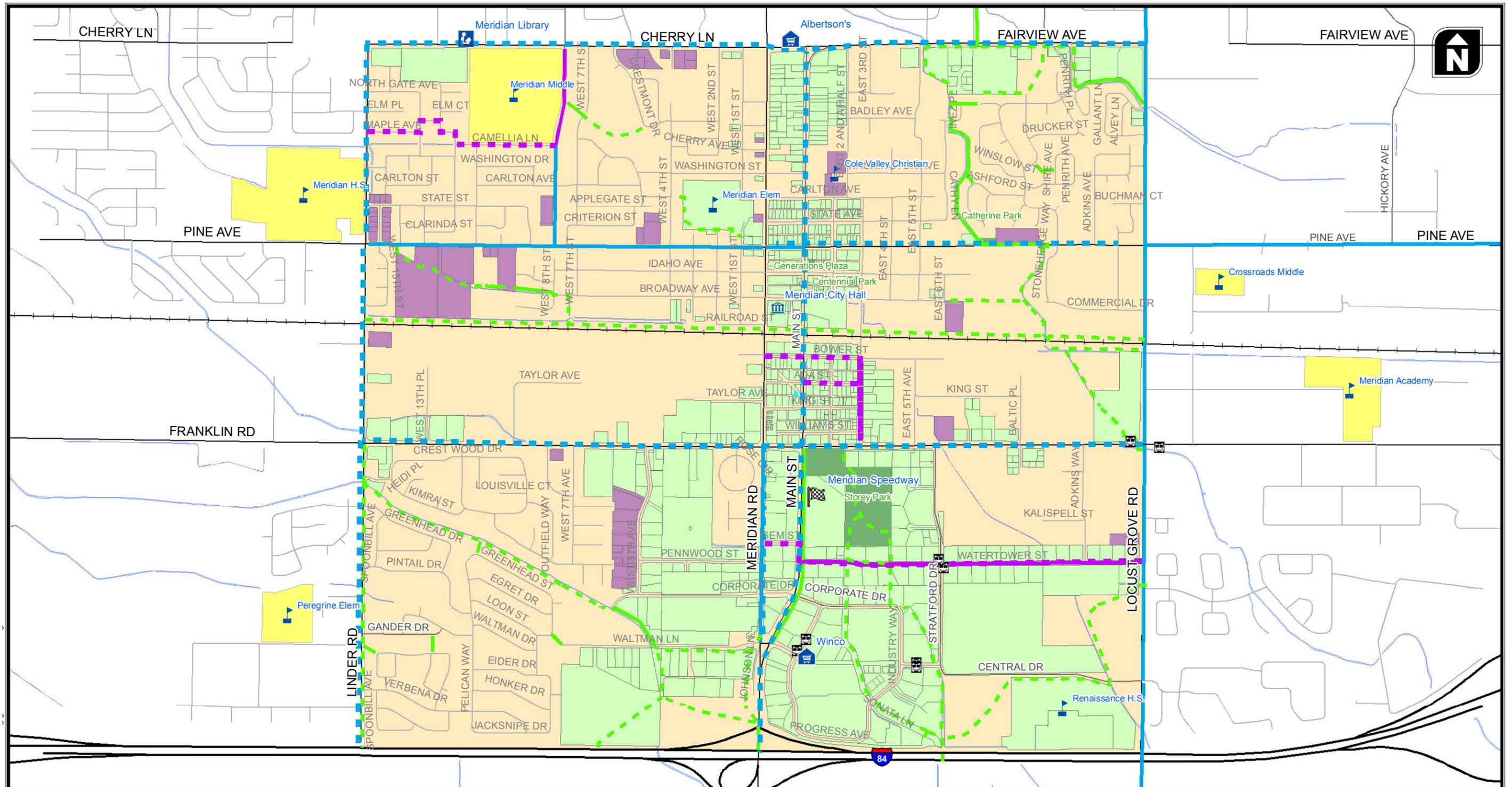
SURVEY RESULTS

Along with the opportunity to comment, citizens were also asked to complete surveys related to bicycle and pedestrian usage and preferences within the Downtown Meridian area. The surveys used a volunteer sample of Downtown Meridian area residents. The results are not scientific but they do provide some insights on preferences and trends from those residents who chose to participate.

The full survey results are located in Appendix ‘A.’ Some of the highlights included:

- When asked why they bike, the top three reasons were health benefits, recreation, and to save money.
- When asked why they walk, the top three reasons were health benefits, recreation, and shopping.
- The majority of respondents identified bike lanes and shared-use paths as their preferred bicycle facility.
- An overwhelming majority indicated that if more facilities were available they would walk or bike more.

Overall, those who chose to take the survey were supportive of enhancing the pedestrian and bicycle network in the Downtown Meridian area. Not surprisingly, the majority of the survey respondents already walks and bikes often in the area.



Legend

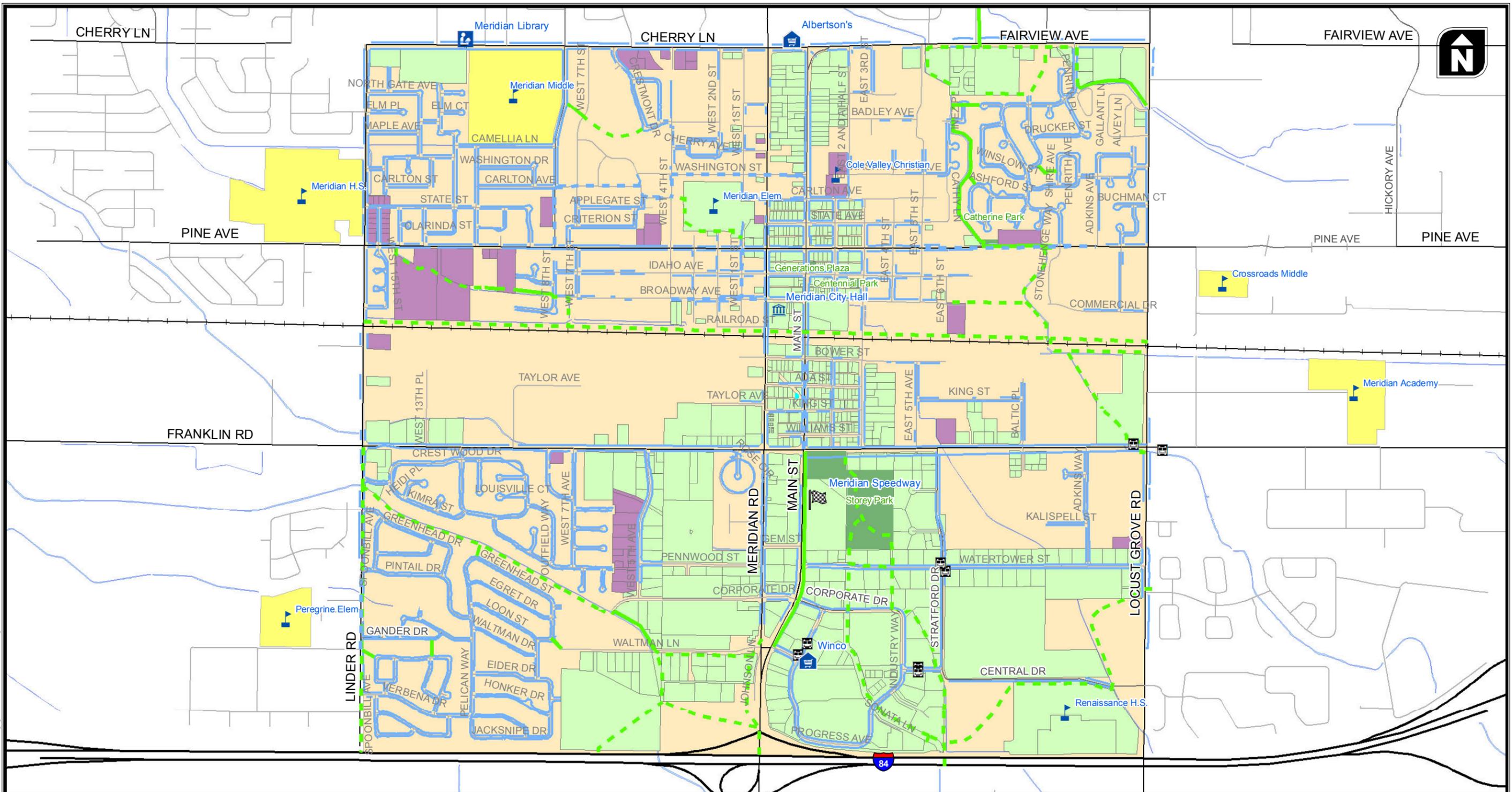
Existing Bicycle Network	Commercial Areas	Schools
Bike Lane	Office Areas	Bus Stops
Bike Route	Parks	Downtown Meridian Study Area
Multi-Use Path		

(Dashed Line Indicates Planned Facility in FYWP, Roadways to Bikeways Plan, or Meridian Pathways Master Plan)

**PEDESTRIAN AND BICYCLE ATTRACTORS
DOWNTOWN MERIDIAN AREA**

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**Figure
7**



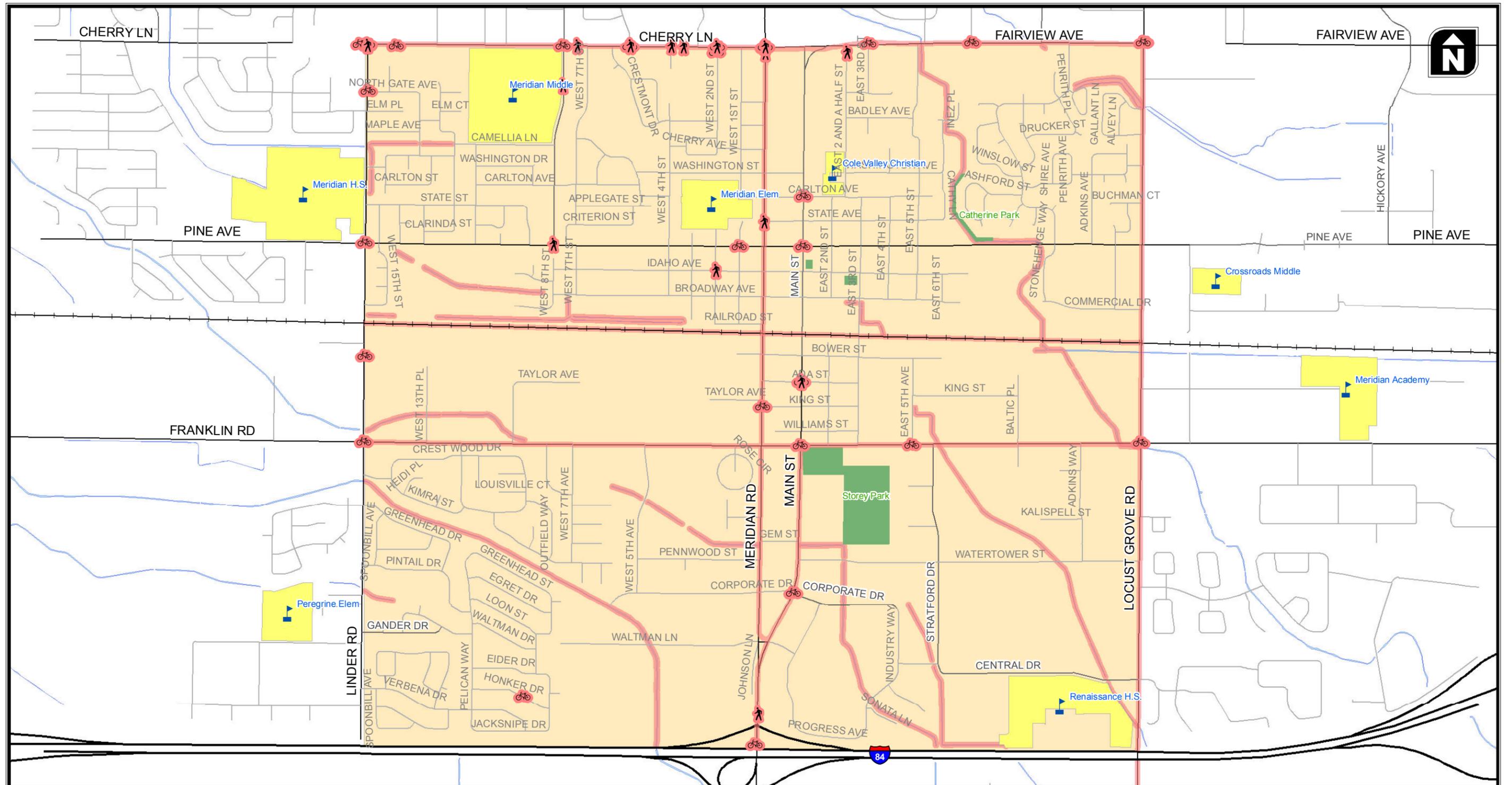
Legend

Existing Sidewalk	Commercial Areas	Schools
Existing Multi-Use Path (Dashed Line Indicates Planned Facility in FYWP or Meridian Pathways Master Plan)	Office Areas	Bus Stops
	Parks	Downtown Meridian Study Area

PEDESTRIAN AND BICYCLE ATTRACTORS DOWNTOWN MERIDIAN AREA



**Figure
8**

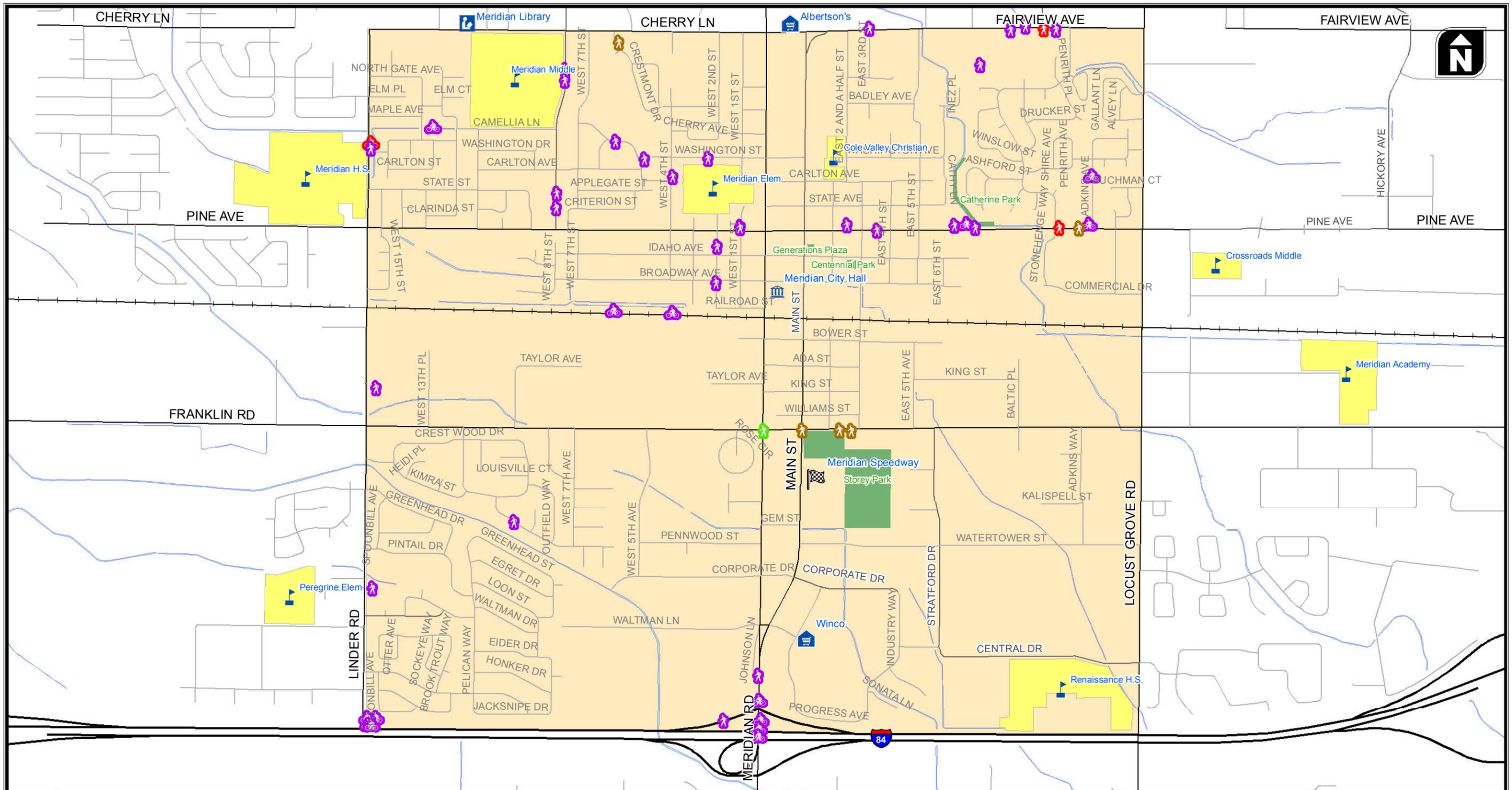


Legend

Barrier (Railroad, Canal, or High Volume Road)	Schools
Bicycle Crash	Parks
Pedestrian Crash	Downtown Meridian Study Area

**BIKE AND PEDESTRIAN CRASHES & BARRIERS TO BIKING AND WALKING
DOWNTOWN MERIDIAN AREA**

Figure 9

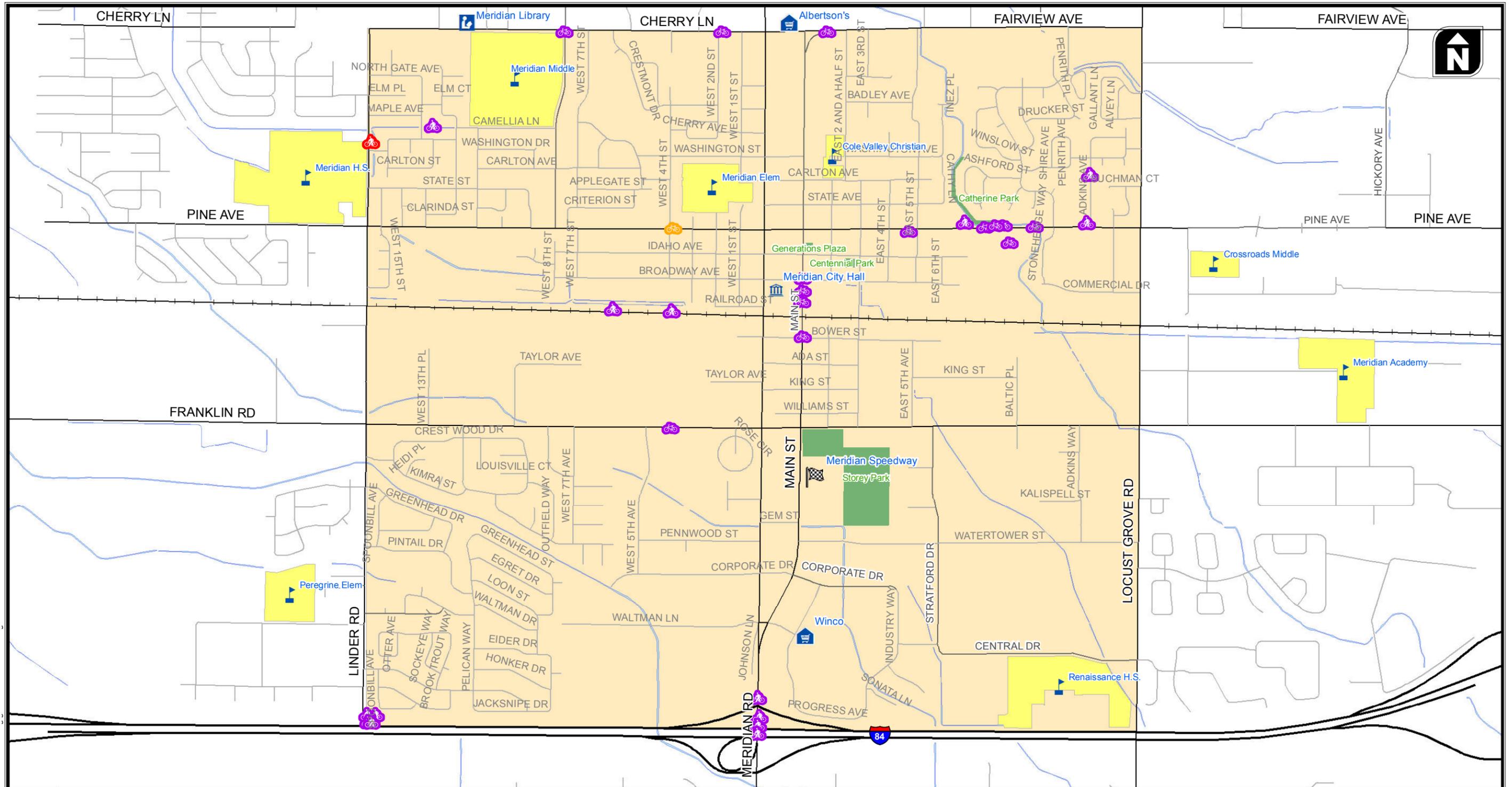


Legend		Mode	Issue Type	Schools
🚶	Pedestrian	🚲	🟡 Connection	📖 Schools
🚲	Both	🟠 Crossing	🔴 Dangerous Conflict	🌳 Parks
		🟢 Design Issue		🏘️ Downtown Meridian Study Area

WALKING RELATED COMMENTS DOWNTOWN MERIDIAN AREA



**Figure
10**

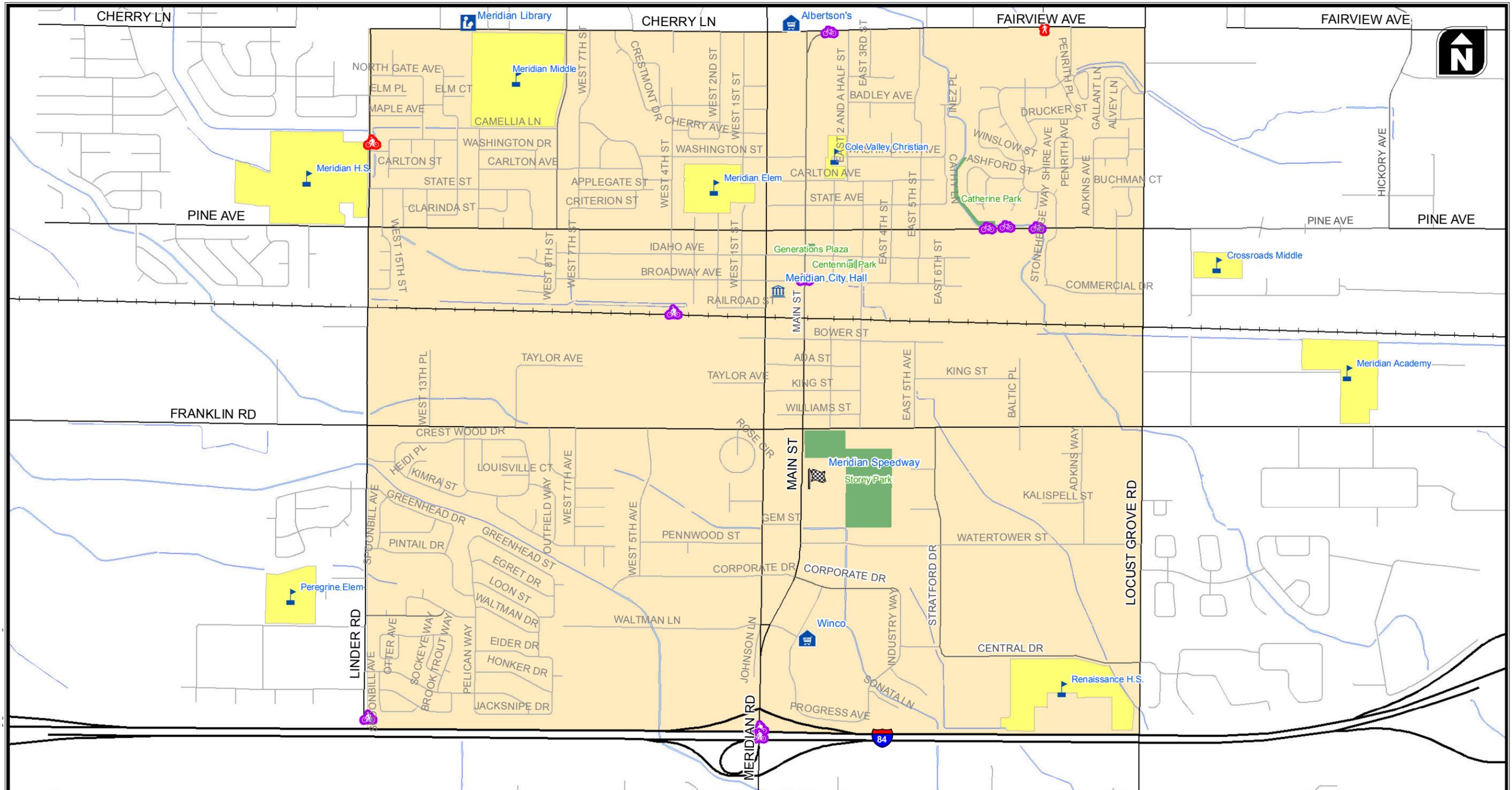


Legend	Mode	Issue Type	Schools	Parks	Downtown Meridian Study Area
	<ul style="list-style-type: none"> Bike Both 	<ul style="list-style-type: none"> Connection Dangerous Conflict Other 	<ul style="list-style-type: none"> Schools Parks Downtown Meridian Study Area 		

BICYCLING RELATED COMMENTS DOWNTOWN MERIDIAN AREA



Figure
11



Legend		Mode	Issue Type	Schools
🚶	Pedestrian	●	Connection	📍
🚲	Bike	●	Dangerous Conflict	🌳
🚲🚶	Both			🏠
				🟡

TOP PRIORITY COMMENTS DOWNTOWN MERIDIAN AREA



**Figure
12**

5. RECOMMENDED PROJECTS

This chapter discusses project recommendations for the Downtown Meridian area’s pedestrian and bicycle network. These infrastructure improvements are intended to enhance pedestrian/bicycle access and circulation as well as help pedestrians and bicyclists feel more comfortable traveling within and through the downtown and surrounding area. This chapter focuses on engineering and infrastructure improvements.

The majority of the projects were identified by members of the public and agency stakeholders through the outreach process. Several projects have been previously identified in the Roadways to Bikeways Plan or other planning documents.

PEDESTRIAN PROJECTS

Figure 13 shows the recommended set of projects to improve the existing pedestrian network in the Downtown Meridian area. These projects will improve the connectivity of the existing network and make walking a more comfortable and viable mode of transportation throughout the area. The project team has developed these recommended projects from a review of existing conditions and needs, as described in the previous sections, previous efforts to identify all gaps in the sidewalk network on arterial and collector roadways, and comments received from the general public through the described public involvement process. Recommended pedestrian projects fall into three general categories:

- **Sidewalks** – Sidewalks are the most obvious piece of the pedestrian network. They provide pedestrians both vertical and lateral separation from motor vehicles. Most pedestrian-related projects involve filling in gaps in the existing sidewalk network or repairing existing sidewalks that are in poor condition (i.e. extreme heaving or cracking).



- **Shared-Use Path** – These are connections serving both bicyclists and pedestrians that are most often located off-street, but are sometimes located adjacent to a roadway (i.e., the path along Main Street). All recommended shared-use paths shown in Figure 13 are taken from the Meridian Pathways Master Plan.



- **Intersection** – Intersection crossing improvements should be examined as part of any of the projects in the above categories; however, area residents noted crossing issues at a few specific intersections. Each intersection will require its own review to determine the most appropriate treatment.



Table 2 provides further information on each project identified in Figure 13. Projects in Table 2 are listed alphabetically under their respective roadway functional classification. The table also indicates if the project is included in one of the previous plans described in Chapter 2. Many of the projects in **Table 2** will be evaluated using ACHD’s Community Programs prioritization process. This process considers a range of factors (e.g., proximity to schools, major roads, available funding, city or school district support, etc.). Appendix ‘B’ contains more information on this process, as well as the results of applying the technical criteria to the projects below. Note that scoring in Appendix ‘B’ does not represent a complete or final prioritization of the projects.

Table 2. Recommended Pedestrian Projects

Project Name ¹	Project Type	Previous Plan ²
ARTERIAL ROADS		
Fairview Ave, E 03rd St / Lakes Pl	Sidewalk	P
Fairview Ave, Lakes Pl / Locust Grove Rd	Sidewalk	P
Franklin Rd, Meridian Rd / Main St	Sidewalk	-
Franklin Rd/Storey Park Entrance	Intersection	-
Linder Rd, Greenhead Dr / Franklin Rd	Sidewalk	P
Linder Rd, Franklin Rd / Pine Ave	Sidewalk	P
Linder Rd, Interstate 84 / Waltman St	Sidewalk	-
Linder Rd, Waltman St / Pintail Dr	Sidewalk	P
Linder Rd, Washington St / Maple Ave	Sidewalk	P
Meridian Rd/Franklin Rd	Intersection	-
Meridian Rd, Franklin Rd / Bower St	Sidewalk	-
Meridian Rd, Interstate 84 / Central Dr	Sidewalk	P
Meridian Rd, Pine Ave / Cherry Ln	Sidewalk	-
Pine Ave, E 02nd St / E 04th St	Sidewalk	P
Pine Ave, W 03rd St / W 02nd St	Sidewalk	P
Pine Ave, E 05th St / Adkins Ave	Sidewalk	P
Pine Ave, W 11th St / W 10th St	Sidewalk	-
Pine Ave, W 13th St / 200' East of W 13th St	Sidewalk	P
Pine Ave, Tall Pine Pl / Linder Rd	Sidewalk	-
COLLECTOR ROADS		
West 08th St, Pine Ave / Carlton Ave	Sidewalk	P
Central Dr, Stratford Dr / Locust Grove Rd	Sidewalk	P
Corporate Dr, Progress Ave / Central Dr	Sidewalk	-
Main St, Gruber Ave / Fairview Ave	Sidewalk	-
Stratford Dr, Central Dr / Watertower St	Sidewalk	P
LOCAL ROADS		
West 01st St, Broadway Ave / Pine Ave	Sidewalk	P
East 03rd St, Pine Ave / Carlton Ave	Sidewalk	-
East 03rd St, Washington Ave / Badley Ave	Sidewalk	-
West 04th St, Pine Ave / Maple Ave	Sidewalk	-
East 03rd St, Franklin Rd / Pine Ave	Sidewalk	P
Broadway Ave, W 04th St / Meridian Rd	Sidewalk	P
Carlton Ave, W 01st St / Main St	Sidewalk	-
Carlton Ave, W 08th St / W 04th St	Sidewalk	P
Washington St, W 04th St / Main St	Sidewalk	P
Washington St, W 07th St / W 05th St	Sidewalk	P

Project Name ¹	Project Type	Previous Plan ²
SHARED USE PATH PROJECTS		
Eagle Island	Build off-street connections as described in Meridian Pathways Master Plan	P
Eight Mile Creek, Segment B		-
Five Mile Creek, Segment H		-
Nine Mile Creek, Segment D		-
Settlers Creek, Segment B		-
Ten Mile Creek, Segment C		-
Ten Mile Creek, Segment D		-
Treasure Valley Rail-with-Trail		-
Eight Mile Pathway/Locust Grove Rd		-
Eight Mile Pathway/Watertower St		-
Five Mile Pathway/Locust Grove Rd		-
Sandlin Ave/Settlers Creek Pathway		-
Ten Mile Pathway/Meridian Rd		-
Waltman Lane/Meridian Rd		-
Watertower St/Eight Mile Pathway		-
West 04th St/West 01st St		-

¹ Projects in blue are planned to be constructed under ACHD’s current Five Year Work Plan
² P = Meridian Pathways Master Plan

As **Table 2** shows, there are 51 recommended pedestrian projects (14 of which are already programmed for funding in ACHD’s Five-Year Work Plan or Community Programs budget and are shown in orange in Table 2), including 32 sidewalk fill or repair projects, 2 intersection-specific projects, and 17 shared-use paths. The table also shows that many of these projects have also been identified as needs by the Meridian Pathways Master Plan.

Determining the order projects are implemented is ultimately a combination of technical scores, the public input described in Chapter 4, construction feasibility (e.g., a project that can be accomplished within existing public right-of-way can be implemented sooner than a project that requires property acquisition), and other programming factors. In reviewing the recommended pedestrian projects with these factors in mind, the following projects stand out as the recommended highest priorities:

- **Fairview Avenue from E 3rd Street to Locust Grove Road:** Fill in gaps in the existing sidewalk network.
- **Linder Road from Franklin Road to Pine Avenue:** Fill in gaps in the existing sidewalk network.
- **Meridian Road/I-84 Interchange:** The Idaho Transportation Department (ITD) recently announced that it will be rebuilding this interchange. The City and ACHD should work with ITD to ensure that pedestrians are accommodated by the new design.

The final pedestrian treatment (ie. attached versus detached sidewalk) for each project will be determined through ACHD’s yearly scoping effort. All pedestrian treatment recommendations will be shared with the neighborhood and

the City for their review and comment in ACHD’s yearly scoping report. More information on specific pedestrian treatment options that could be considered for each project can be found in Appendix ‘C.’

BICYCLE PROJECTS

Figure 14 shows the recommended set of projects to improve the existing bicycle network in the Downtown Meridian study area. When implemented, these projects will provide a comprehensive bicycle transportation network making bicycling a more comfortable and viable mode of transportation throughout the area. The project team has developed these recommended projects from a review of existing conditions and needs, as described in the previous sections, the Roadways to Bikeways Plan, Meridian Pathways Master Plan and comments received from the general public through the previously described public involvement process. Recommended bicycle projects fall into four general categories:

- **Bike Lanes or Shared Lane Markings** – Bike lanes are generally recommended on higher-volume roadways (i.e., typically those with average daily traffic [ADT] volumes





greater than 4,000). Where widening to accommodate bicycle lanes is not practical, in either the near-term or long-term, shared lane markings (SLMs or “sharrows”) may be applied as an interim or long-

term alternative solution. Per the Manual on Uniform Traffic Control Devices, SLMs should not be applied on roads with speed limits greater than 30 MPH. Therefore, sharrows may not be a feasible solution for Cherry Lane, Fairview Avenue, Franklin Road, Linder Road, and Pine Avenue (east of E 5th Street). Signing parallel routes on nearby low-volume and low-speed roads when possible may be the most practical near-term solution for these roads.

■ **Bike Route** – Bicycle route designation is generally recommended for lower-volume roadways (i.e. generally ADT volumes under 4,000). Through the use of SLMs or signage (i.e. way-finding), bicycle routes:



- provide indication to cyclists where designated routes are;
- alert motorists to the likely presence of bicyclists in the roadway and remind them to share the road;
- define where in the road cyclists should ride; and/or
- provide direction to popular destinations (e.g. parks, major commercial areas).

■ **Shared-Use Path** – These are connections serving both bicyclists and pedestrians that are most often located off-street, but are sometimes located adjacent to a roadway (i.e., the path along Main Street). All recommended shared-use paths shown in Figure 14 are taken from the Meridian Pathways Master Plan.



■ **Intersection** – Generally intersection crossing improvements should be examined as part of any of the projects in the above categories; however, area residents noted crossing issues at a few specific intersections. Each intersection will require its own review to determine the most appropriate treatment.

Table 3 provides further information on each project identified in **Figure 14**, organized by project type. Note that for Pine Avenue from Main Street to E 5th Avenue there is a bicycle route and a bicycle lane project. In this instance, a bike lane would be the preferred ultimate solution, but adding bike lanes would likely adversely impact on-street parking. Therefore, sharrows would be a near-term solution that could remain in place until a future roadway widening project. The table indicates if the project is also included in one of the previous plans described in Chapter 2. Many of the projects in Table 3 will be evaluated using a version of ACHD’s Community Programs prioritization process that is modified for bicyclists. This process considers a range of factors (e.g., proximity to schools, major roads, available funding, city or school district support, etc.). Appendix ‘B’ contains more information on this process, as well as the results of applying the technical criteria to the projects below. Note that scoring in Appendix ‘B’ does not represent a complete or final prioritization of the projects.

Table 3. Recommended Bicycle Projects

Project Name	Description	Notes	Timeframe	Previous Plan ¹
Bike Lane Projects				
Cherry Ln, Linder Rd/ Meridian Rd	Add bike lanes	Speeds too high for shared lane markings. Consider wayfinding signs for parallel routes (i.e., Maple Ave-Camellia Ln, Pine Ave).	Med/Long	R
Fairview Ave, Meridian Rd/ Locust Grove Rd	Add bike lanes	Speeds too high for shared lane markings. Consider wayfinding signs for parallel routes when the planned parallel shared-use path projects are completed.	Med/Long	R, P
Franklin Rd, Linder Rd/Locust Grove Rd	Add bike lanes	Speeds too high for shared lane markings. Consider wayfinding signs for parallel Treasure Valley Rail-with-Trail shared-use path when it is completed.	Med/Long	R

Downtown Meridian Neighborhood Pedestrian and Bicycle Plan

Project Name	Description	Notes	Timeframe	Previous Plan ¹
Linder Rd, I-84/Cherry Ln	Add bike lanes	Speeds too high for shared lane markings	Med/Long	R, P
Main St, Franklin Rd/Bower St	Add bike lanes	Programmed in Five-Year Work Plan	Short	P
Meridian Rd, I-84/Waltman Ln	Add bike lanes	Speeds too high for shared lane markings	Med/Long	R
Pine Ave, Main St/ E 05th St	Fill-in gaps in existing bike lane network	Shared lane markings on the north side may avoid impacts to on-street parking	Med/Long	R, P
Pine Ave, E 05th St/Locust Grove Rd	Add bike lanes	Speeds too high for shared lane markings	Med/Long	R, P
Bike Route Projects (<i>italics indicates interim or option project</i>)				
East 03rd St, Bower St/Pine Ave	Add wayfinding signs	Parallel route to Main St	Short	P
East 03rd St, Franklin Rd/ Bower St	Add wayfinding signs	Programmed in Five-Year Work Plan	Short	R, P
East 03rd St-East 2 1/2 St, Pine Ave/Fairview Ave	Add wayfinding signs	Parallel route to Main St	Short	P
Ada St, Main St/E 03rd St	Add wayfinding signs	Programmed in Five-Year Work Plan	Short	-
Bower St, Meridian Rd/ E 03rd St	Add wayfinding signs	Along with 3rd, parallel route to Meridian/Main	Short	R, P
Central Dr, Stratford Dr/Locust Grove Rd	Add shared lane markings		Short	-
Gander Dr-Waltman Dr, Linder Rd/Meridian Rd	Add wayfinding signs	Parallel route to Main St	Short	-
Gem St, Meridian Rd/Main St	Add shared lane markings and/or wayfinding signs	Connects to Watertower bike route	Short	-
Main St, Bower St/Fairview Ave	Add shared lane marking. Wayfinding signs should also be installed on Main Street and Meridian Road.	Widening this section for bike lanes would be difficult. Parallel route to Meridian Rd.	Short	R, P
Maple Ave-Camellia Ln, Linder Rd/W 08th St	Add wayfinding signs	Connects Middle School and High School	Short	R, P
<i>Pine Ave, Main St/ E 05th St</i>	<i>Fill-in gaps in existing bike lane network.</i>	<i>Shared lane markings on the north side may avoid impacts to on-street parking.</i>	<i>Short</i>	<i>R, P</i>
Stratford Dr, Central Dr/ Franklin Rd	Add shared lane markings		Short	-
Intersection Projects				
Meridian Rd/Franklin Rd	Investigate a potential sight distance issue related to crossing pedestrians in the southwest corner		Med/Long	-
Franklin Rd/Storey Park Entrance	Investigate installing an enhanced crossing across Franklin Road at the entrance to Storey Park	Project is programmed for construction	Short	-

Project Name	Description	Notes	Timeframe	Previous Plan ¹
Shared Use Path Projects				
Eagle Island	Build off-street connections as described in Meridian Pathways Master Plan	Unranked project. On-street connection could be a short-term solution.	See Meridian Pathways Master Plan	P
Eight Mile Creek, Segment B		Tier 2 project. Includes an I-84 overpass.		
Five Mile Creek, Segment H		Tier 2 project		
Nine Mile Creek, Segment D		Tier 3 project		
Settlers Creek, Segment B		Tier 2 project		
Ten Mile Creek, Segment C		Unranked project		
Ten Mile Creek, Segment D		Tier 2 project		
Treasure Valley Rail-with-Trail		Unranked project. Has long-term and short-term options.		
Eight Mile Pathway/Locust Grove Rd		Unnamed and unranked projects providing short connections between paths and/or streets.		
Eight Mile Pathway/Watertower St				
Five Mile Pathway/Locust Grove Rd				
Sandlin Ave/Settlers Creek Pathway				
Ten Mile Pathway/Meridian Rd				
Waltman Lane/Meridian Rd				
Watertower St/Eight Mile Pathway				
West 04th St/West 01st St				
West 07th St/Crestmont Dr				

¹P = Meridian Pathways Master Plan, R = Roadways to Bikeways

As **Table 3** shows, there are 39 recommended or already planned bicycle related projects, including 9 bike lane projects, 11 route projects, 2 intersection-specific projects, and 17 shared-use path projects. The table also shows that many of these projects have also been identified as needs by previous plans.

As with pedestrian projects, determining the order projects are implemented in is ultimately a combination of technical scores, the public input described in Chapter 4, construction feasibility (e.g., a project that can be accomplished within existing public right-of-way can be implemented sooner than a project that requires property acquisition), and other programming factors. In reviewing the recommended bicycle-related projects with these factors in mind, the following projects stand out as the recommended highest priorities for near-term implementation:

- **Main Street from Bower Street to Fairview Ave:**
Designate Main Street as a bike route by using sharrows and signs.

- **Meridian Road/I-84 Interchange:** The Idaho Transportation Department (ITD) recently announced that it will be rebuilding this interchange. The City and ACHD should work with ITD to ensure that bicyclists are accommodated by the new design.

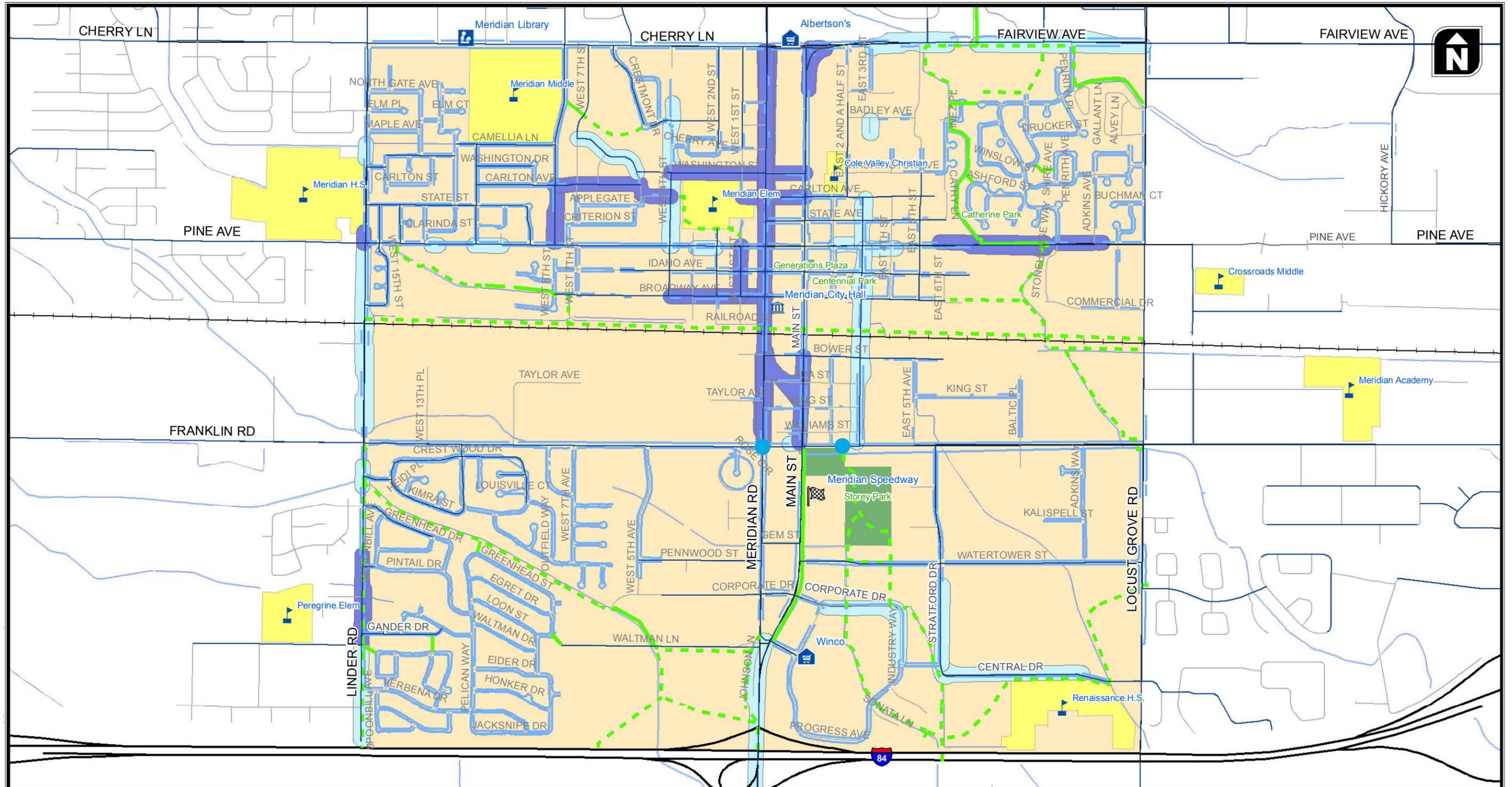
Projects on major roads, such as Cherry Lane, Fairview Avenue, Franklin Road, Linder Road, and Pine Avenue all stand out as priority projects, too. However, these projects will require widening of the roadway to provide bike lanes. This means that these projects are not likely to happen until a general roadway widening project is built. None of these roads have near-term widening projects planned, so their implementation is likely in the medium/long-term.

Meridian Road

Meridian Road is planned for bike lanes in the *Roadways to Bikeways Plan*; however, the decision has been made to not install bike lanes in conjunction with the near-term Split Corridor: Phase 2 project. Therefore, it is not likely that any additional widening that will allow for bike lanes to be installed

will occur within the next 20 years. As a result of this it is recommended that sharrows be marked on Main Street, with wayfinding signs on Meridian Road directing cyclists to Main Street. The close block spacing between the two roads will result in relatively limited out-of-direction travel.

The final bicycle treatments (i.e. sharrows, wayfinding signs, etc.) for each project will be determined through ACHD's yearly scoping effort. All bicycle treatment recommendations will be shared with the neighborhood and the City for their review and comment in ACHD's yearly scoping report. More information on specific bicycle treatment options that could be considered for each project can be found in Appendix 'C.'



Legend

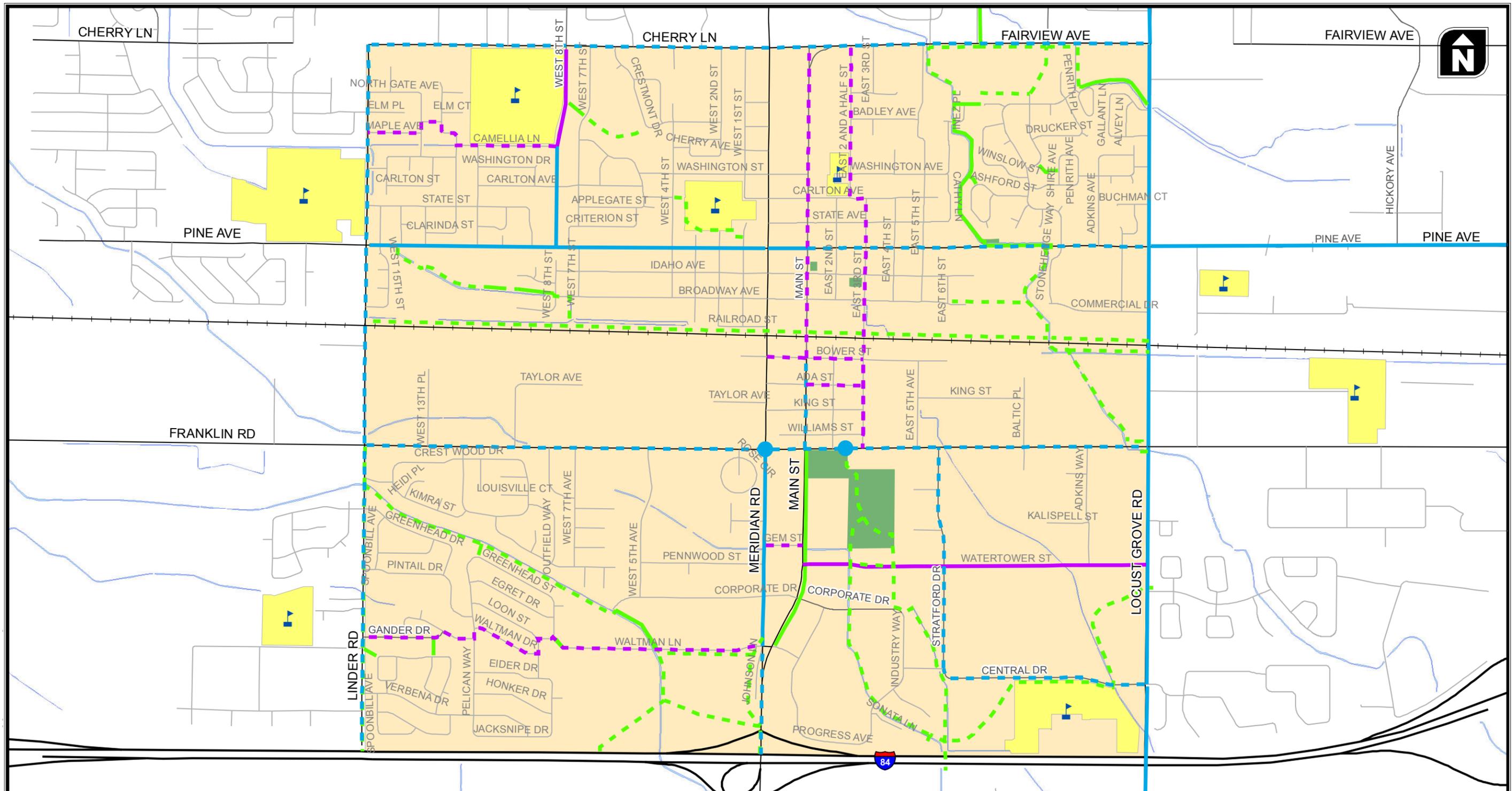
- Existing Sidewalk
- Existing Shared-Use Path
- Recommended Projects**
- - - Shared-Use Path
- Intersection Project
- Sidewalk Project
- Programmed Sidewalk Project
- Parks
- Schools
- Downtown Meridian Study Area

**RECOMMENDED PEDESTRIAN
PROJECTS
DOWNTOWN MERIDIAN AREA**


 Committed to Service

 KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

**Figure
13**



Legend

Existing Bicycle Network	Bike Lane or Shared Lane Marking	Intersection Project
Bike Route	Bike Route (Shared Lane Marking and/or Signage)	Parks
Shared-Use Path	Shared-Use Path	Schools
		Downtown Meridian Study Area

RECOMMENDED BICYCLE PROJECTS DOWNTOWN MERIDIAN AREA



Figure
14

6. IMPLEMENTATION AND FUNDING

This neighborhood plan and others like it are used by ACHD and Cities to aid in the identification and prioritization of projects that can enhance pedestrian and bicycle connectivity. Projects are also identified every year through ACHD's official request program that gives the cities and school districts the opportunity to submit a prioritized request list of projects each year. We envision that these lists will contain projects identified in this plan. All of these projects are then scored and prioritized by ACHD. The list of needs far outweighs the funding available for projects; therefore, careful consideration is required to determine which projects receive funding. In general, projects on busy streets, near schools, parks or other pedestrian and bicycle attractors, are prioritized highest (the full ACHD prioritization system can be found in Appendix 'B').

Once projects are identified to move forward they can receive funding through various sources. One of the main purposes of this plan is to direct available funding for pedestrian and bicycle projects in the Downtown Meridian area. Funding for projects will be drawn from:

ACHD COMMUNITY PROGRAMS

The primary funding source for the projects identified in this plan will be ACHD's Community Programs. This program is a dedicated local funding source for pedestrian and bicycle projects across Ada County. Funds for Community Programs projects come from ACHD's capital budget and vehicle registration fees with a total funding level of approximately four million dollars per year. The funding breakdown is summarized as follows:

- 5% of ACHD's Capital Budget (\$2 million/year)
- Vehicle Registration Fees (\$2 million/year)
- Projects funded through ACHD's Community Programs generally do not require any neighborhood funding contributions.

OTHER FUNDING

Beyond ACHD's Community Programs, sidewalks and bicycle facilities can receive funding through local resources and federal grants, including Community Development Block Grants, which the City is currently considering using for these types of projects. In general these funding sources do not provide 100% funding for a proposed project but the funds can be used to leverage Community Programs funds and accelerate a project. New sidewalks and bicycle facilities can also be constructed in conjunction with other ACHD capital projects, such as roadway widening and maintenance overlays. ACHD Community Program funds are generally not used to pay for improvements to the pedestrian and bicycle network that are included with other ACHD projects.

PROJECT COST AND TIMING

ACHD has realized through experience that sidewalk retrofit projects and bicycle projects requiring road widening can vary widely in cost and that seemingly simple projects may require costly and complex drainage solutions. Every year ACHD performs a detailed review of potential projects known as scoping. During the scoping process each potential project receives specific attention and the scoping team makes recommendations for the type of facility that best fits the situation. The team also develops a cost estimate that is used for programming the project into ACHD's Five Year Work Plan and budget.

Projects such as new striping (shared lane markings), signage, and some ADA improvements do not require the scoping process described above. It is ACHD's intent to integrate these simpler projects into normal business practices for completion. For example, if a roadway is recommended for shared lane markings in this plan and ACHD is chip-sealing or resurfacing that roadway the new painting scheme would be included in the maintenance project. In some areas where no maintenance project is scheduled in the short term ACHD will proactively install new bike facilities as funds are available.

APPENDIX A

Public Involvement Summary



KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

101 S Capitol Boulevard, Suite 301, Boise, ID 83702 P 208.338.2683 F 208.338.2685

MEMORANDUM

Date: July 5, 2012 Project #: 12308.0
To: Justin Lucas, AICP
From: Nick Foster, AICP; Brett Korporaal; and Sonia Hennem, PE, PTOE
Project: ACHD Neighborhood Walking and Biking Plans – Downtown Meridian Study Area
Subject: Ped/Bike Comment Summary

Ada County Highway District (ACHD) has partnered with Kittelson & Associates, Inc. (KAI) to develop a neighborhood level walking and bicycling plan for the Downtown Meridian area. Public involvement is a central component of this plan. This memorandum provides a summary of the feedback received from the public through the project's outreach process.

PUBLIC INVOLVEMENT PROCESS

Public comments have come from three sources: (1) an online interactive map, which allowed residents to leave comments at any time from May 1, 2012 to June 21, 2012; (2) an online survey, which asked specific questions about user habits and preferences and allowed for inputting general comments at the last question and was available for the same time period as the interactive map; and (3) an open house held at Meridian Elementary School on June 7, 2012 from 5:30 p.m. to 7:30 p.m. This meeting was conducted in a general open house format where the public could view presentation boards and provide comments to the project team and agency staff. Feedback from the meeting was received through comments provided on map displays placed throughout the open house, including a "Top Priority" map where attendees were able to tell the project team what their top one priority for bicycling or walking in the study area was. Attendees were provided with five numbered stickers to place on the general maps at each open house and one numbered yellow star to place on the Top Priority map. The project team provided attendees with additional numbered dots if they needed them. Attendees placed the stickers on the corresponding maps at the location where they wanted to make a comment and then wrote the corresponding number and comment on chart paper next to the map. The project team entered these comments into the online map the following day after the open house in order to store all comments in a single location. Computer stations were also provided at the open house to allow participants to use the online tools to provide their feedback. Comments and suggestions gathered at the open houses and from the online sources have been compiled and analyzed and are discussed in the following section.

PUBLIC COMMENT SUMMARY AND ANALYSIS

The project team received a total of 85 comments from the interactive map, general comment question on the online survey, and open house. Most of these comments, 68, are location-specific; however, the project team also received seventeen general comments. Attachment “A” to this memorandum includes all comments received and Attachment “B” includes in the complete online survey results.

The open house proved to be the most popular venue for commenting, with approximately 54% of all comments received coming from attendees at the meeting. The online tools also provided a significant amount of comments, with approximately one-quarter of all comments coming from the online interactive map and just over 20% coming from the online survey. Table 1 provides a summary of where the comments have come from.

Table 1 Sources of Public Comments

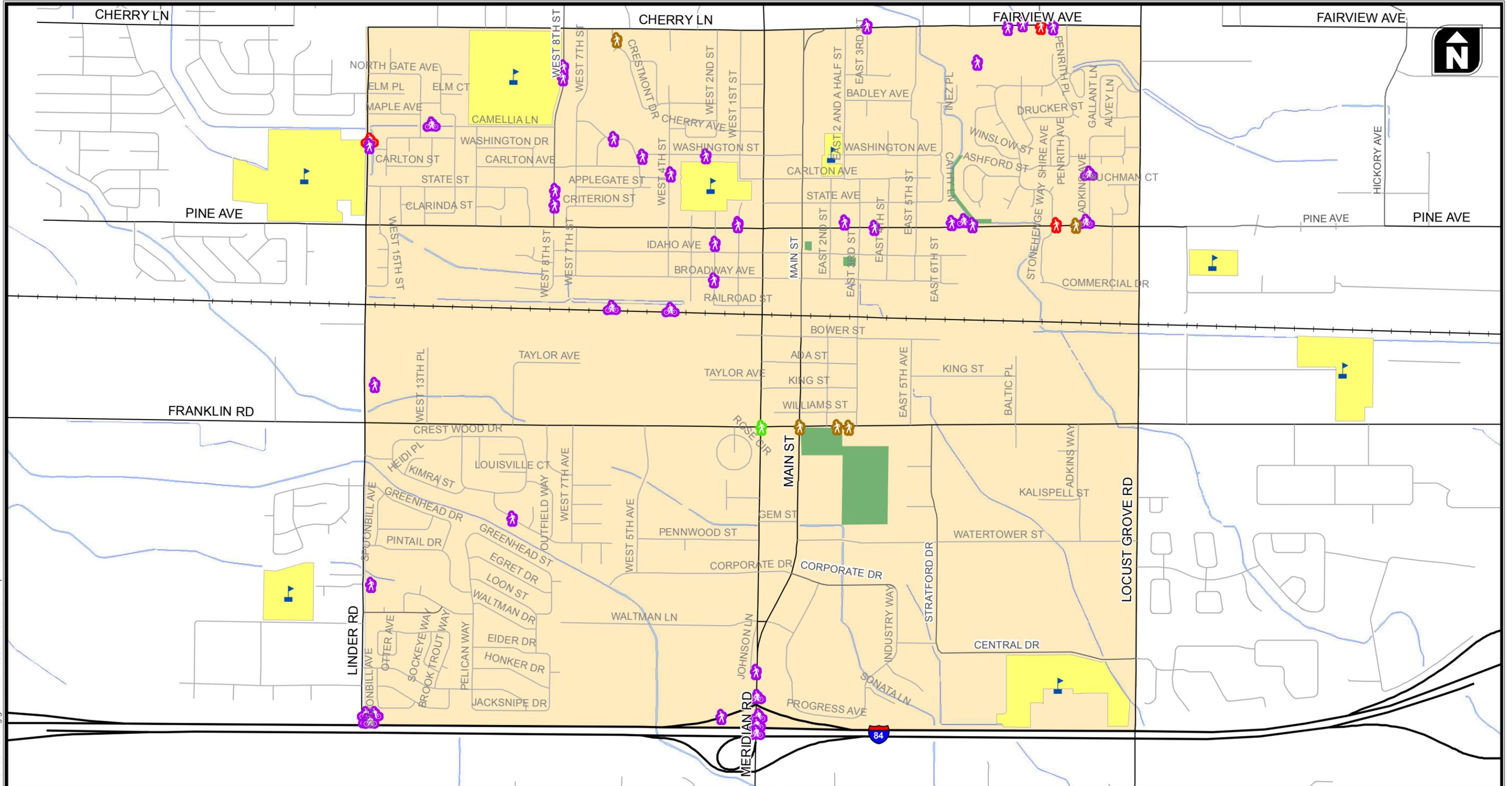
Source	# of Comments	% of Total
Online Interactive Map	21	25%
Online Survey	18	21%
Total Open House	46	54%

All Comments

Comments are categorized by mode (i.e. pedestrian, bicycle, or both) and issue type. For analysis purposes, the following issue types are used to classify the comments:

- *Connection* – A better bicycling or walking connection along a road or to a destination is needed (e.g. bicycle lanes, sidewalks)
- *Crossing* – There is an issue with crossing the road or intersection
- *Dangerous Conflicts* – There is an issue with conflicts between motorized and non-motorized traffic that does not fit into one of the above categories (e.g. motor vehicle traffic volumes and/or speeds are perceived to be too high)
- *Design Issue* – An existing facility needs improvement (e.g. sidewalk is too narrow)
- *Other* – All other comments not fitting into one of the above categories (e.g. positive comments related to existing facilities people like)

The results of this analysis for all comments are shown in Figures 1 and 2, with Figure 1 showing the results for pedestrian-related comments and Figure 2 showing bicycling-related comments.



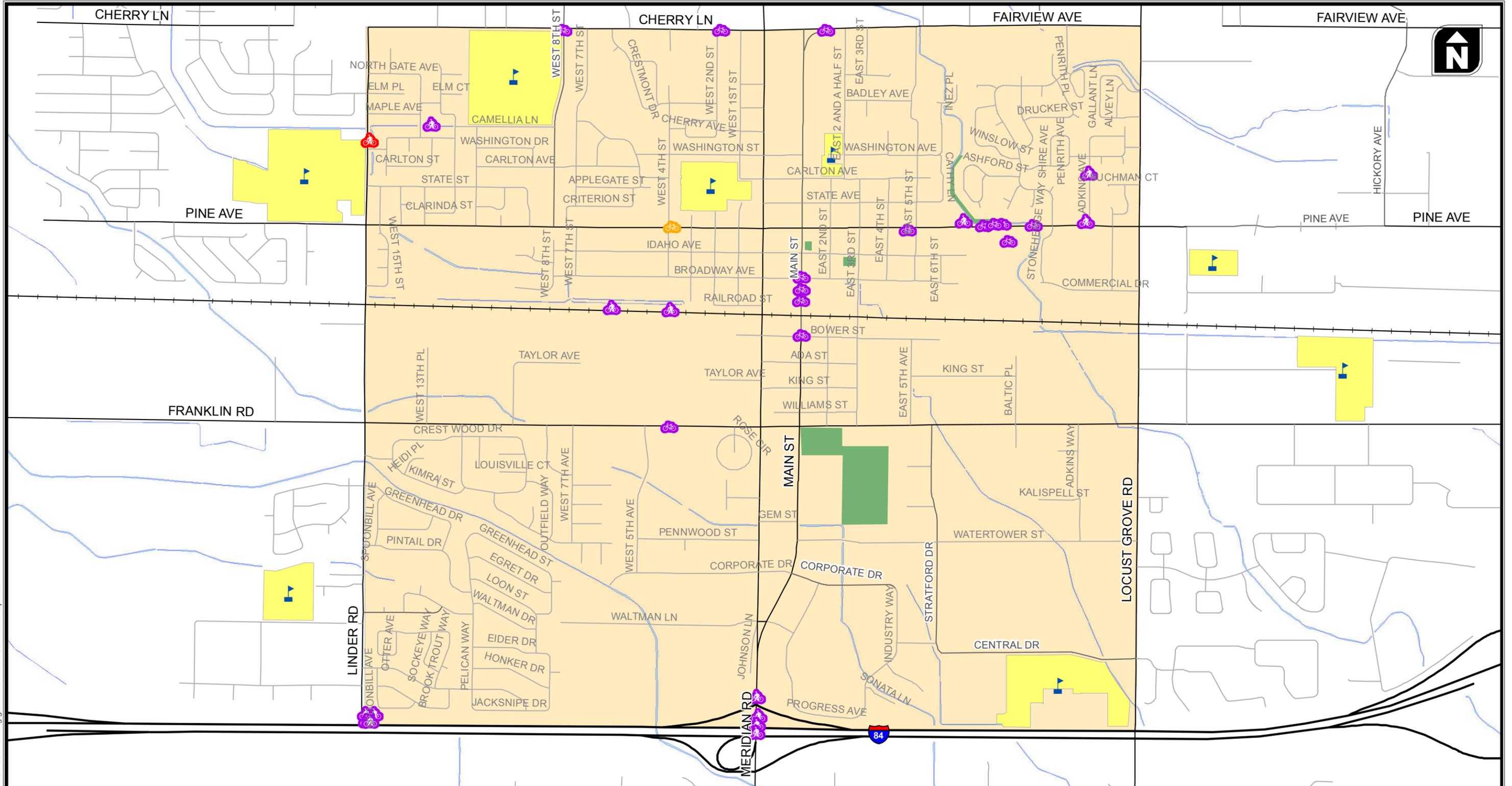
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Legend		Mode	Issue Type	Schools
	Pedestrian		Connection	
	Both		Crossing	
			Dangerous Conflict	
			Design Issue	Downtown Meridian Study Area

WALKING RELATED COMMENTS DOWNTOWN MERIDIAN AREA



Figure
1



Legend	Mode	Issue Type	Schools
	Bike	Connection	Parks
	Both	Dangerous Conflict	Downtown Meridian Study Area
		Other	

BICYCLING RELATED COMMENTS DOWNTOWN MERIDIAN AREA



Figure
2

The project team's review of these comments reveals the following key trends in regards to locations and respective issues:

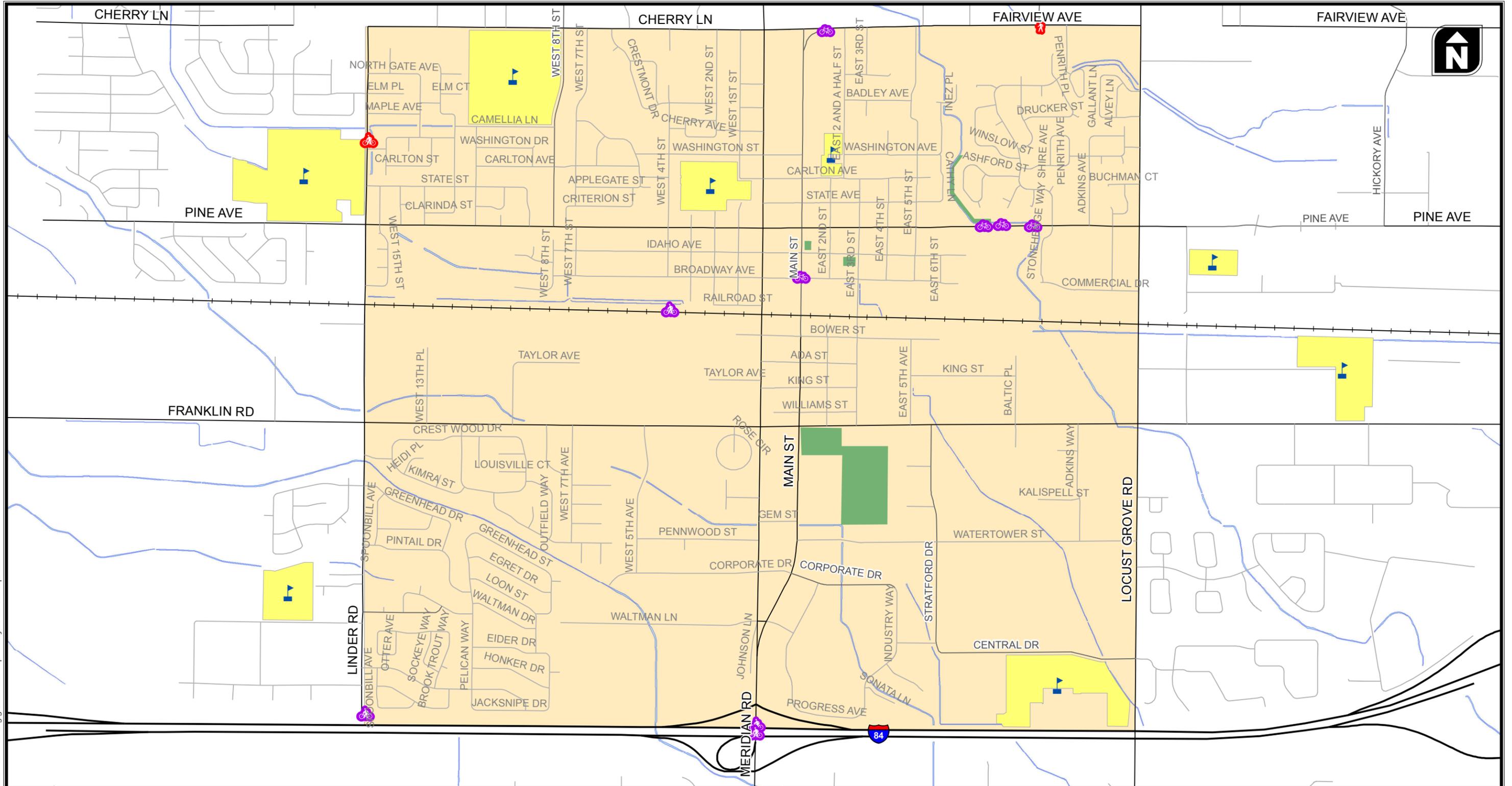
- Cherry Lane-Fairview Avenue from 8th Street to Locus Grove Road - Lack of bike facilities and gaps in the sidewalk network
- Linder Road from I-84 to Cherry Lane - Lack of sidewalks and bike facilities and a desire for the future I-84 overpass to accommodate pedestrians and bicyclists
- Meridian Road/I-84 Interchange – Lack of sidewalks and bike facilities on Meridian Road across I-84
- Pine Avenue from Main Street to Locust Grove Road – Lack of bike facilities and gaps in the sidewalk network

Top Priority Comments

There were a total of 11 top priority comments received from the open house. Figure 3 illustrates the location and type of issue of each of these comments, representing where open house attendees see the most pressing needs in the Downtown Meridian area. The figure shows that the top priority comments generally follow the same trends as identified above for all of the comments.

NEXT STEPS

The project team will use these comments, along with a technical analysis of the existing network and other relevant factors (i.e. demographics, activity generators and attractors, barriers), to identify a recommended set of projects to improve bicycling and walking in the Downtown Meridian area.



H:\profile112308 - ACHD Neighborhood Bike-Ped Planning\GIS\Meridian\TopPriorityCommentMap.mxd

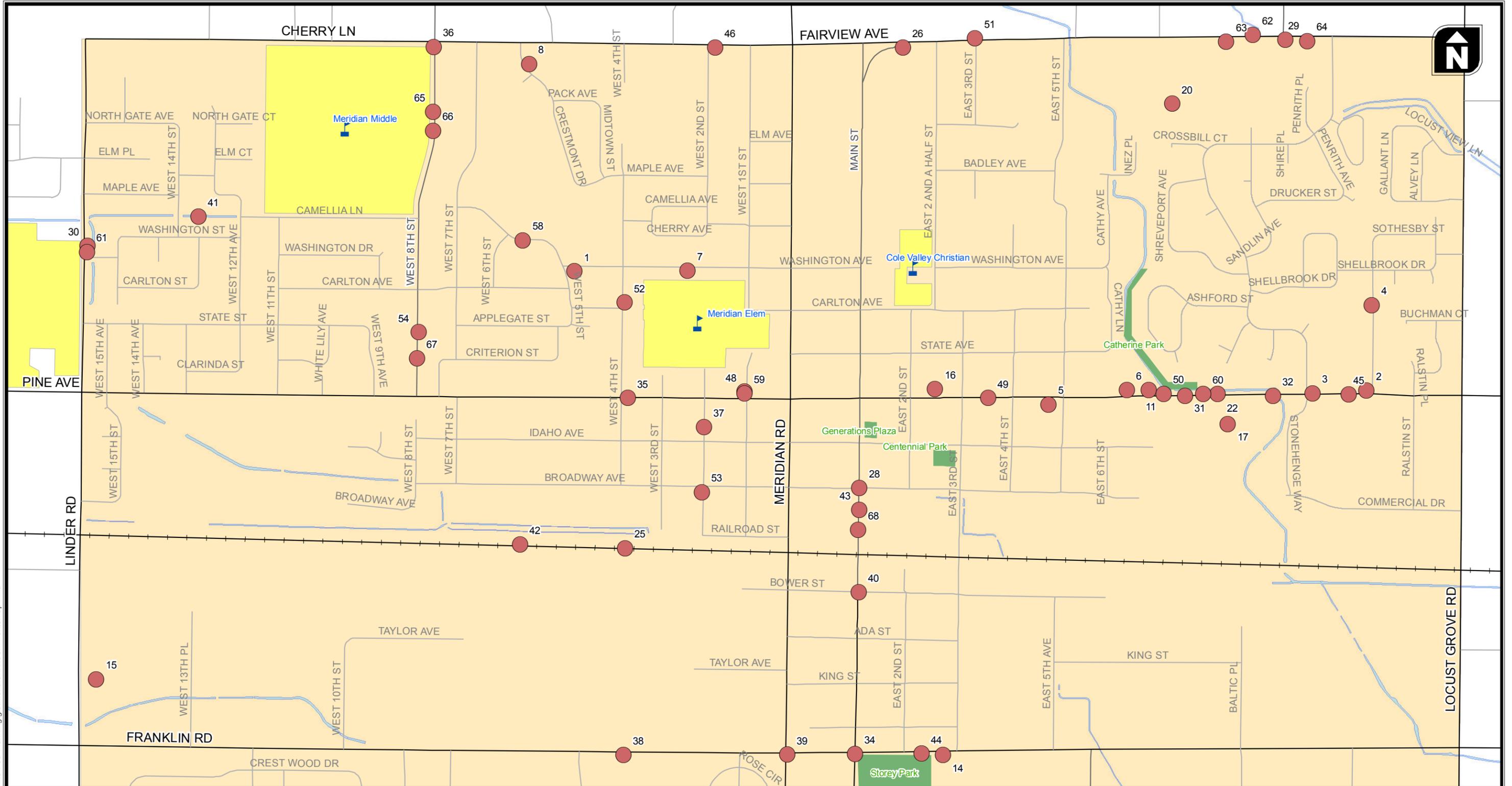
Mode		Issue Type		Schools	
	Pedestrian		Connection		Schools
	Bike		Dangerous Conflict		Parks
	Both				Downtown Meridian Study Area

TOP PRIORITY COMMENTS DOWNTOWN MERIDIAN AREA



Figure
3

Attachment A All Public
Comments



Legend

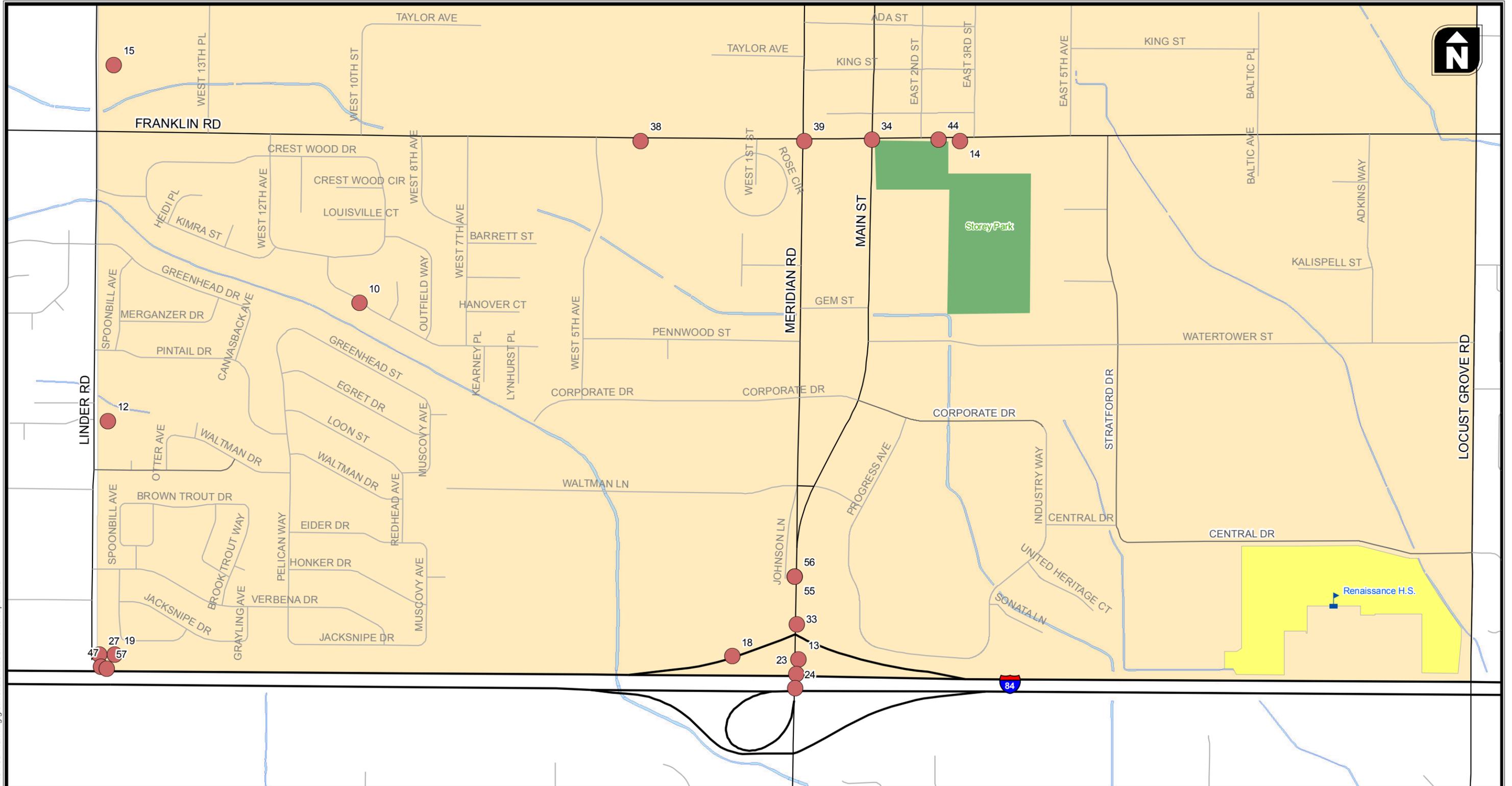
- Public Comment
- Schools
- Parks
- Downtown Meridian Study Area

**ALL PUBLIC COMMENTS
DOWNTOWN MERIDIAN AREA**



**Figure
A-1**

H:\profile\12308 - ACHD Neighborhood Bike-Ped Planning\GIS\Meridian\AllCommentsMap.mxd



H:\profile112308 - ACHD Neighborhood Bike-Ped Planning\GIS\Meridian\AllCommentsMap2.mxd

Legend

- Public Comment
- Schools
- Parks
- Downtown Meridian Study Area

**ALL PUBLIC COMMENTS
DOWNTOWN MERIDIAN AREA**

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TRANSPORTATION ENGINEERING/PLANNING

**Figure
A-2**

All Public Comments (see Figures A-1 through A-2 for Locations)

Comment #	Comment
1	Need sidewalks to improve the safety. Many people in our neighborhood go for walks. Elementary, Middle, and High School kids all walk this route to school. There are also many people driving this same route to/from school and dropping off kids. They are often driving to fast. Sidewalks would greatly improve the safety for walkers.
2	This corner has NO sidewalk at all and several children including my own have to walk this path to catch the bus on the corn of N Stonehenge Way. There are an average of 30-50 children that catch that bus there. There are no bike paths OR sidewalks leading up to this bus stop. PLEASE improve this for the sake of our children.
3	There are an average of 30-50 children that catch the school bus on this corner. It's next to a fairly busy street, yet there is no signs or anything to warn traffic to slow down for children until the bus actually arrives. PLEASE improve this for the sake of our children.
4	The side of Adkins by the field has no sidewalk or bike path. It would be nice to have both, but at the very least a bike path. There are SEVERAL people who bike and walk this path during the nice weather as this is one of the few roads that lead into this surrounding neighborhood
5	I would ride my bike to work East down Pine toward Locust Grove, except for that dangerous strip on Pine before Locust Grove with no bike lane or even shoulders to ride on.
6	Sidewalks along Pine between E-3rd and Stonehenge are not contiguous. They need to be joined so we don't have to walk in the street.
7	Down NW 4th Street and Washington St. there are few, no or sporadic sidewalks, making walking difficult. I use this route to walk with my toddler to downtown Meridian and there is no safe place to walk/push my stroller. Cars are often moving WAY too fast in this area too. Also, being so close to Meridian Elementary, there are a lot of children in the area.
8	A crosswalk in this area (to cross Cherry Lane) would be well used. I live in this neighborhood and have watched a lot of people (including middle school children) trying to dodge traffic and cross Cherry Lane. The convenience store on the North side of Cherry Lane draws a lot of pedestrians across.
9	We would very much like to be able to walk from our home (north of I-84 in Greenhill Estates) to the corner of Eagle/Overland. My son wants to ride his bike to MVHS, but has to go all the way to Locust Grove and double back to the High School. There are so many amenities and businesses on both sides of the interstate (most significantly St. Lukes Hospital), but it is suicide to walk or bike across the area of the on-ramps/off-ramps. It is shameful that the areas on both sides of the interstate are not accessible to pedestrians/bikers who live and shop in the area. The only way to safely get across the interstate is to detour to Cloverdale or Locust Grove (nearly a mile each way) which is impractical for pedestrians/bikers because of the distance.

All Public Comments (see Figures A-1 through A-2 for Locations)

Comment #	Comment
10	My kids are not in High School anymore, but there are still numerous neighbor kids that are. There are several extra curricular activities that kids participate in that exclude them from riding the bus to and from school. There needs to be a sidewalk on Linder that connects Franklin and Pine.
11	Even with the new pathway project along the creek, there is still a gab in the sidewalk/bikelane here, and no shoulder to ride on.
12	This location 660 S Linder has no sidewalk, it makes everyone cross the street twice just to go straight (crossing twice with no crosswalks). The other side of the street is missing sidewalks as well so it's impossible to walk on this street on either side without having to go in the road. It is also a dead end to an Elementary School, so twice a day children have to walk in the road just to make it down to the designated crosswalk.
13	Need a pedestrian (and safe bike) crossing over I-84 that serves downtown. Too many destinations on both sides without a non-auto way to get between them.
14	Would like a crosswalk between our neighborhood and Storey Park (at east 2nd or 3rd). I don't like crossing Franklin at Main - there is too much turning traffic, drivers aren't watching for pedestrians.
15	Between Franklin and Meridian High there should be an easy and protected sidewalk on both sides of the street along with bike lanes on each side also.
16	Sidewalks and pathways are very hit and miss in the whole downtown area. I try to find pathways close but there are none close enough except 8th street park
17	Even with the new shoulder on the north side of Pine, there is still a gap between Locust Grove and the existing bike lane into downtown (approx. 7th st.) There needs to be continuous bike lane from Locust Grove to Main Street. Also, the south side of Pine has a huge issue west of Locust Grove. Pine is a major corridor (or could be) if these improvements were made.
18	Pedestrian facilities need to be included on Meridian Road across I-84. I can't believe a kid hasn't died yet!
19	Desperately need to add pedestrian and bike lanes across I-84 on Linder.
20	Extension of the new pathway from Pine up to the Fairview signal at Hastings would be great. I wouldn't have to drive to get a sandwich at Hugo's Deli.
21	There needs to be a sidewalk on this street. E.Pine Ave. where Jakers and the Ram are. We walk this way to Pine and there is now place to walk except in the street. Also we need bike paths off the road all over Meridian. Not along the main streets as it is very dangerous to ride. Example, along Fairview-Eagle road, It would be nice and safer if there was a barrier between the bike path and traffic lanes. I would like to see bike paths such as Cd'A, Eugene Or. Or even Boise has. Everyone is saying, ride your bike, Well, I would but I really don't want to die right now and thats a very real chance riding in Meridian.
22	Bike Lane on Pine Ave from E. 5th to Locust Grove.
23	Ped and bike lane needed on over pass.
24	Ped and bike lane on overpass - Meridian Rd/I-84, and repaving overpass.

All Public Comments (see Figures A-1 through A-2 for Locations)

Comment #	Comment
25	It would be great to have a paved and landscaped pathway along the railroad tracks. It already gets a lot of use the way it is now.
26	Bike lanes on E Fairview/W Cherry from Linder Rd to Locus Grove
27	Multi-use pathway over Linder overpass.
28	Increase bicycle priority, signage, lanes and connection in and to Downtown area, especially on Main Street.
29	Very busy road. It is a safety issue trying to walk in front of the business there.
30	SAFETY HAZARD because canal sticks out so close to car lane and very close to school.
31	Need bike lanes on both sides of Pine, between Locust Grove and Main Street - Fill in the gap between 6th and Ralstin.
32	Bike lane needed on both sides of Pine between 5th and Locust Grove!
33	There is no safe way to go over the bridge by bike or by foot due to lack of lane width, lack of sidewalks and fast vehicles on chewed up roadway. (I have biked instead over to Locust Grove in order to get to Overland). It would be GREAT if a better, safer way for bikers and pedestrians to travel over the overpass at Meridian Road and I-84. This would allow access to places on Overland like Walgreens, Lowes, Wahooz, Roaring Springs, etc.
34	I've noticed a hazard at Franklin and Main: I've noticed a pedestrian crossing on Main St on the West part of the intersection gets a white walk signal while also vehicles are getting a green 'go'. It's been a hazard for pedestrians because vehicles are directed by lights to go (green arrow) which means they'll run over pedestrians who have the right of way, (I think it's the vehicles traveling South on Main towards Franklin who get a green turn arrow while the pedestrians get a white walk signal).
35	I like the bike lane on Pine Ave between Meridian Rd and 'points west'.
36	I think making some provisions for bike lanes to travel from West 8th Street and Fairview Ave/Cherry Ln so they can safely get to the Meridian Library. Also, it'd be good to have a pedestrian/bicycle crossing area to get people from the Meridian Library to the other side (East bound) Franklin/Cherry.
37	With the new sidewalks going in on Broadway, I would like to see improvements on the short lengths of street between Broadway and Meridian Elementary.
38	It would be nice to see a separated bike lane and/or pathway on the north side of Franklin.
39	This southwest corner of Franklin and Meridian needs work because the vehicles wanting to turn right on Meridian from Franklin often are turning into pedestrians. It would be better if there was some provision for making drivers doubly sure to let pedestrians cross during their walk signal. The lack of visibility is hard since there are trees, fence, etc. so close to sidewalks. Especially when a pedestrian walks on Westside of Meridian Rd between Gem St and Franklin - They have to be very careful crossing from West to Eastside of Meridian Road because vehicles have a hard time seeing them.

All Public Comments (see Figures A-1 through A-2 for Locations)

Comment #	Comment
40	Use Bower as a bike route to park and avoid the traffic on the new bypass. Use Meridian Rd to take the otehr bike use out to Home Depot and Speedway.
41	Create pathway along canal connecting middle school to high school.
42	Future rail with trail - auto crossings.
43	Improve bike lanes in downtown.
44	Need crossing at park.
45	Connect gap. Connect new File Mile Creek pathway to Locust Grove in sidewalk.
46	Bike route all of Cherry Lane and Fairview (continuous).
47	Multi-use pathway to and over Linder overpass.
48	Replace the sidewalk and make it the same width from school to Pine Street.
49	Replace and widen sidewalks on Pine Ave from 5th to Main St.
50	Add sidewalk connection between 5th St and New City Pathway on Northside of Pine.
51	Fill in sidewalks on Fairview and add bike lanes if possible.
52	Complete the sidewalk on W. 4th St.
53	I would like to see sidewalks along this section of 2nd St so that the street is not mistaken for a parking lot for the senior center (food bank).
54	Complete sidewalks on 8th from Pine to Cherry.
55	Prepare for Meridian interchange rebuild with sidewalk.
56	Prepare for Meridian interchange rebuild with sidewalk.
57	Prepare for Linder overpass with multilane pathway.
58	Sidewalk on Washington between Meridian to 7th; lots of senior citizens in this area :).
59	Replace sidewalk from corner of Pine and north to school connecting old and new.
60	Bike lane needed on E Pine fro 5th to Lucust Grove. Need space due to traffic on this street.
61	Danger to kids walking to high school from cherry direction (side of road very small).
62	Fairview sidewalk on Southside needs to be completed all the way.
63	Southside sidewalks on Fairview needs to be completed along the full length of Avenue.
64	Complete southside sidewalk on Fairview to Locust Grove.
65	Sidewalks should be infront of the school for safety.
66	Should have sidewalks by a school.
67	You need to put in sidewalk on 8th Street between Carlton and Pine!
68	The bike paths on Main St. in Meridian by Zamzows, Wells Fargo, Pizza Hut are nice. It would be great if they could be expanded and would connect with adjacent areas such as Main St. up to Generations Plaza.

General Comment

Also need to fix existing sidewalks that are cracked and lifted.

(General Comments from the survey follow)

Page 6, Q1. Do you have any other comments about the bike network in the area?

1	The bike paths on Main St. in Meridian by Zamzows, Wells Fargo, Pizza Hut are nice. It would be great if they could be expanded and would connect with adjacent areas such as Main St. up to Generations Plaza.	Jun 5, 2012 3:28 PM
2	Meridian has virtually no bike network except to ride on the streets. Definitely not bike friendly.	May 29, 2012 2:22 PM
3	I know it's tough to implement more paths, but keep working at it, it's getting better!	May 29, 2012 12:54 PM
4	Emphasis should be placed on connectivity and the rest will follow. Making downtown Meridian trails awesome at the expense of not being able to connect to Boise and the foothills trails readily is a terrible waste.	May 28, 2012 10:25 AM
5	Not enough seperate bike lanes. I don't know that I would ride if the lanes were attached to the road (drivers are too rude and not paying attention).	May 23, 2012 9:14 AM
6	expansion of shoulder areas would make cyclists feel more comfortable while riding on the road.	May 22, 2012 9:19 AM
7	This is a good project. Gaps in the network need to be filled so people are able to use the existing pathways. I'm not inclined to ride if it involves dangerous segments.	May 22, 2012 7:53 AM
8	Please see previous comment: Not safety for myself but safety for bikers. The reason that I am taking this survey is to express my concern an frustration at the lack of bike lanes there are on EXTREMELY busy roads such as Chinden and 10 mile. Chinden is a 55 MPH road and there are no bike lanes and really only about 3 inches for bikes to ride. 10 Mile is getting busier and busier because of the new interchange. It is just a matter of tie before some one else dies because the raod that a biker is traveling on is a highway and the speeds are so fast and there is not room for him to bike!	May 16, 2012 3:55 PM
9	it would be nice to use the trails for jogging also	May 15, 2012 5:33 PM

Page 7, Q1. Do you have any other comments about the sidewalk and pathway network in the area?

1	It would be nice, especially in the downtown area, to have sidewalks that connect along streets to get pedestrians safely out of the way of vehicle traffic. Also, there are many sidewalks in the downtown area that need to be replaced that pose a safety hazard.	Jun 7, 2012 11:04 AM
2	Needs improvings. We need sidewalks in our downtown area.	Jun 5, 2012 12:30 PM
3	we need a way for people to get over the freeway and to recreational areas, business areas safely.	May 30, 2012 9:30 PM
4	Needs improvement and more of them.	May 29, 2012 2:26 PM
5	Several places I walk have a sidewalk on only one side - but it's usually not the side I want to walk on (Corporate, Central, East 2nd, East 3rd). It probably keeps me from walking about 10% of the time.	May 24, 2012 12:32 PM
6	Linder Road is missing a lot of sidewalks mainly south of the Highschool to Peregrine Elementary School. There is one house location with out a side walk that makes you cross the road twice just to go straight (with no crosswalk) 660 S. Linder. Which is very busy before and after school. It makes Elementary Children have to walk in the road.	May 23, 2012 9:37 AM
7	The older parts of Meridian have few sidewalks and limited connectivity. The areas around the schools would greatly benefit from better and larger sidewalks.	May 23, 2012 9:07 AM
8	You need to put in sidewalk on 8th Street between Carlton and Pine!	May 22, 2012 7:51 AM
9	If there is a road/street then there needs to be a sidewalk. On both sides of the street.	May 15, 2012 5:03 PM

Attachment B Online Survey
Results

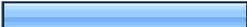
How did you hear about this survey?

		Response Percent	Response Count
Sandwich signs on local streets		12.5%	1
Flyer sent home from school		0.0%	0
Flyers posted around town		0.0%	0
Postcard in mail		87.5%	7
	Other (please specify)		10
		answered question	8
		skipped question	11

Page 7, Q1. How did you hear about this survey?

1	Meridian City Website	Jun 6, 2012 5:32 PM
2	saw it while visiting this site looking unsuccessfully for the 2012 may in motion calendar	May 29, 2012 12:55 PM
3	Facebook	May 28, 2012 10:26 AM
4	from the city of Meridian	May 22, 2012 9:19 AM
5	website	May 22, 2012 7:53 AM
6	Facebook	May 19, 2012 2:18 PM
7	Facebook	May 17, 2012 5:17 PM
8	Meridian P&R facebook	May 16, 2012 3:55 PM
9	Meridian Parks and Recreation Facebook post	May 15, 2012 6:33 PM
10	Facebook	May 15, 2012 5:33 PM

Why do you bike? (select all that apply)

		Response Percent	Response Count
Commuting to work		36.8%	7
Commuting to school		15.8%	3
Shopping/errands		47.4%	9
Recreation		78.9%	15
Exercise/health benefits		84.2%	16
Reduces air pollutants		47.4%	9
To save money		73.7%	14
To get to transit		0.0%	0
I don't bike		10.5%	2
	Other (please specify)		0
		answered question	19
		skipped question	0

How would you best describe your biking comfort level?

		Response Percent	Response Count
Beginner - only feel safe on separated paths with no traffic crossings and local streets		11.8%	2
Novice - prefer separated paths, but will ride on the road where shoulders are present		52.9%	9
Advanced - confident and comfortable riding with traffic on the road in most traffic situations		35.3%	6
		answered question	17
		skipped question	2

What types of facilities do you prefer to ride on? (select all that apply)

		Response Percent	Response Count
Bike lanes		88.2%	15
Separated multi-use paths		64.7%	11
On the road on low traffic streets		35.3%	6
Sidewalks		41.2%	7
	Other (please specify)		1
		answered question	17
		skipped question	2

Page 2, Q1. What types of facilities do you prefer to ride on? (select all that apply)

1

Where there are no cars

May 17, 2012 5:14 PM

What is the distance of your average ride?

		Response Percent	Response Count
Under 3 miles		35.3%	6
3-5 miles		35.3%	6
6-10 miles		23.5%	4
10-20 miles		0.0%	0
More than 20 miles		5.9%	1
	Other (please specify)		0
answered question			17
skipped question			2

How would you describe your bicycling habits?

		Response Percent	Response Count
Daily, year round		5.9%	1
Occasional, year round		29.4%	5
Daily, seasonal		35.3%	6
Occasional, seasonal		23.5%	4
Rarely bike		5.9%	1
I don't bike		0.0%	0
answered question			17
skipped question			2

What prevents you from bicycling more often?

	Major Obstacle	Minor Obstacle	Not Applicable	Response Count
Don't have access to a bike	13.3% (2)	6.7% (1)	80.0% (12)	15
Live too far from destinations	11.8% (2)	47.1% (8)	41.2% (7)	17
Don't know which routes to take	14.3% (2)	35.7% (5)	50.0% (7)	14
Traffic volume	62.5% (10)	25.0% (4)	12.5% (2)	16
Traffic speed	53.3% (8)	33.3% (5)	13.3% (2)	15
Drivers not sharing the road	53.3% (8)	26.7% (4)	20.0% (3)	15
Intersections/road crossing concerns	50.0% (7)	35.7% (5)	14.3% (2)	14
Lack of bike facilities - bike lanes, paths, routes	70.6% (12)	17.6% (3)	11.8% (2)	17
Condition of bike facilities - bike lanes, paths, routes	28.6% (4)	57.1% (8)	14.3% (2)	14
Not enough time	20.0% (3)	26.7% (4)	53.3% (8)	15
Lighting	20.0% (3)	40.0% (6)	40.0% (6)	15
Weather	18.8% (3)	68.8% (11)	12.5% (2)	16
Lack of bike parking	14.3% (2)	42.9% (6)	42.9% (6)	14
Lack of worksite amenities (e.g., lockers, showers, etc.)	7.7% (1)	15.4% (2)	76.9% (10)	13
Prefer driving	20.0% (3)	26.7% (4)	53.3% (8)	15
Traveling with small children	21.4% (3)	21.4% (3)	57.1% (8)	14
Air pollution exposure	6.7% (1)	26.7% (4)	66.7% (10)	15
Other	0.0% (0)	11.1% (1)	88.9% (8)	9

If you indicated "other" as a major or minor obstacle, please explain or tell us about any of the other obstacles

you selected: 2

answered question	17
--------------------------	-----------

skipped question	2
-------------------------	----------

Page 3, Q1. What prevents you from bicycling more often?

- | | | |
|---|--|----------------------|
| 1 | If you try to take a bike on ValleyRide but they already have two bikes on rack, you cannot take your bike on bus with you. - quandry. | Jun 5, 2012 3:09 PM |
| 2 | I walk to work most often. | Jun 5, 2012 12:21 PM |

What would encourage you to bicycle more?

	Much more likely	Slightly more likely	Not at all	Response Count
More bicycle infrastructure (e.g., bike lanes, paths, etc.)	87.5% (14)	12.5% (2)	0.0% (0)	16
Better bicycle infrastructure connectivity	87.5% (14)	12.5% (2)	0.0% (0)	16
Worksite amenities (e.g., lockers, showers, etc.)	7.1% (1)	21.4% (3)	71.4% (10)	14
More bike parking	14.3% (2)	50.0% (7)	35.7% (5)	14
Better bike lane maintenance	14.3% (2)	78.6% (11)	7.1% (1)	14
Improved street crossings	60.0% (9)	20.0% (3)	20.0% (3)	15
Better lighting	14.3% (2)	50.0% (7)	35.7% (5)	14
Map of bike routes	13.3% (2)	53.3% (8)	33.3% (5)	15
Directional signs/maps along routes	7.1% (1)	57.1% (8)	35.7% (5)	14
Someone to ride with	14.3% (2)	28.6% (4)	57.1% (8)	14
More routes separated from traffic	68.8% (11)	18.8% (3)	12.5% (2)	16
Other	25.0% (2)	0.0% (0)	75.0% (6)	8

If you indicated "other" as a factor please explain:

2

answered question

16

skipped question

3

Page 4, Q1. What would encourage you to bicycle more?

1	Do the impossible: make the winters in this area milder and more favorable to riding bikes in winter!	Jun 5, 2012 3:14 PM
2	Having a bike	May 16, 2012 3:50 PM

What sort of streetscape and/or pathway improvements would make biking more appealing, user friendly, and increase your use of bicycling facilities?

		Response Percent	Response Count
Curb and gutter		38.5%	5
Street lighting		30.8%	4
Street trees		46.2%	6
Wider sidewalks/pathways		100.0%	13
Wayfinding signs		30.8%	4
	Other (please specify)		3
		answered question	13
		skipped question	6

Page 4, Q1. What sort of streetscape and/or pathway improvements would make biking more appealing, user friendly, and increase your use of bicycling facilities?

1	Biking is appealing to me here from mid-Spring to mid-Fall, but then the weather makes it an unpleasant activity - biking in snow, ice, cold wind,etc. For my biking season, some improvements in the area would be creating some more bike lanes/paths.	Jun 5, 2012 3:14 PM
2	extra room on shoulders	May 22, 2012 9:14 AM
3	All of these choices make the environment more comfortable and appealing.	May 22, 2012 7:49 AM

Are there any destinations you would like to bike to, but cannot due to distance, lack of infrastructure or safety concerns?

		Response Percent	Response Count
Yes		75.0%	12
No		25.0%	4

If yes, please list the destinations and why you cannot reach them.

12

answered question	16
skipped question	3

Page 5, Q1. Are there any destinations you would like to bike to, but cannot due to distance, lack of infrastructure or safety concerns?

1	Julius Kleiner Park because of the high speed allowed on Eagle Rd (55mph) and Fairview Ave.	Jun 13, 2012 2:02 PM
2	I would like to be able to bike to destinations East of Eagle Road but will not currently cross Eagle Road (I live West of Eagle) because I am normally biking with my children and do not trust the drivers on eagle road to be aware of bikers or pedestrians when crossing the street. I would also like to bike more comfortably in to and around Old Town Meridian. I come from North of Fairview and the traffic/sidewalks/bike lanes or lack thereof make it difficult	Jun 6, 2012 5:31 PM
3	I have wanted to ride a bike from Meridian Rd. on north side at I-84 exit over the bridge to the area south near Overland however it would be very unsafe due to lack of bike lanes or sidewalks.	Jun 5, 2012 3:26 PM
4	No way to get from Meridian to Greenbelt safely without mixing with heavy traffic - cannot take kids as is - must drive somewhere and park to get to Greenbelt.	May 29, 2012 2:21 PM
5	To Green belt from Meridian-no safe routes	May 29, 2012 12:52 PM
6	downtown boise ... but lack of connectivity is a problem	May 28, 2012 10:24 AM
7	The parks north of Cherry Lane. I wouldn't dare ride my bike on Cherry Lane or Meridian Road (which is required). Just walking on Cherry Lane (the few times I have attempted it), passing cars have honked, yelled, and thrown things in an attempt to scare us. I wouldn't want to be riding a bike when that happened. There is also no bike lane on Cherry and therefore, you would have to ride on the sidewalk, which is technically illegal.	May 23, 2012 9:14 AM
8	downtown boise. there is no direct route from central meridian without major traffic and lack of shoulders or bike lane on the busy roads.	May 22, 2012 9:18 AM
9	There's no real bike friendly locations, like a Fast Eddy's, to get s quick bite and something to eat. Their outdoor seating is great.	May 22, 2012 7:51 AM
10	We want to be able to cross from either side of I-84 on Eagle Road. There are many places we would daily ride our bikes to if it were possible to cross the on-ramps and off-ramps safely (plus have a bigger shoulder to ride on). It is very frustrating to live so close to places that are only accessible by vehicle or adding an extra 2 to 4 miles onto the round trip.	May 21, 2012 11:38 AM
11	Not safety for myself but safety for bikers. The reason that I am taking this survey is to express my concern an frustration at the lack of bike lanes there are on EXTREMELY busy roads such as Chinden and 10 mile. Chinden is a 55 MPH road and there are no bike lanes and really only about 3 inches for bikes to ride. It is just a matter of tie before some one else dies because the raod that a biker is traveling on is a highway and the speeds are so fast and there is not room for him to bike!	May 16, 2012 3:53 PM
12	Downtown Meridian and Eagle/Fairview shopping area.	May 15, 2012 5:32 PM

Are there any destinations you would like to see closer to your home and/or work?

		Response Percent	Response Count
Yes		33.3%	4
No		66.7%	8

If yes, please list 4

answered question	12
skipped question	7

Page 5, Q1. Are there any destinations you would like to see closer to your home and/or work?

1	I'm not certain if I'm understanding the core meaning of the question, but I will answer that prefer the downtown Boise area such as Bodo over downtown Meridian (which is near where I live). Downtown Boise has more areas that are friendlier to pedestrians, bicycle-riders, etc. than Meridian does.	Jun 5, 2012 3:26 PM
2	Nice bike/walking paths.	May 29, 2012 2:21 PM
3	A park south of Cherry Lane for the older area of Meridian.	May 23, 2012 9:14 AM
4	An upscale convenience store.	May 22, 2012 7:51 AM

Are there any underutilized assets in the downtown area that you would like to see enhanced, promoted, preserved, or better integrated into the downtown area (e.g. open space, historical sites, creek corridors, etc.)

		Response Percent	Response Count
Yes		64.3%	9
No		35.7%	5
	If yes, please list		9
answered question			14
skipped question			5

Page 5, Q1. Are there any underutilized assets in the downtown area that you would like to see enhanced, promoted, preserved, or better integrated into the downtown area (e.g. open space, historical sites, creek corridors, etc.)

1	Would love more biking and walking paths that actually connect	Jun 6, 2012 5:31 PM
2	I'd like to see a museum and/or historical site with inviting characteristics - in old town Meridian. There may be under-utilized assets in old town Meridian that could be used in a way to invite more walking visitors such as downtown Boise has. The main shopping area in Meridian is Eagle Rd. and Fairview with Old Navy, Pier One, but it lacks the charm, landscaping and design of other malls/shopping complexes in other areas. There are changes that could be made to make downtown Meridian nicer.	Jun 5, 2012 3:26 PM
3	more creek corridors with interconnectivity to regional trail systems.	May 28, 2012 10:24 AM
4	There is a vacant field just west of Midtown Square Subdivision that would make an excellent park and provide safer access to Meridian Middle School and Elementary.	May 23, 2012 9:14 AM
5	All the new open space in front of city hall. the area is finished very nicely and would be a fine area for a farmers market or something else like that.	May 22, 2012 9:18 AM
6	It would be nice if the canals and creeks were more accessible as bike/ped pathways.	May 22, 2012 7:51 AM
7	We need a tram system from downtown Boise to Nampa. It would save on fuel, cut down on pollution and overall improve the economy!	May 19, 2012 2:18 PM
8	I wish downtown Meridian could be more exciting of a destination. Better shops. more family friendly. Less trashy low-income houses.	May 17, 2012 5:17 PM
9	A crosstown trail asking irrigation canals is a perfect shortcut	May 15, 2012 5:32 PM

How would you best describe the area bike network?

		Response Percent	Response Count
Well-connected and safe		0.0%	0
Few minor gaps		0.0%	0
Several major gaps		31.3%	5
Fragmented at best		68.8%	11
answered question			16
skipped question			3

Do you have any other comments about the bike network in the area?

Response
Count

9

answered question

9

skipped question

10

Page 6, Q1. Do you have any other comments about the bike network in the area?

1	The bike paths on Main St. in Meridian by Zamzows, Wells Fargo, Pizza Hut are nice. It would be great if they could be expanded and would connect with adjacent areas such as Main St. up to Generations Plaza.	Jun 5, 2012 3:28 PM
2	Meridian has virtually no bike network except to ride on the streets. Definitely not bike friendly.	May 29, 2012 2:22 PM
3	I know it's tough to implement more paths, but keep working at it, it's getting better!	May 29, 2012 12:54 PM
4	Emphasis should be placed on connectivity and the rest will follow. Making downtown Meridian trails awesome at the expense of not being able to connect to Boise and the foothills trails readily is a terrible waste.	May 28, 2012 10:25 AM
5	Not enough seperate bike lanes. I don't know that I would ride if the lanes were attached to the road (drivers are too rude and not paying attention).	May 23, 2012 9:14 AM
6	expansion of shoulder areas would make cyclists feel more comfortable while riding on the road.	May 22, 2012 9:19 AM
7	This is a good project. Gaps in the network need to be filled so people are able to use the existing pathways. I'm not inclined to ride if it involves dangerous segments.	May 22, 2012 7:53 AM
8	Please see previous comment: Not safety for myself but safety for bikers. The reason that I am taking this survey is to express my concern an frustration at the lack of bike lanes there are on EXTREMELY busy roads such as Chinden and 10 mile. Chinden is a 55 MPH road and there are no bike lanes and really only about 3 inches for bikes to ride. 10 Mile is getting busier and busier because of the new interchange. It is just a matter of tie before some one else dies because the raod that a biker is traveling on is a highway and the speeds are so fast and there is not room for him to bike!	May 16, 2012 3:55 PM
9	it would be nice to use the trails for jogging also	May 15, 2012 5:33 PM

How did you hear about this survey?

		Response Percent	Response Count
Sandwich signs on local streets		14.3%	1
Flyer sent home from school		0.0%	0
Flyers posted around town		0.0%	0
Postcard in mail		85.7%	6
	Other (please specify)		6
		answered question	7
		skipped question	10

Page 8, Q1. How did you hear about this survey?

1	I work and live in Meridian. It was sent to me to take -e-mail	Jun 5, 2012 12:31 PM
2	Friend	May 24, 2012 12:32 PM
3	Statesman article	May 19, 2012 7:29 PM
4	Meridian Parks and Recreation Facebook post	May 15, 2012 6:36 PM
5	Facebook	May 15, 2012 5:04 PM
6	work reminder	May 15, 2012 3:37 PM

Why do you walk? (select all that apply)

		Response Percent	Response Count
Commuting to work		11.8%	2
Commuting to school		17.6%	3
Shopping/errands		58.8%	10
Recreation		70.6%	12
Exercise/health benefits		94.1%	16
Reduces air pollutants		35.3%	6
To save money		41.2%	7
To get to transit		5.9%	1
I don't walk except to go to/from my car		0.0%	0
	Other (please specify)		0
answered question			17
skipped question			0

How would you describe your walking habits?

		Response Percent	Response Count
Daily, year round		56.3%	9
Occasional, year round		25.0%	4
Daily, seasonal		12.5%	2
Occasional, seasonal		6.3%	1
Rarely walk		0.0%	0
I don't walk except to go to/from car		0.0%	0
		answered question	16
		skipped question	1

How far do you walk at one time, on average?

		Response Percent	Response Count
1/2 mile or less		0.0%	0
3/4 - 2 miles		81.3%	13
2-5 miles		12.5%	2
More than 5 miles		6.3%	1
	Other (please specify)		0
answered question			16
skipped question			1

What prevents you from walking more often?

	Major Obstacle	Minor Obstacle	Not Applicable	Response Count
Live too far from destinations	38.5% (5)	23.1% (3)	38.5% (5)	13
Don't know which routes to take	8.3% (1)	16.7% (2)	75.0% (9)	12
Traffic volume	61.5% (8)	15.4% (2)	23.1% (3)	13
Traffic speed	36.4% (4)	45.5% (5)	18.2% (2)	11
Drivers not sharing the road	18.2% (2)	36.4% (4)	45.5% (5)	11
Intersections/road crossing concerns	33.3% (4)	41.7% (5)	25.0% (3)	12
No sidewalks or paths	84.6% (11)	15.4% (2)	0.0% (0)	13
Condition of sidewalks	25.0% (3)	58.3% (7)	16.7% (2)	12
Time concerns	18.2% (2)	45.5% (5)	36.4% (4)	11
Personal safety concerns	33.3% (4)	58.3% (7)	8.3% (1)	12
Lighting	27.3% (3)	45.5% (5)	27.3% (3)	11
Weather	23.1% (3)	61.5% (8)	15.4% (2)	13
Prefer driving	0.0% (0)	30.0% (3)	70.0% (7)	10
Other	0.0% (0)	40.0% (2)	60.0% (3)	5

If you indicated "other" as a major or minor obstacle, please explain or tell us about any of the other obstacles you selected: 3

answered question	14
skipped question	3

Page 4, Q1. What prevents you from walking more often?

1	Medical - I'm diabetic, so timing of walking can conflict with blood sugar levels - not always enough time to get to lunch or other destination when levels are getting low.	May 24, 2012 12:20 PM
2	People blocking sidewalks with car/truck/trailers/rv's	May 15, 2012 4:56 PM
3	No safe crossing at Meridian Overpass. I'm surprised there hasn't been a major fatality. I'm also surprised that a car hasn't gone over the overpass onto the traffic below. just an unsafe overpass.	May 15, 2012 3:32 PM

What would encourage you to walk more?

	Much more likely	Slightly more likely	Not at all	Response Count
More sidewalks and paths	84.6% (11)	15.4% (2)	0.0% (0)	13
Better sidewalk connectivity	84.6% (11)	15.4% (2)	0.0% (0)	13
Better maintenance	41.7% (5)	50.0% (6)	8.3% (1)	12
Improved street crossings	72.7% (8)	18.2% (2)	9.1% (1)	11
Better lighting	36.4% (4)	54.5% (6)	9.1% (1)	11
Map of walking routes	18.2% (2)	36.4% (4)	45.5% (5)	11
Directional signs/maps along routes	9.1% (1)	54.5% (6)	36.4% (4)	11
Someone to walk with	18.2% (2)	45.5% (5)	36.4% (4)	11
More routes separated from traffic	81.8% (9)	18.2% (2)	0.0% (0)	11
Wider sidewalks and paths	45.5% (5)	45.5% (5)	9.1% (1)	11
Improved security	36.4% (4)	36.4% (4)	27.3% (3)	11
Improved connections to transit stops	41.7% (5)	33.3% (4)	25.0% (3)	12
Detached sidewalks	54.5% (6)	27.3% (3)	18.2% (2)	11
Other	0.0% (0)	0.0% (0)	100.0% (3)	3
If you indicated "other" as a factor please explain:				0
answered question				13
skipped question				4

What sort of streetscape and/or pathway improvements would make walking more appealing, user friendly, and encourage you to walk more?

		Response Percent	Response Count
Curb and gutter		46.2%	6
Street lighting		46.2%	6
Street trees		69.2%	9
Wider sidewalks/pathways		76.9%	10
Wayfinding signs		23.1%	3
	Other (please specify)		1
		answered question	13
		skipped question	4

Page 5, Q1. What sort of streetscape and/or pathway improvements would make walking more appealing, user friendly, and encourage you to walk more?

1 benches - us old guys need a rest from time to time.

May 15, 2012 3:34 PM

Are there any destinations you would like to walk to, but cannot due to distance, lack of infrastructure or safety concerns?

		Response Percent	Response Count
Yes		69.2%	9
No		30.8%	4

If yes, please list the destinations and why you cannot reach them.

9

answered question	13
skipped question	4

Page 6, Q1. Are there any destinations you would like to walk to, but cannot due to distance, lack of infrastructure or safety concerns?

1	To Locust Grove from Meridian Road via Pine Avenue (No sidewalks on the eastern end) Franklin Rd to Cherry Ln/Fairview via Meridian Road (Gap in sidewalks)	Jun 7, 2012 11:02 AM
2	I would walk all the time if we had better sidewalks and pathways	Jun 5, 2012 12:29 PM
3	Walgreens on the corner of Overland and Meridian/Kuna highway. There are nice sidewalks from Victory, past the Nazarene church and then the sidewalk stops. We live in Bear Creek subdivision and would love to walk to Walgreens and JB's etc. and we would also like to push a stroller. We need a better way to connect south of the freeway to all the restaurants and shopping for bikes and walkers.	May 30, 2012 9:27 PM
4	To Meridian High School and to Winco/Home Depot and to the Greenbelt	May 29, 2012 2:26 PM
5	Can't safely cross I-84 to get to Park-n-Ride lot, kids can't walk to Roaring Springs/Boondocks.	May 24, 2012 12:30 PM
6	Downtown Meridian from Midtown Square subdivision. I either have to walk down Cherry Lane (with traffic whizzing 2 feet from me at 45 mph) or through old Meridian, which has few sidewalks. The North side of Cherry Lane and the parks in the area. I either have to walk through a sketchy neighborhood or down Cherry Lane and Meridian Road to the canal walking path (which is considerably longer and has much more high speed traffic)	May 23, 2012 9:06 AM
7	We live very close to banks, a Meridian library branch, professional/doctor offices, fast foods, and a High School that we would very much like to be able to walk (or ride a bike) to. But it is way too dangerous to cross over the Eagle Rd. interstate exchange. Taking a detour over to Locust Grove or Cloverdale is completely impractical if you're on foot. We are effectively cut off from these places unless we can drive our car to them. As three drivers share two vehicles, one person is often stuck at home, unable to reach businesses and other places that are within easy walking distance. It is very FRUSTRATING.	May 21, 2012 12:11 PM
8	Meridian Road in general past Cherry onto Fairview South side of downtown Meridian	May 19, 2012 7:29 PM
9	from Meridian Road south of the freeway to north of the freeway. Meridian Road overpass is unsafe. I fear for those brave enough to try.	May 15, 2012 3:36 PM

Are there any destinations you would like to see closer to your home and/or work?

		Response Percent	Response Count
Yes		41.7%	5
No		58.3%	7

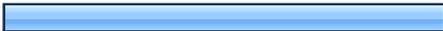
If yes, please list: 5

answered question	12
skipped question	5

Page 6, Q1. Are there any destinations you would like to see closer to your home and/or work?

1	More restaurants in the downtown area	Jun 7, 2012 11:02 AM
2	Nice bike/walk paths	May 29, 2012 2:26 PM
3	Would like transit closer to city center, and longer service hours.	May 24, 2012 12:30 PM
4	I would love a park closer to Midtown Square Subdivision. Access to the closest parks requires walking on or crossing busy streets. There is a large portion of the Meridian population in the area South of Cherry Lane that doesn't have access to any good green space.	May 23, 2012 9:06 AM
5	Bus routes would be great	May 19, 2012 7:29 PM

Are there any underutilized assets in the downtown area that you would like to see enhanced, promoted, preserved, or better integrated into the downtown area (e.g. open space, historical sites, creek corridors, etc.)

		Response Percent	Response Count
Yes		33.3%	4
No		66.7%	8
	If yes, please list:		4
	answered question		12
	skipped question		5

Page 6, Q1. Are there any underutilized assets in the downtown area that you would like to see enhanced, promoted, preserved, or better integrated into the downtown area (e.g. open space, historical sites, creek corridors, etc.)

1	Yes it seems we have alot of older buildings that sit. I would like to see more business go in like a co-op fresh fruit stands. Urban Markets, world markets, vintage shops. A place to walk, shop & eat.	Jun 5, 2012 12:29 PM
2	Creeks & irrigation ditches	May 24, 2012 12:30 PM
3	Just west of Midtown Square, there is an open field (that I believe is currently privately owned) that was a tentatively planned 2nd phase to Midtown Square, but was never developed. This would make and EXCELLENT park for the area and a nice safe path for the kids walking to the middle and elementary schools.	May 23, 2012 9:06 AM
4	keep historical sites as much as possible and grow as many plants as you can	May 19, 2012 7:29 PM

How would you best describe the area sidewalk and pathway network?

		Response Percent	Response Count
Well-connected and safe		0.0%	0
Few minor gaps		14.3%	2
Several major gaps		50.0%	7
Fragmented at best		35.7%	5
		answered question	14
		skipped question	3

Do you have any other comments about the sidewalk and pathway network in the area?

Response
Count

9

answered question

9

skipped question

8

Page 7, Q1. Do you have any other comments about the sidewalk and pathway network in the area?

1	It would be nice, especially in the downtown area, to have sidewalks that connect along streets to get pedestrians safely out of the way of vehicle traffic. Also, there are many sidewalks in the downtown area that need to be replaced that pose a safety hazard.	Jun 7, 2012 11:04 AM
2	Needs improvings. We need sidewalks in our downtown area.	Jun 5, 2012 12:30 PM
3	we need a way for people to get over the freeway and to recreational areas, business areas safely.	May 30, 2012 9:30 PM
4	Needs improvement and more of them.	May 29, 2012 2:26 PM
5	Several places I walk have a sidewalk on only one side - but it's usually not the side I want to walk on (Corporate, Central, East 2nd, East 3rd). It probably keeps me from walking about 10% of the time.	May 24, 2012 12:32 PM
6	Linder Road is missing a lot of sidewalks mainly south of the Highschool to Peregrine Elementary School. There is one house location with out a side walk that makes you cross the road twice just to go straight (with no crosswalk) 660 S. Linder. Which is very busy before and after school. It makes Elementary Children have to walk in the road.	May 23, 2012 9:37 AM
7	The older parts of Meridian have few sidewalks and limited connectivity. The areas around the schools would greatly benefit from better and larger sidewalks.	May 23, 2012 9:07 AM
8	You need to put in sidewalk on 8th Street between Carlton and Pine!	May 22, 2012 7:51 AM
9	If there is a road/street then there needs to be a sidewalk. On both sides of the street.	May 15, 2012 5:03 PM

APPENDIX B

ACHD Prioritization Criteria and Modified Bicycle Prioritization Criteria



Community Program Prioritization for the 2012-2016 Five Year Work Program

This method is used to rank pedestrian projects contained in the Community Programs section of ACHD's Five-Year Work Plan (FYWP). The method is designed to evaluate projects on all ACHD roadways, pending direction from the ACHD Commission. A total of 100 points is available for each project. Projects are then ranked according to the accumulated points.

Technical Criteria

The following is a listing of technical variables that are based on an engineering assessment of projects. A maximum of 60 points, or 60% of total, is possible from the Technical Criteria section.

T1. Average Daily Traffic

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

0	<	250 ADT
2	>=	250 ADT
4	>=	500 ADT
6	>=	750 ADT
8	>=	1,000 ADT
10	>=	2,000 ADT
12	>=	5,000 ADT
14	>=	10,000 ADT
16	>=	15,000 ADT
18	>=	20,000 ADT
20	>=	25,000 ADT

T2. Distance to School / Age of Pedestrian

Projects in close proximity to schools are likely to have the highest pedestrian volumes. The age of school children is also an important factor. The greatest importance is placed on close proximity to elementary schools and special needs schools. This criterion is measured in walking distance.

4	> 0.5 and <=1 miles of a middle/junior high school; >0.25 and <=0.5 mile of a high school; <= 0.25 mile of a college or university
8	> 0.5 and <=1 miles of an elementary school or special needs school; >0.25 and <= 0.5 of a middle/junior high school; <= 0.25 mile from a high school; or directly connects to college or universit
12	> 0.25 and <=0.5 miles of an elementary school or special needs school; <= 0.25 mile of a middle/junior high school; or directly connects to a high school
16	<= 0.25 mile of an elementary school or special needs school; or directly connects to a middle/junior high school
20	Project directly connects to an existing elementary school or special needs school.

T3. Existing Pedestrian Facilities

This criterion considers the existing surfaces that can be utilized by pedestrians. Areas without a shoulder have the highest priority.

0	Existing sidewalk or pathway with barrier or separation
1	Separated pathway in existing right-of-way
2	Separated pathway or shoulder outside right-of-way
3	>= 5-foot paved shoulder (along striped travel lane)

- 4 >= 5-foot gravel shoulder (along edge of pavement)
- 5 No existing pedestrian facilities

T4. Americans with Disabilities Act (ADA) Attributes

This criterion weights existing ADA deficiencies along a pedestrian facility. There are seven criteria on which ADA compliance of a pedestrian facility is based: surface condition, heave and cracking, width, fixed obstacle density, driveway slopes, curb types, and cross-slope. These criteria are based on the Pedestrian-Bicycle Transition Plan (PBTP).

- 0 Existing pedestrian facility is ADA compliant
- 2 Existing pedestrian facility ranks 1-10 on the PBTP Attribute Index
- 4 Existing pedestrian facility ranks 11-20 on the PBTP Attribute Index
- 6 Existing pedestrian facility ranks 21-30 on the PBTP Attribute Index
- 8 Existing pedestrian facility ranks 31-34 on the PBTP Attribute Index
- 10 No existing pedestrian facilities

T5. Distance to Civic Facilities / Transit

This criterion focuses on walking distance to civic facilities and transit routes. Civic facilities include libraries, court houses, parks, and other facilities that provide services to children, seniors, and mobility-impaired.

- 0 Not within 1/2 mile of civic facilities or within 1/2 mile of transit routes
- 2 Within 1/2 mile of civic facilities or within 1/2 mile of transit routes
- 3 Within 1/2 mile of civic facilities and within 1/2 mile of transit routes
- 4 Within 1/4 mile of civic facilities or within 1/4 mile of transit routes
- 5 Within 1/4 mile of civic facilities and within 1/4 mile of transit routes

T6. Demographic Data

Mobility-impaired residents and lower income residents require greater accessibility measures, and are much more likely to rely on walking and public transportation. This criterion focuses on the density of both the mobility-impaired and lower income resident density in a block group.

- 0 Census block has a low density of both mobility-impaired residents and low-income residents
- 2 Census block has a moderate density of one group and a low density of the other
- 3 Census block has a moderate density of both mobility-impaired residents and low-income residents
- 4 Census block has a high density of one group and a moderate density of the other
- 5 Census block has a high density of mobility-impaired residents and a high density of low-income residents

Programming Criteria

The following is a listing of the variable used to calculate the total Programming Points, which accounts for 30 points, or 30% of the total project score. These factors measure ACHD's prior commitments to projects, as well as factors related to the six cities and county served by ACHD.

P1. Other Funding

Points are based on grants, individual support, and other outside sources.

- 0 No non-ACHD resources available
- 3 Small portion of funds available (1% - 9%)
- 6 Limited funds available (10% - 19%)
- 9 Some funds available (20% - 29%)
- 12 Moderate funds available (30% - 39%)
- 15 Major funds available ($\geq 40\%$)

P2. Other Agency Support

Support from cities and school districts are important. This criterion shows the level of support from other agencies.

- 0 No outside agency support
- 2 Project ranked as a #5 or lower priority for an agency
- 4 Project ranked as a #4 priority for an agency
- 6 Project ranked as a #3 priority for an agency
- 8 Project ranked as a #2 priority for an agency
- 10 Project ranked as a #1 priority for an agency OR Project ranked as a top 5 priority for more than one agency

P3. Cost / Benefit

The Cost/Benefit of a project is the estimated cost of a project divided by the Technical Score and Programming Score. Each project will then be ranked from lowest to highest and separated into thirds. The lowest cost/benefit numbers will receive the most points. The equation looks like this:

$$\frac{\text{Cost}}{\text{Benefit}} = \frac{\text{Estimated Cost of Project}}{\text{Technical Score} + \text{Programming Score}}$$

- 1 Highest 33%
- 6 Middle 33%
- 10 Lowest 34%

Modified Bicycle Criteria

Modified Criterion	Scoring Criteria
#3 – Presence of Nearby Facilities	0 points – Parallel route with ¼-mile 3 Points– No parallel route within ¼-mile 5 Points – No parallel route within ½-mile
#4 – Distance to Civic Facilities / Transit	0 points – Not within ½-mile of civic facilities and not along or intersecting a transit route 2 points – Within ½-mile of civic facilities or intersecting a transit route 3 points – Within ½-mile of civic facilities and intersecting a transit route 4 points – Within ¼-mile of civic facilities or along a transit route 5 points – Within ¼-mile of civic facilities and along a transit route
#5 - Demographic Data	0 – Points – 0% of residents in Census Block Group don't have access to a motor vehicle 2 – Points – >0-2% of residents in Census Block Group don't have access to a motor vehicle 4 – Points – 2-5% of residents in Census Block Group don't have access to a motor vehicle 5 – Points – >5% of residents in Census Block Group don't have access to a motor vehicle

Downtown Meridian Pedestrian Projects

Project Name	Project Type	T1_ADT	T2_School	T3_ExSW	T4_ADA	T5_CivTran	T6_Demo	Technical Score
BROADWAY AVE, W 04TH ST / MERIDIAN RD	Sidewalk	Programmed in Five-Year Work Plan						
CARLTON AVE, W 01ST ST / MAIN ST	Sidewalk	Programmed in Five-Year Work Plan						
CARLTON AVE, W 08TH ST / W 04TH ST	Sidewalk	Programmed in Five-Year Work Plan						
CENTRAL DR, STRATFORD DR / LOCUST GROVE RD	Sidewalk	10	8	5	10	4	2	39
CORPORATE DR, PROGRESS AVE / CENTRAL DR	Sidewalk	10	4	5	10	4	2	35
EAST 03RD ST, FRANKLIN RD / PINE AVE	Sidewalk	12	0	5	10	0	2	29
EAST 03RD ST, PINE AVE / CARLTON AVE	Sidewalk	8	12	5	10	4	5	44
EAST 03RD ST, WASHINGTON AVE / BADLEY AVE	Sidewalk	0	8	5	10	2	5	30
FAIRVIEW AVE, E 03RD ST / LAKES PL	Sidewalk	20	8	5	10	2	5	50
FAIRVIEW AVE, LAKES PL / LOCUST GROVE RD	Sidewalk	20	8	5	10	0	5	48
FRANKLIN RD, MERIDIAN RD / MAIN ST	Sidewalk	18	8	5	10	4	2	47
LINDER RD, FRANKLIN RD / PINE AVE	Sidewalk	14	8	5	10	0	5	42
LINDER RD, GREENHEAD DR / FRANKLIN RD	Sidewalk	10	16	5	10	0	2	43
LINDER RD, INTERSTATE 84 / WALTMAN ST	Sidewalk	12	16	5	10	0	4	47
LINDER RD, WALTMAN ST / PINTAIL DR	Sidewalk	Programmed in Five-Year Work Plan						
LINDER RD, WASHINGTON ST / MAPLE AVE	Sidewalk	14	8	5	10	0	4	41
MAIN ST, GRUBER AVE / FAIRVIEW AVE	Sidewalk	Programmed in Five-Year Work Plan						
MERIDIAN RD, FRANKLIN RD / BOWER ST	Sidewalk	Programmed in Five-Year Work Plan						
MERIDIAN RD, INTERSTATE 84 / CENTRAL DR	Sidewalk	20	0	5	10	4	4	43
MERIDIAN RD, PINE AVE / CHERRY LN	Sidewalk	Programmed in Five-Year Work Plan						
PINE AVE, E 02ND ST / E 04TH ST	Sidewalk	12	12	5	10	4	5	48
PINE AVE, E 05TH ST / ADKINS AVE	Sidewalk	Programmed in Five-Year Work Plan						
PINE AVE, TALL PINE PL / LINDER RD	Sidewalk	Programmed in Five-Year Work Plan						
PINE AVE, W 03RD ST / W 02ND ST	Sidewalk	6	8	5	10	4	2	35
PINE AVE, W 11TH ST / W 10TH ST	Sidewalk	12	4	5	10	0	5	36
PINE AVE, W 13TH ST / 200' East of W 13TH ST	Sidewalk	12	8	5	10	0	5	40
STRATFORD DR, CENTRAL DR / WATERTOWER ST	Sidewalk	10	4	5	10	5	2	36
WASHINGTON ST, W 04TH ST / MAIN ST	Sidewalk	Programmed in Five-Year Work Plan						
WASHINGTON ST, W 07TH ST / W 05TH ST	Sidewalk	4	12	5	10	2	4	33
WEST 01ST ST, BROADWAY AVE / PINE AVE	Sidewalk	Programmed in Five-Year Work Plan						
WEST 04TH ST, PINE AVE / MAPLE AVE	Sidewalk	4	16	5	10	2	4	41
WEST 08TH ST, PINE AVE / CARLTON AVE	Sidewalk	Programmed in Five-Year Work Plan						

Downtown Meridian Pedestrian Projects

Project Name	Project Type	T1_ADT	T2_School	T3_ExSW	T4_ADA	T5_CivTran	T6_Demo	Technical Score
FRANKLIN RD/STOREY PARK ENT	Intersection	Programmed in Five-Year Work Plan						
MERIDIAN RD/FRANKLIN RD	Intersection	Programmed in Five-Year Work Plan						
EAGLE ISLAND		See Meridian Pathways Master Plan for Prioritization Information						
EIGHT MILE CREEK, SEGMENT B								
FIVE MILE CREEK, SEGMENT H								
NINE MILE CREEK, SEGMENT D								
SETTLERS CREEK, SEGMENT B								
TEN MILE CREEK, SEGMENT C								
TEN MILE CREEK, SEGMENT D								
TREASURE VALLEY RAIL-WITH-TRAIL								
EIGHT MILE PATHWAY/LOCUST GROVE RD								
EIGHT MILE PATHWAY/WATERTOWER ST								
FIVE MILE PATHWAY/LOCUST GROVE RD								
SANDLIN AVE/SETTLERS CREEK PATHWAY								
TEN MILE PATHWAY/MERIDIAN RD								
WALTMAN LANE/MERIDIAN RD								
WATERTOWER ST/EIGHT MILE PATHWAY								
WEST 04 TH ST/WEST 01 ST ST								
WEST 07 TH ST/CRESTMONT DR								

Downtown Meridian Bicycle Projects

Project Name	Description	Notes	T1_ADT	T2_School	T3_Redundancy	T5_CivTran	T6_Demo	Technical Score
Bike Lane Projects								
CHERRY LN, LINDER RD/MERIDIAN RD	Add bike lanes	Speeds too high for shared lane markings	18	12	5	4	4	43
FAIRVIEW AVE, MERIDIAN RD/LOCUST GROVE RD	Add bike lanes	Speeds too high for shared lane markings	20	8	5	2	5	40
FRANKLIN RD, LINDER RD/LOCUST GROVE RD	Add bike lanes	Speeds too high for shared lane markings	18	8	5	5	5	41
LINDER RD, I-84/CHERRY LN	Add bike lanes	Speeds too high for shared lane markings	14	12	5	0	5	36
MAIN ST, FRANKLIN RD/BOWER ST	Add bike lanes		Programmed in Five-Year Work Plan					
MERIDIAN RD, I-84/WALTMAN LN	Add bike lanes	Speeds too high for shared lane markings	20	0	5	4	4	33
PINE AVE, MAIN ST/E 05TH ST	Fill-in gaps in existing bike lane network.	SLMs on the north side may avoid impacts to on-street parking.	12	12	5	4	5	38
PINE AVE, E 05TH ST/LOCUST GROVE RD	Add bike lanes.	Speeds too high for shared lane markings	12	12	5	4	5	38
Bike Route Projects (<i>Italics indicates interim or option project</i>)								
EAST 03RD ST, BOWER ST/PINE AVE	Add wayfinding signs	Parallel route to Main St	8	12	5	4	5	34
EAST 03RD ST, FRANKLIN RD/BOWER ST	Add wayfinding signs	Meridian/Main	Programmed in Five-Year Work Plan					
EAST 03RD ST-EAST 2 1/2 ST, PINE AVE/FAIRVIEW AVE	Add wayfinding signs	Parallel route to Main St	8	12	5	4	5	34
ADA ST, MAIN ST/E 03RD ST	Add wayfinding signs	Along with 3rd, parallel route to Meridian/Main	Programmed in Five-Year Work Plan					
BOWER ST, MERIDIAN RD/E 03RD ST	Add wayfinding signs	Along with 3rd, parallel route to Meridian/Main	4	12	5	4	5	30
CENTRAL DR, STRATFORD DR/LOCUST GROVE RD	Add shared lane markings		10	8	3	3	2	26
GANDER DR-WALTMAN DR, LINDER RD/MERIDIAN RD	Add wayfinding signs	Parallel route to Main St	2	12	5	3	4	26
GEM ST, MERIDIAN RD/MAIN ST	Add shared lane markings and/or wayfinding signs	Connects to Watertower bike route	8	8	5	4	4	29
MAIN ST, BOWER ST/FAIRVIEW AVE	Add shared lane marking. Wayfinding signs should also be installed on Main Street and Meridian Road.	Widening this section for bike lanes would be difficult. Parallel route to Meridian Rd.	14	12	5	4	5	40
MAPLE AVE-CAMELLIA LN, LINDER RD/W 08TH ST	Add wayfinding signs	Connects Middle School and High School	4	8	3	0	4	19
<i>PINE AVE, MAIN ST/E 05TH ST</i>	<i>Fill-in gaps in existing bike lane network.</i>	<i>SLMs on the north side may avoid impacts to on-street parking.</i>	12	12	5	4	5	38
STRATFORD DR, CENTRAL DR/FRANKLIN RD	Add shared lane markings		10	4	3	5	2	24
Intersection Projects								
MERIDIAN RD/FRANKLIN RD	Investigate a potential sight distance issue related to crossing pedestrians in the southwest corner		18	8	5	4	5	40
FRANKLIN RD/STOREY PARK ENT	Investigate installing an enhanced crossing across Franklin Road at the entrance to Storey Park		Programmed in Five-Year Work Plan					
Shared Use Path Projects								
EAGLE ISLAND								
EIGHT MILE CREEK, SEGMENT B								
FIVE MILE CREEK, SEGMENT H								
NINE MILE CREEK, SEGMENT D								
SETTLERS CREEK, SEGMENT B								
TEN MILE CREEK, SEGMENT C								

Downtown Meridian Bicycle Projects

TEN MILE CREEK, SEGMENT D
TREASURE VALLEY RAIL-WITH-TRAIL
EIGHT MILE PATHWAY/LOCUST GROVE RD
EIGHT MILE PATHWAY/WATERTOWER ST
FIVE MILE PATHWAY/LOCUST GROVE RD
SANDLIN AVE/SETTLERS CREEK PATHWAY
TEN MILE PATHWAY/MERIDIAN RD
WALTMAN LANE/MERIDIAN RD
WATERTOWER ST/EIGHT MILE PATHWAY
WEST 04 TH ST/WEST 01 ST ST
WEST 07 TH ST/CRESTMONT DR

See Meridian Pathways Master Plan for Descriptions and Prioritization Information

APPENDIX C

Pedestrian and Bicycle Treatment Options

Bicycle Treatments



Location: Parkcenter Blvd

Wayfinding

Signs directing pedestrians and bicyclists towards destinations in the area, typically including distance and average bicycling times.

Advantages	Challenges	Location Type
<ul style="list-style-type: none"> Eases navigation for residents and visitors by bicycle Provides guidance to destinations from streets and along multi-use trails Offers another indication to motorists of the presences of bicycles 	<ul style="list-style-type: none"> Maintenance and vandalism 	<ul style="list-style-type: none"> Along routes connecting popular destinations or where signs may be needed to identify routes



Location: Portland, OR



Location: Portland, OR

Shared Lane Markings

A shared-lane marking, or "sharrow", is a pavement marking that can be used where space does not allow for a bike lane. Sharrows remind motorists of the presence of bicycles and indicate to cyclists where to safely ride within the roadway.

Advantages	Challenges	Location Type
<ul style="list-style-type: none"> Reduces wrong-way and sidewalk riding Improves cyclists positioning in the roadway Informs motorists of high likelihood of bicyclists Can use on streets without adequate space for bike lane markings 	<ul style="list-style-type: none"> Pavement marking maintenance Does not separate bicycles and motor vehicles 	<ul style="list-style-type: none"> Streets with moderate speeds and traffic volumes, and where space for bike lane markings is limited



Location: Curtis Rd



Location: Five Mile Rd

Bike Lanes

The area of roadway designated for non-motorized bicycle use, separated from vehicles by pavement markings.

Advantages	Challenges	Location Type
<ul style="list-style-type: none"> Improves safety and comfort by increasing the visibility and awareness of cyclists Provides an exclusive space for bicyclists 	<ul style="list-style-type: none"> May still have conflicts with motorists (e.g., opened car doors), which can be reduced by providing a buffer space between the bike lane and the motor vehicle travel lane Motorists may illegally park in bike lane 	<ul style="list-style-type: none"> Non-local streets with adequate space for accommodation



Location: Salt Lake City, UT



Location: Beacon St

Signed Shared Roadway

Low volume and low speed streets that have signage and pavement markings indicating the street is a route to be used by cyclists.

Advantages	Challenges	Location Type
<ul style="list-style-type: none"> Cost-effective and typically simple to implement Creates a comfortable, low-volume, low-speed space for bicyclists and pedestrians 	<ul style="list-style-type: none"> Does not provide physical separation between cyclists and motorists 	<ul style="list-style-type: none"> Streets parallel to larger, high traffic streets

Bicycle Treatments



Location: Washington, DC

Cycle Track

An exclusive bike lane separated from vehicle travel lanes, parking lanes, and sidewalks. Any parking is moved adjacent to moving traffic and the bike lane is next to curb. They can be one-way, two-way, at street level, at sidewalk level, or at an intermediate level.

Advantages	Challenges	Location Type
<ul style="list-style-type: none"> Higher level of comfort than bike lanes Reduced risk of car doors opening into the cycle track compared to a bike lane Attractive to a wider spectrum of the public than bike lanes 	<ul style="list-style-type: none"> Potential conflicts at intersections Can be expensive Requires more space than bike lane 	<ul style="list-style-type: none"> A street with enough off-street space for construction or a street that can be reduced by one lane



Location: Greenbelt at 4th St



Location: Greenbelt near Shakespeare Festival

Shared Use Pathways

Paved pathways away from the road and out of the path of turning vehicles designed with adequate space for both pedestrian and bicycle use.

Advantages	Challenges	Location Type
<ul style="list-style-type: none"> Separates bicyclists from vehicle traffic Combining pedestrians and bicyclists may require less space than separate facilities for each 	<ul style="list-style-type: none"> Needs adequate space to accommodate buffer from street and width to allow the passing of bicyclists and pedestrians Bicycle and pedestrian conflicts High potential for crashes in highly urban areas or along roads with driveways 	<ul style="list-style-type: none"> Parallel to high-speed, limited-access roads



Location: 8th St



Location: 8th St

Contraflow Bike Lane

Bike lane that provides for travel on a one-way street in the opposite direction of motor vehicle traffic.

Advantages	Challenges	Location Type
<ul style="list-style-type: none"> Provides direct access and connections for bicycles traveling in both directions Cyclists do not have to detour as a result of one-way traffic 	<ul style="list-style-type: none"> Contrary to cyclist education and driver expectation that cyclists travel in the same direction as motor vehicle traffic Motorists may illegally park in bike lane 	<ul style="list-style-type: none"> One-way streets that provide direct access to schools, parks, or commercial areas



ACHD Neighborhood Walking and Biking Plans

Connect your Neighborhood!



Pedestrian/Crossing Treatments



Location: Shoshone St



Location: Goddard Rd

Sidewalks

A raised concrete walkway that provides pedestrians a dedicated space alongside a road. Sidewalks may be directly adjacent to the edge of the roadway (attached) or separated with a buffer space (detached).

Advantages	Challenges	Location Type
<ul style="list-style-type: none"> Improves pedestrian comfort and reduces crashes by providing separation from motor vehicles Provides a dedicated space for pedestrians 	<ul style="list-style-type: none"> Can be costly to install, particularly if stormwater drainage is not already present May require right-of-way purchase 	<ul style="list-style-type: none"> Along any urban street



Location: Ustick Rd

Raised Median/Refuge Island

Provides a protected area in the middle of a crosswalk for pedestrians to stop while crossing street.

Advantages	Challenges	Location Type
<ul style="list-style-type: none"> Can reduce the number of crashes at marked and unmarked crosswalks Preferred on multi-lane streets Requires shorter gaps in traffic to cross the street 	<ul style="list-style-type: none"> Must have at least 6 feet of space to accommodate wheelchairs; not all streets will have adequate space Physical barrier in the street Can limit motor vehicle access 	<ul style="list-style-type: none"> Areas with high volume traffic conflicts or high pedestrian crash locations



Rectangular Rapid Flashing Beacon

Signs with a pedestrian-activated "strobe-light" flashing pattern that attracts attention and notifies motorists that pedestrians are crossing.

Advantages	Challenges	Location Type
<ul style="list-style-type: none"> Typically increases yielding by drivers compared to marked crosswalk only Warning information is at eye level of drivers 	<ul style="list-style-type: none"> Motorists may not understand flashing lights Requires pedestrian activation 	<ul style="list-style-type: none"> Areas with high mid-block crossings



Location: Ustick Rd

Pedestrian Hybrid Beacon

Pedestrian activated beacon, unlit when not in use, begins with a yellow light alerting drivers to slow, and then a solid red light requiring drivers to stop while pedestrians have the right-of-way to cross the street.

Advantages	Challenges	Location Type
<ul style="list-style-type: none"> A very high rate of motorists yielding to pedestrians Drivers don't have to wait as long at hybrid beacons compared to other signalized intersections 	<ul style="list-style-type: none"> Expensive compared to other crossing treatments Requires pedestrian activation 	<ul style="list-style-type: none"> Larger roadways where mid-block crossing is difficult or crossing opportunities are limited School walk route connectivity



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Crossing Treatments



Location: State St (Eagle, ID)

High Visibility Crosswalks

Clear, reflective roadway markings and devices at intersections on priority pedestrian links, located only where motorists should expect pedestrians with sufficient sight distance and reaction time.

Advantages	Challenges	Location Type
<ul style="list-style-type: none"> Warns motorists of potential for pedestrians Designates a preferred location for pedestrians Idaho law requires motorists yield to pedestrians in crosswalks Relatively inexpensive to install 	<ul style="list-style-type: none"> Most effective with other traffic control (signals, stop signs) or physical treatments (bulb outs) that help to reinforce drivers yielding to pedestrians Motorists may ignore 	<ul style="list-style-type: none"> Intersections and preferred mid-block crossing locations



Raised Crosswalk

A pedestrian crossing area raised higher to give motorists and pedestrians a better view of the crossing area. A raised crosswalk is essentially a speed table marked and signed for pedestrian crossing.

Advantages	Challenges	Location Type
<ul style="list-style-type: none"> Provides better view for pedestrians and motorists Slows motorists travel speeds Broad application on both arterial & collector streets 	<ul style="list-style-type: none"> Can be difficult to navigate for large trucks, buses, snow plows, and emergency response vehicles 	<ul style="list-style-type: none"> Areas where driver speeding is a problem and/or it is difficult to cross the street



Location: Ustick Rd

In-Street "Yield to Pedestrians" Signs

Signs placed in the middle of crosswalks to increase driver awareness of pedestrians and the legal responsibility in Idaho to yield right-of-way to pedestrians in a crosswalk.

Advantages	Challenges	Location Type
<ul style="list-style-type: none"> Can increase the number of motorists that yield to pedestrians in the crosswalk Reinforces the rights of pedestrians crossing the road 	<ul style="list-style-type: none"> If used too often, motorists may be more likely to ignore the signs 	<ul style="list-style-type: none"> Areas with high mid-block crossings and/or poor yield rates by motorists School zones



Location: 13th St

Bulb-Outs/Curb Extensions

An extension of the curb or the sidewalk into the street, usually at an intersection, that narrows the road, inhibits fast turns, and shortens the crossing distance for pedestrians.

Advantages	Challenges	Location Type
<ul style="list-style-type: none"> Shorter crossing distances for pedestrians Reduces motorist turning speeds Increased visibility between motorists and pedestrians Enables tree and landscape planting and water runoff treatment 	<ul style="list-style-type: none"> Can only be used on streets with unrestricted on-street parking Physical barrier can be exposed to traffic Greater cost and time to install than high visibility crosswalks 	<ul style="list-style-type: none"> Streets with on-street parking



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