

THE IFYWP

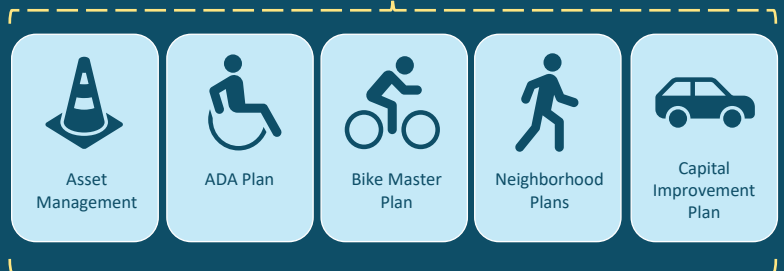
ACHD'S VISION

Leading Transportation Innovation – Investing in Communities

INTRODUCTION

The 2022-2026 Integrated Five-Year Work Program (IFYWP) sets forth the strategies, projects and priorities which the Ada County Highway District (ACHD) will pursue over the next five years. The first two years of the Plan align with ACHD's 2022 Budget, scheduled for adoption on August 25, 2021. The remaining years set the focus for ACHD's efforts for future budget years. The document allows elected officials, staff, partner agencies, and the public to work in a coordinated fashion to implement projects.

The Integrated Five-Year Work Plan works in support of various ACHD and partner agency foundational planning documents and is the implementing arm for these plans. The figure to the right illustrates how the IFYWP fits into the region's overall planning framework.



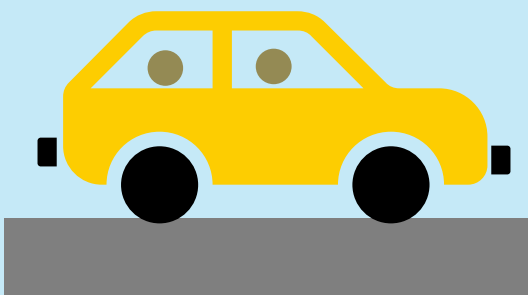
FOCUSED INVESTMENT

IMPLEMENTING THE STRATEGIC PLAN

ACHD established its vision, mission, and priorities in 2011, with the intent of ensuring that all ACHD activities are focused on the best interest of the citizens we serve. The bottom line is that every choice ACHD makes must help to effectively and efficiently accomplish ACHD's Vision, Mission and Priorities.

In June 2016, the ACHD Commission adopted a Strategic Plan to further clarify the intent of its vision, mission, and priorities. The Plan included a resource allocation methodology that informs and guides development of the IFYWP. That methodology, further revised in 2019, guides the programming and project selection decisions for the IFYWP.

REVENUE ALLOCATION METHODOLOGY



1

SAFETY + MAINTENANCE

- Signals, Crossings, & Safety Projects
- Asset Management – Capital Maintenance & Bridges

2

SYSTEM ENHANCEMENTS

- Neighborhood Plan & Bike Master Plan Projects (Not Funded by Vehicle Registration Fees)
- Capital Improvement Plan Projects

+

PROGRAMMING OBLIGATIONS

- ADA & Environmental Compliance
- Vehicle Registration Fee (VRF) Ballot Commitments
- General Fund Support of Impact Fee Collections

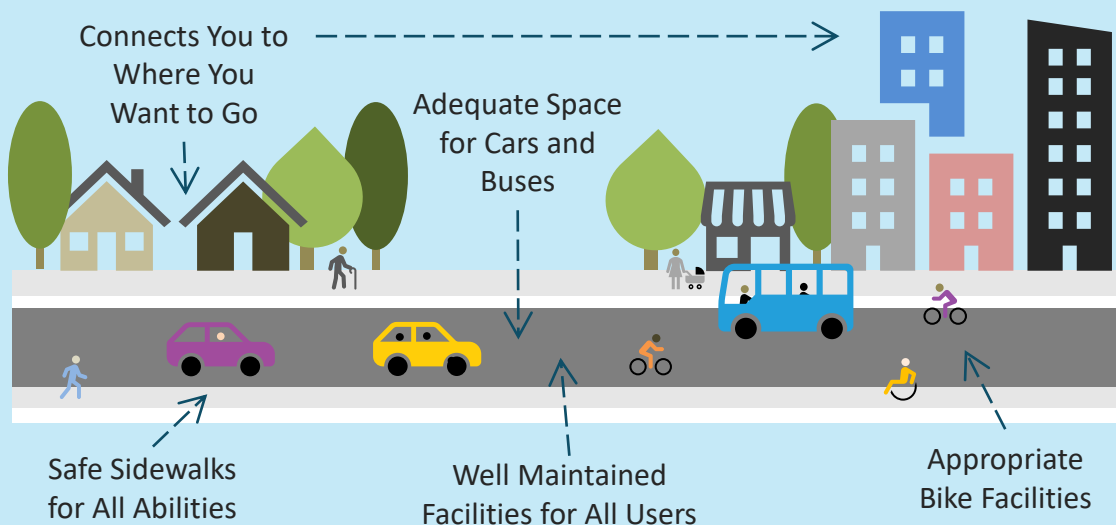
TRANSPORTATION CHOICE

ACHD SUPPORTS YOU HOWEVER YOU
CHOOSE TO TRAVEL

ACHD'S COMPLETE STREETS GUIDING PRINCIPLE

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

ANATOMY OF A COMPLETE STREET



ACHD SERVES YOU

WHEN YOU DRIVE



BUILDING OUT YOUR MAJOR ROADS



128 NEW LANE MILES
Programmed in IFYWP

INTERSECTION IMPROVEMENTS **49**
Programmed in IFYWP

12%

IN IFYWP

Total Planned Lane Miles

+3% from Annual Report

34%

COMPLETE

Total Planned Lane Miles

+2% from Annual Report

MANAGING THE CONGESTION YOU FACE



27

IN IFYWP

Congested Locations in Adopted IFYWP

+3 from Annual Report



20

UNFUNDED

Congested Locations Not in IFYWP

-4 from Annual Report

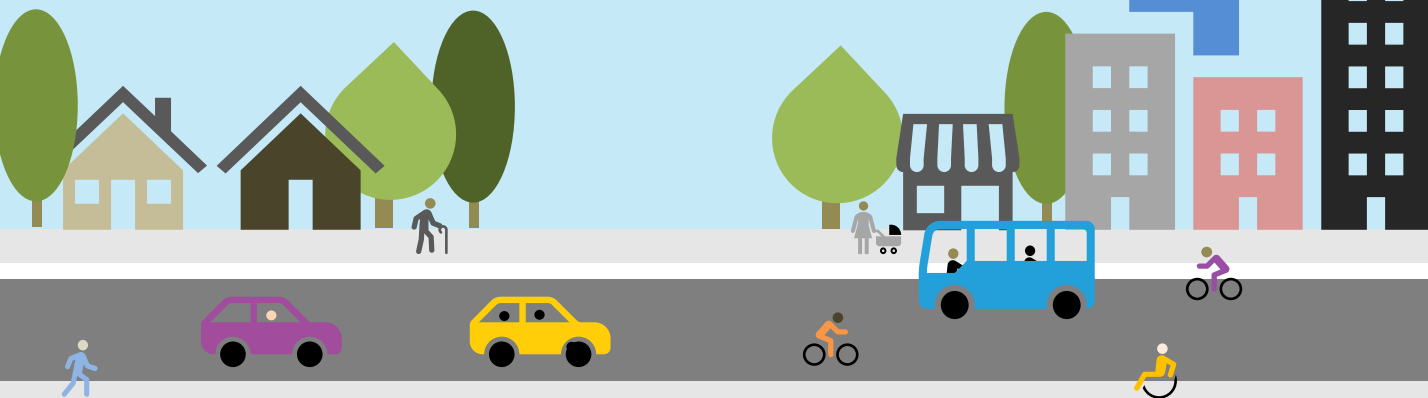


DID YOU KNOW?

ACHD updated its Capital Improvement Plan in 2020. This plan shows roads and intersections that ACHD expects will need widened to address growth in the next 20-years. It also drives the collection of impact fees to pay for those projects. To learn more about this plan, visit [here](#). The IFYWP is the primary implementation tool to build out the Capital Improvement Plan.

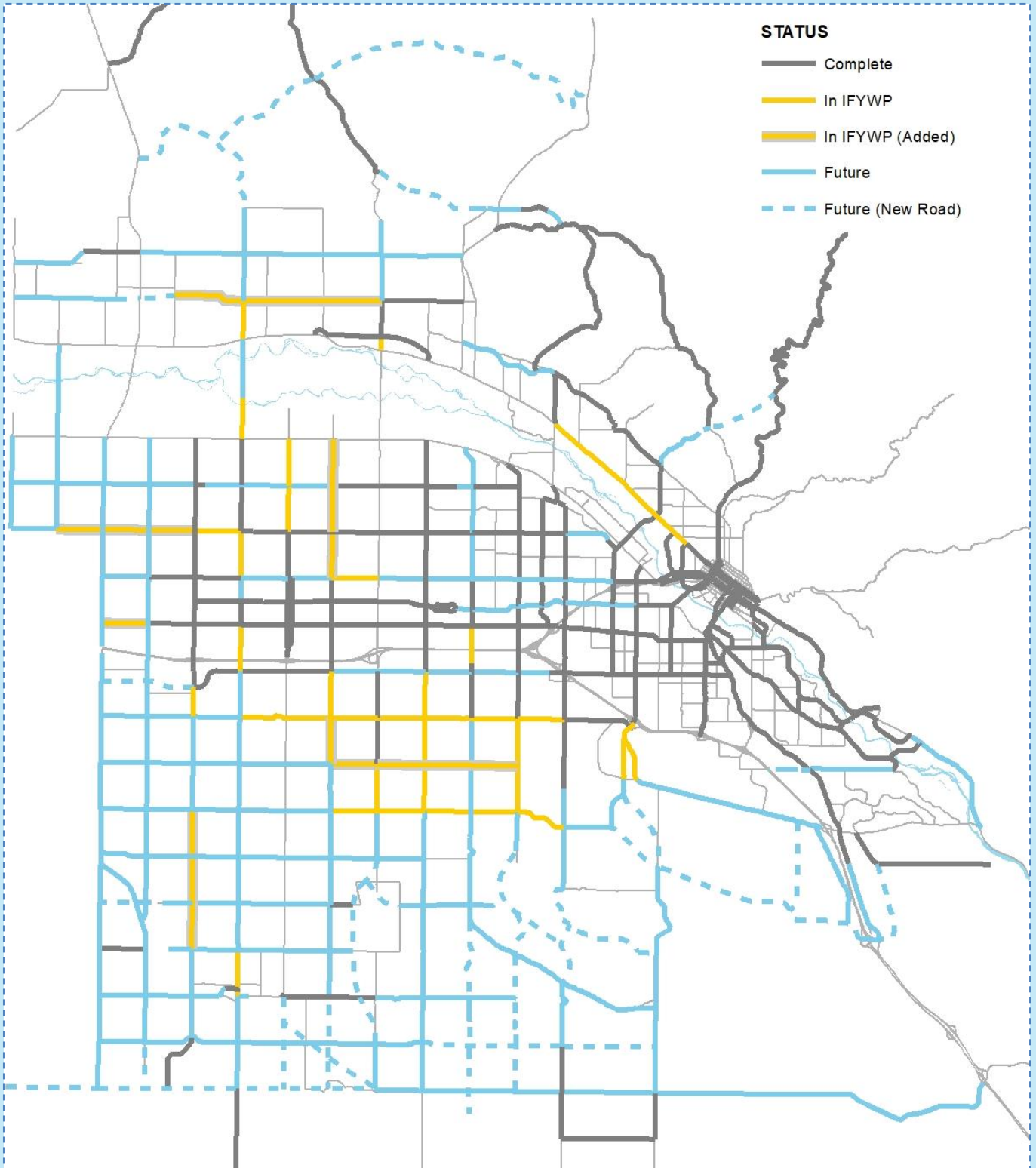
\$125 MILLION

Projected Impact Fees Collections 2022-2026



ROAD NETWORK

BUILD OUT STATUS

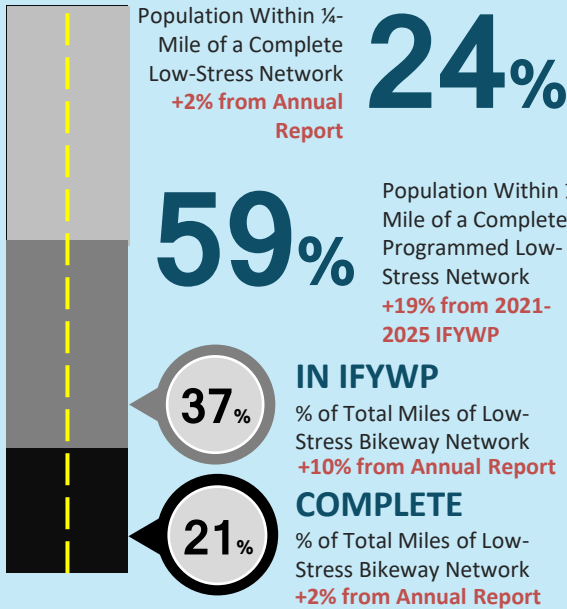


ACHD SERVES YOU

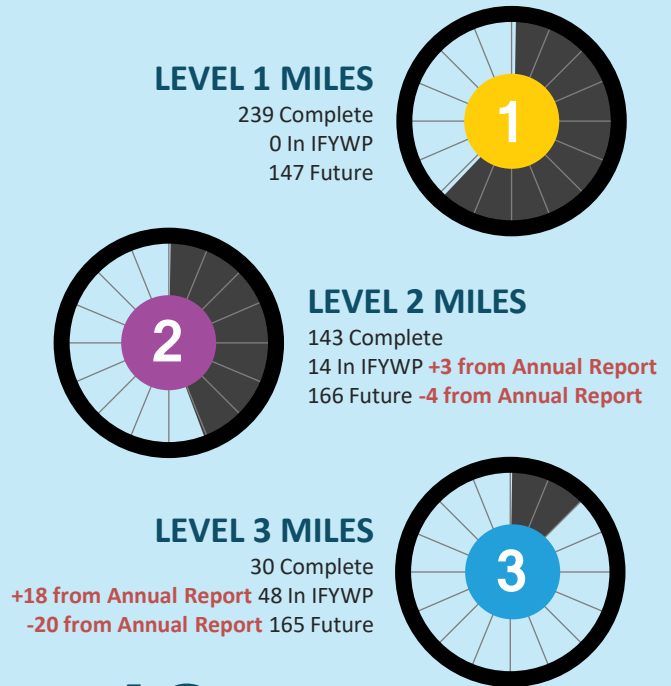
WHEN YOU BIKE



INCREASING ACCESS WITH A LOW-STRESS NETWORK*



BUILT THE RIGHT BICYCLE FACILITIES FOR YOU*



*Metric updated to include public bike paths.



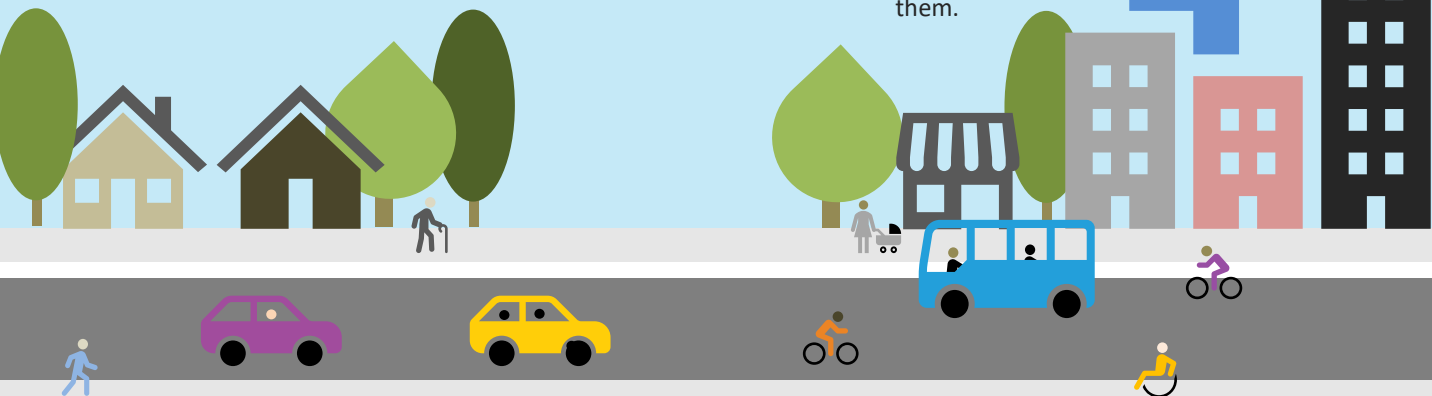
DID YOU KNOW?

Starting in 2020, ACHD established a Bikeway Signage program to accelerate implementation of the Low-Stress Bike Network. This bikeway sign is used to identify low-stress bikeways and key connections linking them.



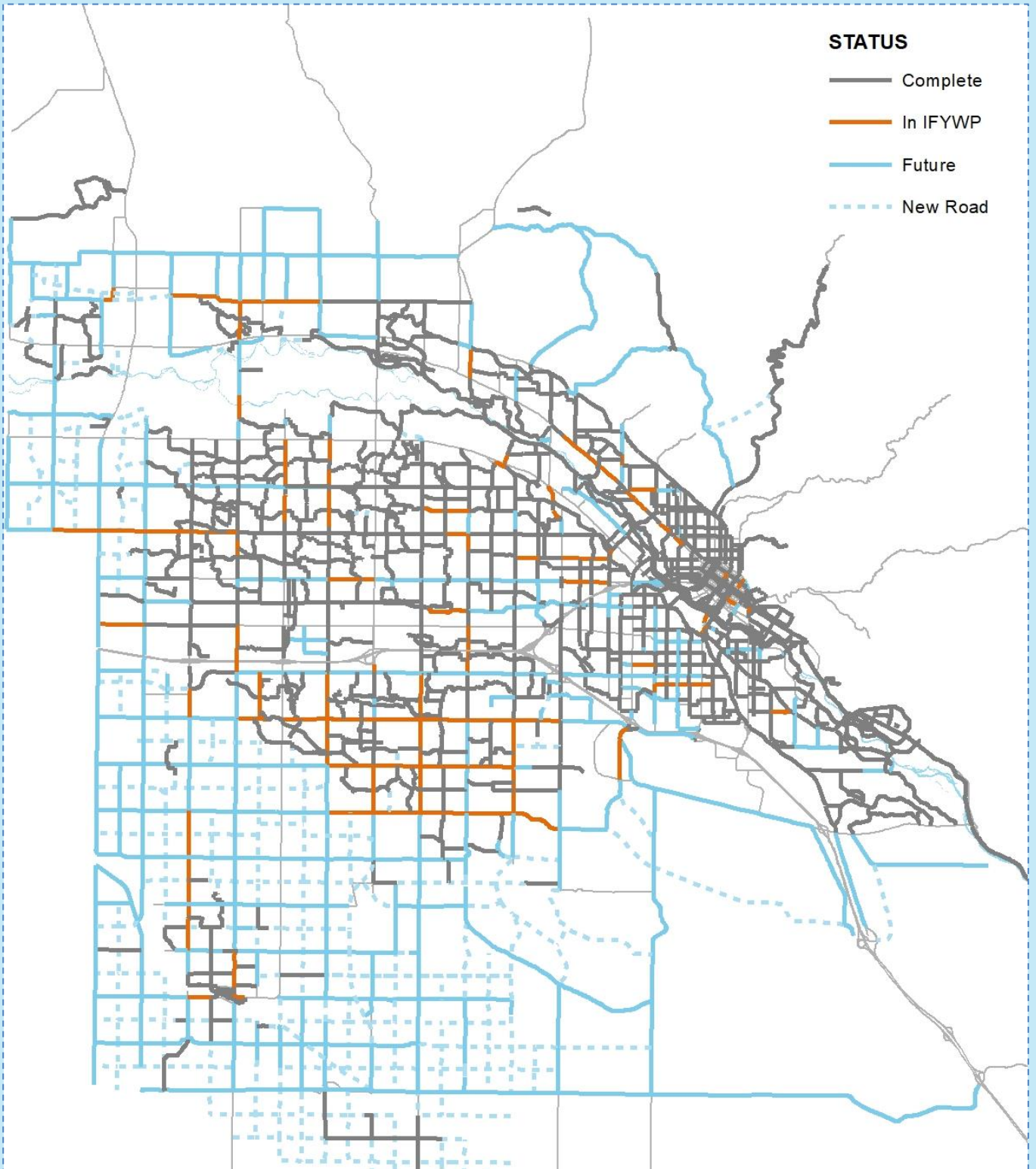
43% BUILT Planned Bike Network

*The Low-Stress Bikeway Network consists of low-stress bikeways and critical connections linking them.



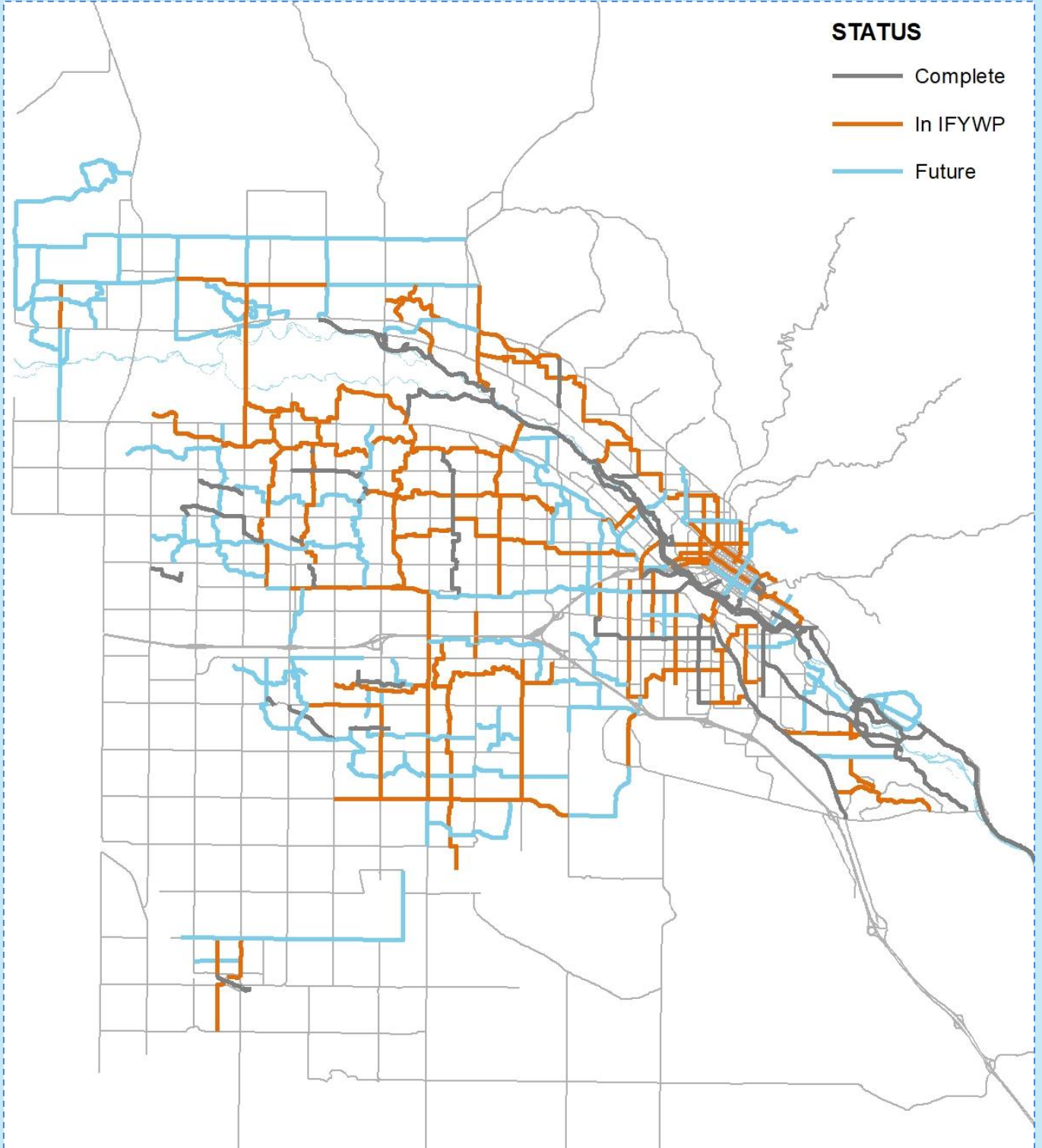
BIKE NETWORK

BUILD OUT STATUS



LOW-STRESS BIKEWAY NETWORK

BUILD OUT STATUS



ACHD SERVES YOU

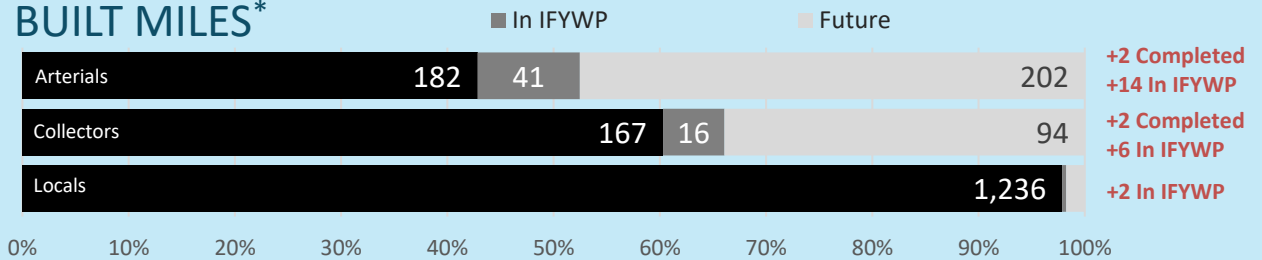
WHEN YOU WALK



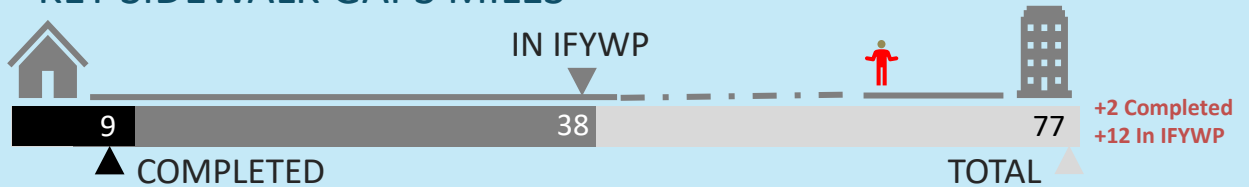
BUILDING SIDEWALKS WHERE YOU WANT THEM

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

BUILT MILES*

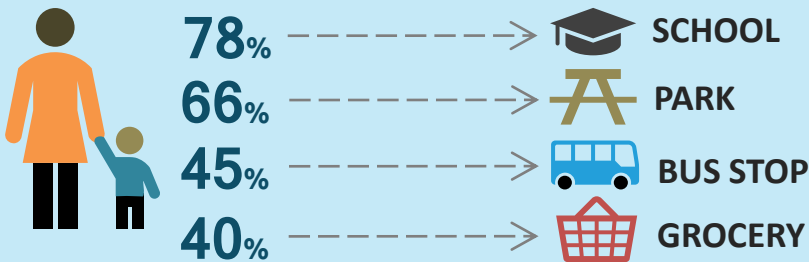


KEY SIDEWALK GAPS MILES



IMPROVING ACCESS TO WHERE YOU WANT TO GO

PEOPLE WITHIN A 1 MILE WALK



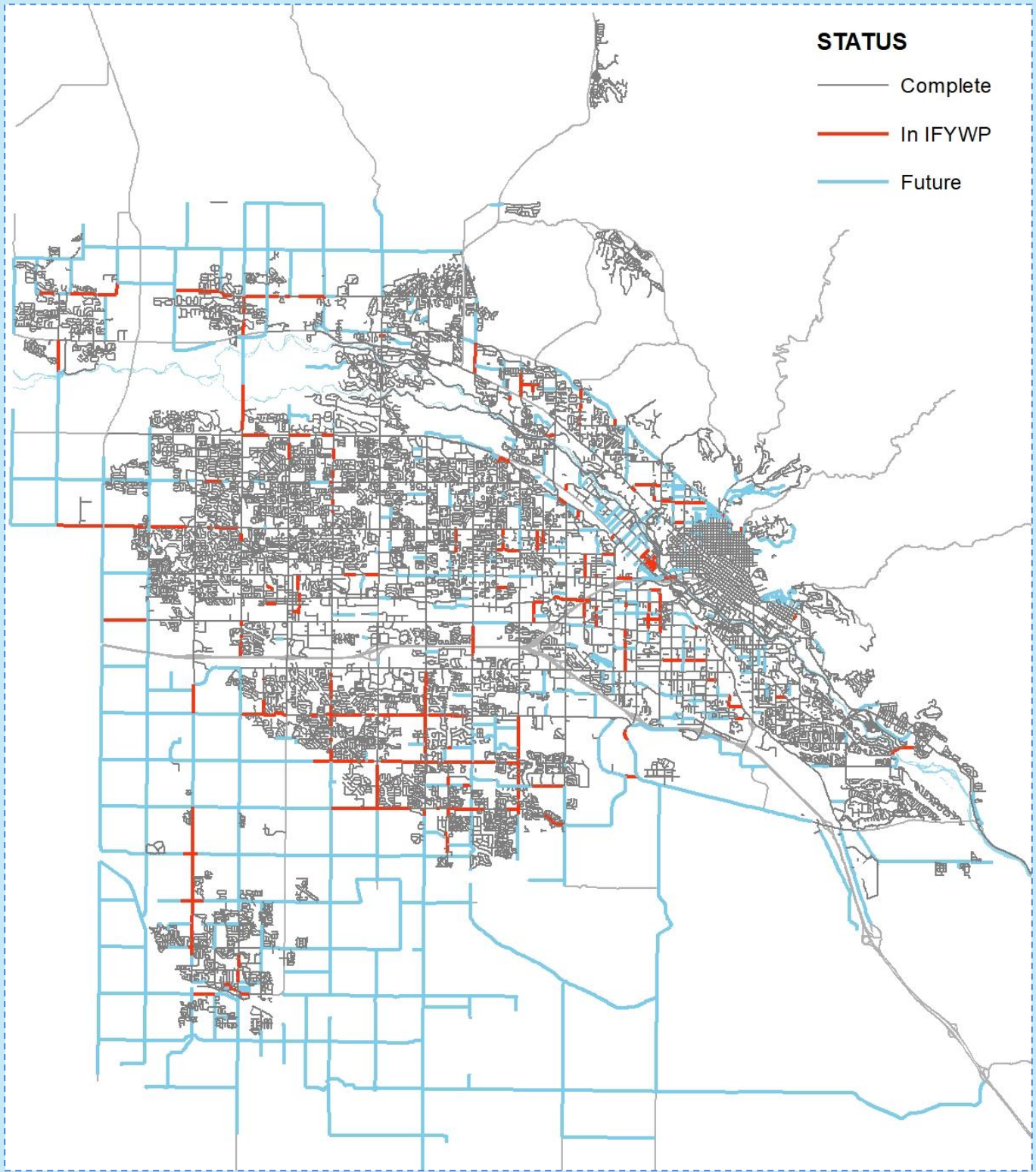
DID YOU KNOW?

ACHD uses its Neighborhood Plans to determine what local streets will have sidewalks. To find your Neighborhood Plan, visit [here](#). Make sure to participate when ACHD is in your neighborhood.



PEDESTRIAN NETWORK

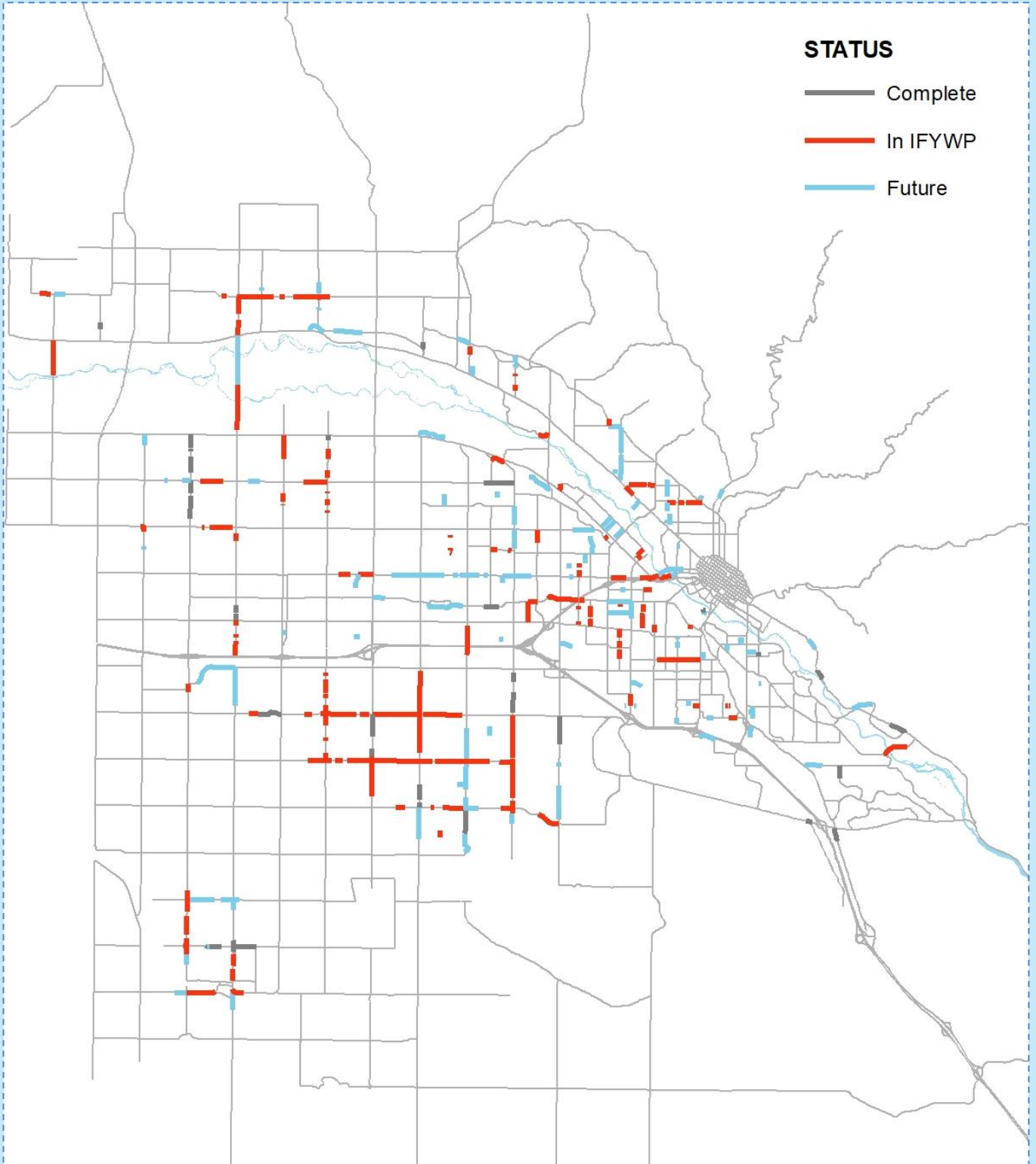
BUILD OUT STATUS



- STATUS**
- Complete
 - In IFYWP
 - Future

KEY PEDESTRIAN GAPS

BUILD OUT STATUS



ACHD SERVES

ALL PEOPLE



IMPROVING ACCESSIBILITY

PEDESTRIAN RAMPS

STATUS	HIGH	MEDIUM	LOW
Identified	1,766*	1,786*	9,918*
Complete*	237 +14	92 +27	1,364 +1,050
In IFYWP	449 +192	327 +304	567 +228
Future	1080 -229	1327 -190	7,990 -1,088

SIDEWALK MILES

HIGH	MEDIUM	LOW	STATUS
59.5*	226.3*	773.2*	Identified
14.9 +14.2	18.9 +10.3	50.3 +45.8	Complete*
8.8 +3.9	26.0 +18.5	31.0 +17.6	Programmed
36.8 -17.8	181.4 -29.1	692.4 -61.3	Future

PROVIDING ACCESSIBLE SIGNALS

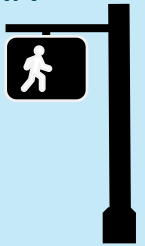
ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS



+15 from Annual Report

COMPLETED ▼

186



119

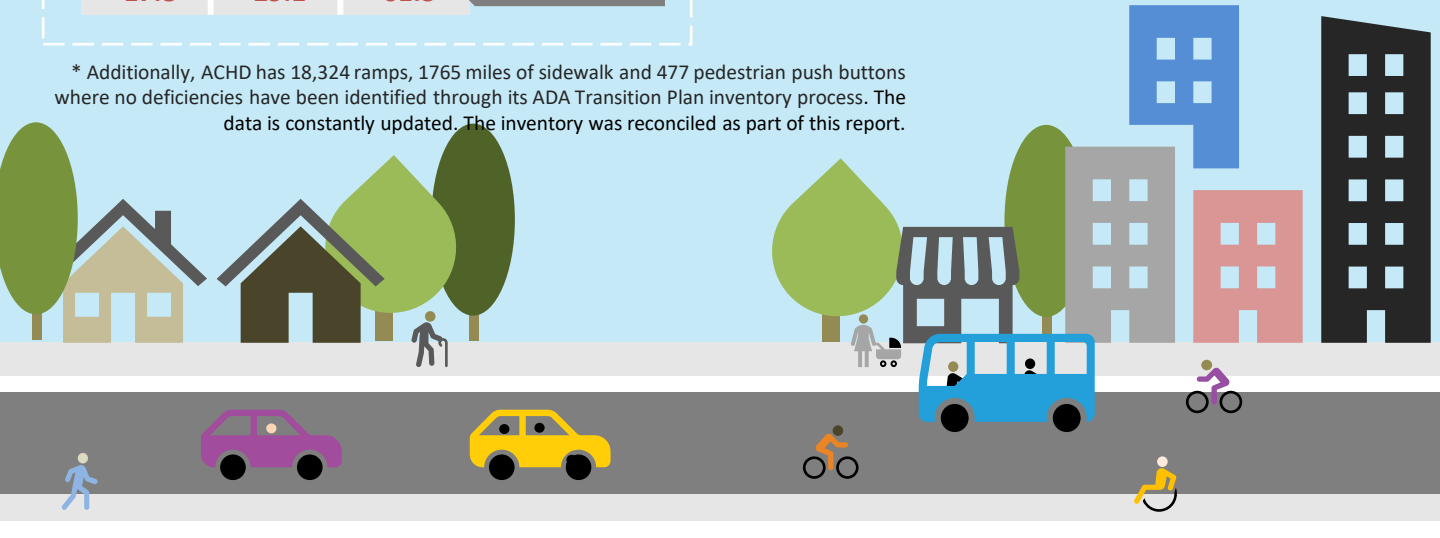
IN IFYWP ▲

+21 from Annual Report

PEDESTRIAN PUSH BUTTONS

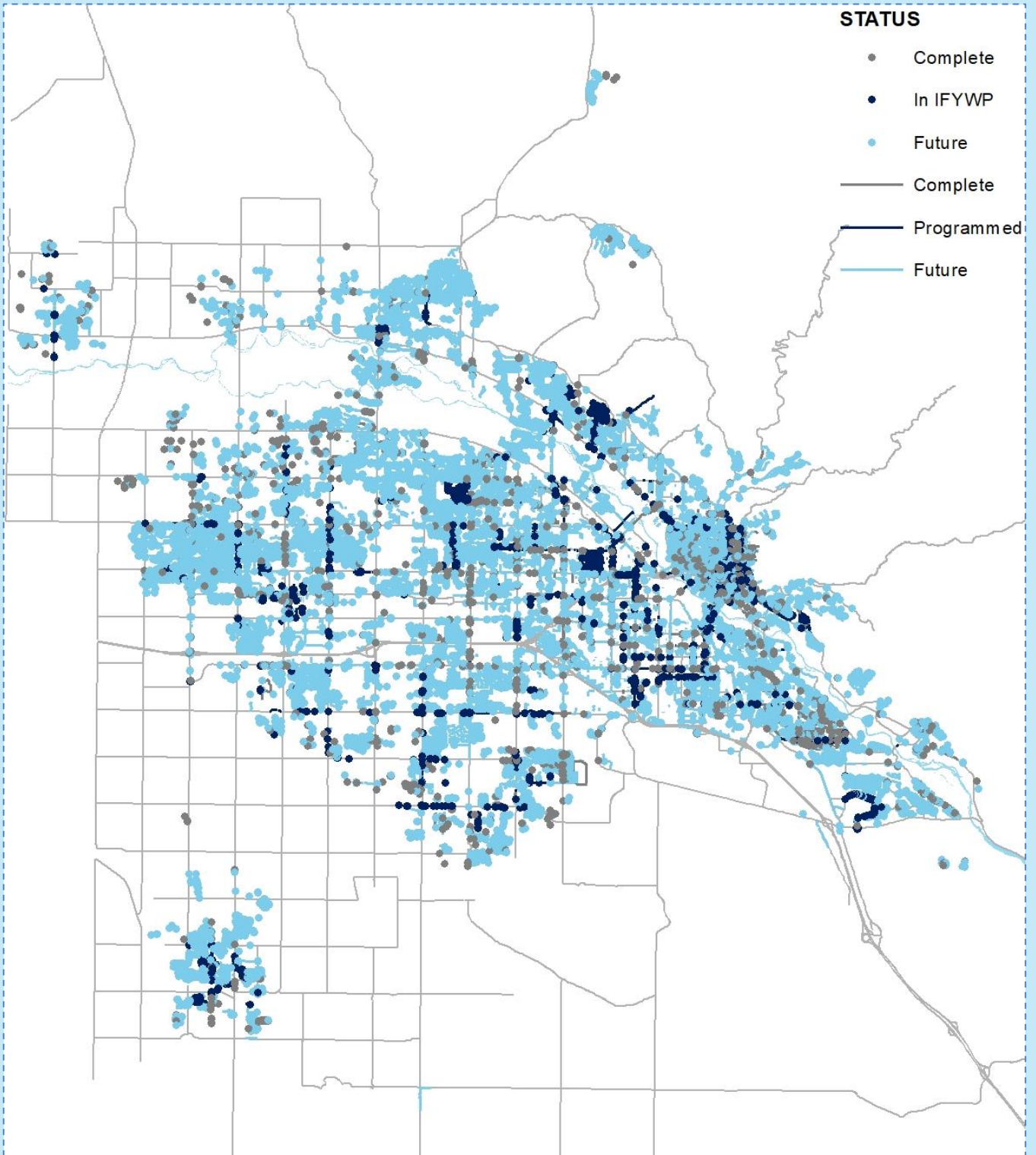
STATUS	HIGH	MEDIUM	LOW
Identified	859	401	487
Complete*	29 +23	1 +1	7 +1
In IFYWP	140 +9	37 +4	45 +10
Future	690 -32	363 -5	435 -11

* Additionally, ACHD has 18,324 ramps, 1765 miles of sidewalk and 477 pedestrian push buttons where no deficiencies have been identified through its ADA Transition Plan inventory process. The data is constantly updated. The inventory was reconciled as part of this report.



ACCESSIBLE RAMPS AND SIDEWALKS

BUILD OUT STATUS



NEIGHBORHOOD INVESTMENTS

ACHD SUPPORTS YOU WHERE YOU LIVE

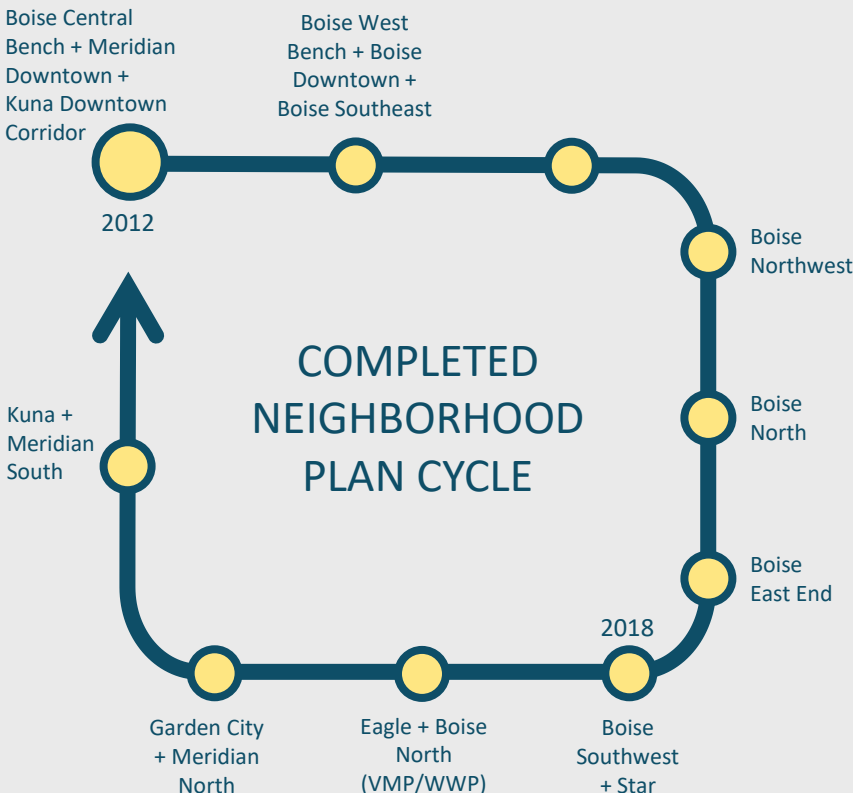
ACHD'S MISSION

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



DID YOU KNOW?

In 2021, ACHD will be completing its first cycle of Neighborhood Bike and Pedestrian Plans. This initial cycle helped establish a vision for build out of a bike and pedestrian network for all areas of Ada County. In the next cycle, beginning in 2022, ACHD will revisit each of the previously planned areas to report on progress and to make any updates to the planned network. This next cycle will also include a review and update of ACHD's facility accessibility inventory as well as a safety review for each area.



UPCOMING NEIGHBORHOOD PLAN CYCLE

2022	Boise Central Bench + Barber Valley
2023	Boise West Bench + Meridian Downtown
2024	Boise Southeast
2025	Boise Northwest
2026	Boise North
2027	Boise Downtown + Boise East End
2028	Boise Southwest + Star
2029	Eagle
2030	Garden City + Meridian North
2031	Kuna + Meridian South

NEIGHBORHOOD INVESTMENTS

NEIGHBORHOOD PLANNING AREAS



NEIGHBORHOOD PLAN PROJECT IMPACT



1272

IDENTIFIED
Projects Since 2012



301

COMPLETED
Projects Since 2012
+14 from Annual Report



322

IN IFYWP
Based on 2022-2026
IFYWP
+177 from Annual Report

External Funding Plan

The funding plan portion of the IFYWP focuses external funding efforts on the Commission's approved focus areas adopted in the ACHD Strategic Plan (2016). External funding comes from funding sources that are not codified by State of Idaho code or fee regiment for use by the Ada County Highway District, with most of these funds coming from Federal Highway Administration programs. The funding plan ensures funding application efforts are timely and supported by the Commission. **All local match funding will be reviewed and approved by Commission when the project agreement is presented for approval.**

Primary Focus Projects

Seeking external funding for maintenance, safety and Americans With Disabilities Act (ADA) projects is a primary focus area of the Strategic Plan.

Federal Capital Improvements

ACHD currently receives Surface Transportation Block Grant Program (STBG) Transportation Management Area (TMA) funding for qualified, capital improvements on Federal-aid Highway System Arterials and Collectors. Per Communities in Motion 2040, COMPASS programs 82% of STBG TMA funding for ACHD's roadway improvement needs, including but not limited to overlays, reclaims, rebuilds and micro seals^[1]. Starting in 2021, the Commission directed staff to take an integrated approach to all maintenance projects, which now includes evaluating all sidewalk and bike facility needs. The federal match requirement for STBG funding is 7.34% of project cost. Federal improvement projects and treatments are identified by Pavement Management staff at the time of design.

[1] 2021 -2025 funding need based on a Pavement Condition Index (PCI) of 85, and 0% Inflation and Interest rate for Arterials, Collectors and Residential.

Federal Capital Improvements (Continued)

The following estimated five-year capital improvement need is based on ACHD's Pavement Management Engineer's evaluation of the StreetSaver Model's Pavement Condition Index (PCI) data. This data is updated annually for Ada County arterials, collectors and residential streets. Funding also includes House Bill 312 maintenance funding.

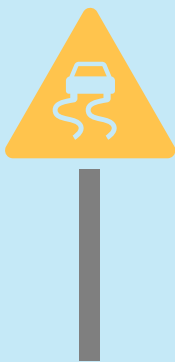


\$27M-\$34M

ANNUAL PAVEMENT
MANAGEMENT TARGET
+ 1% Annual System Growth Factor

FUNDING PROGRAM	2022	2023	2024	2025	2026
Operational Maintenance (ACHD Forces)	\$9.63M	\$9.72M	\$9.82M	\$9.92M	\$10.02M
Federal Aid Capital Improvements	\$10.64M	\$9.02M	\$7.83M	\$7.26M	\$7.07M
Local Capital Maintenance	\$16.57M	\$7.73M	\$11.99M	\$11.04M	\$11.13M
Total	\$36.84M	\$26.47M	\$29.64M	\$28.22M	\$28.22M

Additional Capital Improvement and Safety Projects



Outside of the STBG-TMA program, there are several competitive funding programs that are administrated by FHWA, FTA, FEMA, ITD and LHTAC. Each of these programs has its own set of restrictions and funding limitations. For example, programs such as STBG-Urban funds may be used for capital improvements projects within the cities of Kuna or Star, and STBG-Rural funds may be used in Ada County outside of the TMA and Urban boundaries.

The following is a list of additional Primary Focus projects that staff will seek outside funding:

Additional Capital Improvement and Safety Projects (Continued)

Project Name	Project Description	Cost	Local Match	Possible Funding
Fairview Ave Bridges #2196 & #2197	Reconstruct the existing deficient bridges over the Boise River	\$8.4M	\$0.6M to \$3.4M	RAISE, Federal Bridge Program and INFRA Grant
Eckert Rd Bridge #2147 & #2148	Reconstruct the existing deficient bridges over the Boise River and Ridenbaugh Canal	\$5.0M	\$0.37M to \$1.0M	RAISE, Federal Bridge Program and INFRA Grant
Replace Bridges That Create Flood Hazards	Reconstruct obsolete bridge with design that eliminates 100-year flooding hazard created by existing bridge	\$0.5M to \$2.0M	\$0.12M to \$0.5M	FEMA, Building Resilient Infrastructure and Communities (BRIC)
Replace Non-compliant Curb Ramps at Joint ACHD-ITD Intersections	Bring non-compliant curb cuts up to ADA standards where ACHD sidewalks intersect ITD routes	\$0.6M	\$0.0	Idaho Americans with Disabilities Act Curb Ramp Program
Avalon St and Kay St	To improve safety at intersection, add signals, enhanced pedestrian facilities and intersection lighting.	\$0.6M	\$0.04M	Local Highway Safety Improvement Program (LHSIP)
Bike Lane Gap - Americana and 15 th Street	To improve safety, at intersection of 15 th Street, widen Americana Boulevard roadway to the north to accommodate for consistent 5' bike lanes	\$0.3M	\$22K	LHSIP
Five Mile Rd, Overland Rd / Franklin Rd	Working with ITD, reconstruct the existing bridge over Interstate 84 and widen adjacent legs of Five Mile Rd to five lanes	\$22.5M	\$4.5M, less ITD's portion for overpass construction	RAISE Grant,
NEPA Study	NEPA study for a future bridge or road improvement project. May be in coordination with an ACHD partner.	\$0.25M to \$2M	\$50K to \$0.4M or half of match	RAISE Grant
ACHD Urban Improvement Project	Construct a Single-Lane Roundabout on Floating Feather Rd, in the City of Star	\$1.0M to \$1.5M	\$70K to \$0.1M	STBG-Urban

Additional Capital Improvement and Safety Projects (Continued)

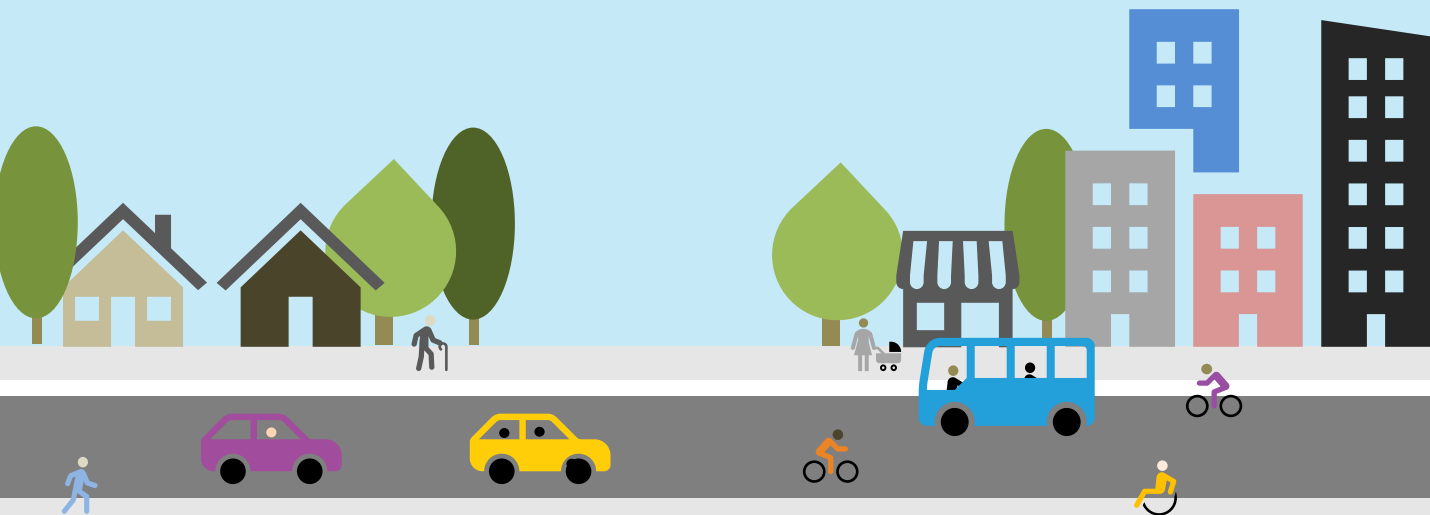
Project Name	Project Description	Cost	Local Match	Possible Funding
ACHD Rural Improvement Project	Reconstruct two lane, four mile long segment of Poen Road, from Swan Falls Road to Cloverdale Road, which was not built to modern standards Estimated cost is \$6,300,000	\$1.0M	\$70K to \$0.1M match	STBG-Rural or State Program like Local Strategic Initiatives Grant
ACHD Rural Improvement Project	Improve safety and freight movement along Kuna-Mora Rd by adding paved shoulders on turns of three-mile segment, just west of I-84 interchange.	\$1.0M	\$70K to \$0.1M match	STBG-Rural or State Program like Local Strategic Initiatives Grant
ACHD Rail Safety Project	Apply through ITD for funding to eliminate hazards and improve rail crossing safety at rail crossings on ACHD's network	\$0.2M to \$0.5M	No required match	Federal Railway-Highway Crossings Program
ACHD Enhanced Improvement Project	Apply for State funding to offset cost of scheduled roadway improvement project	Two grants up to \$1.0M each	No required match	State Program like Local Strategic Initiatives Grant



Bicycle And Pedestrian Safety Improvements

Arterial roadways, with their higher traffic volumes require added consideration to safely accommodate bikes and pedestrians. These Primary Focus projects will install as appropriate, low-stress bike route alternatives, enhanced pedestrian crossings on arterial roadways, and fill sidewalk gaps. Enhanced crossings include Accessible Pedestrian Signals (APS), Pedestrian Hybrid Beacon (PHB) and Rectangular Rapid Flashing Beacon (RRFB).

Project Name	Project Description	Cost	Local Match	Possible Funding
Desert Ave, Latigo Dr to Cole Road	Construct enhanced pedestrian facilities	\$0.5M	\$39K	Transportation Alternatives Program (TAP)
Executive St from President Dr to Five Mile Rd	Fill sidewalk gaps on both sides	\$0.4M	\$30K	Transportation Alternatives Program (TAP)
Locust Grove Rd and Woodbridge Dr Pedestrian Crossing	Install PHB	\$0.2M	\$14K	Transportation Alternatives Program (TAP)
Park Creek Dr and Deer Creek Ln	Construct enhanced pedestrian facilities and upgrade ADA ramps	\$0.1M	\$11K	Transportation Alternatives Program (TAP)



Proactively Addressing Environmental Regulations

In response to existing and anticipated air quality and stormwater requirements, staff will seek grant funding that enables the District to implement innovative projects and training that prepares the District for broader regulatory requirements. Projects and training would focus on implementing stormwater projects that respond to lower Boise River Total Maximum Daily Load (TMDL) and NPDES permit requirements. In addition, look for opportunities to improve ACHD operations with proven green technologies.

The following is a list of additional Primary Focus projects that staff will seek outside funding:

Project Name	Project Description	Cost	Local Match	Possible Funding
GSI Technical Assistance Grant	Technical assistance to develop a GSI Maintenance and Operations plan for the operation and maintenance of ACHD's green infrastructure	\$50K	As required	EPA's Technical Assistance Services for Communities program
GSI Infrastructure Supportive Curriculum	To increase the number of qualified contractors with qualified staff, jointly develop with College of Western Idaho (CWI) a certified horticulture curriculum focused on the maintenance of stormwater facilities.	\$50K	Min. \$4K	EPA Urban Waters Small Grant
GSI Infrastructure Projects	Fund permeable paver retrofit of alleys in downtown Boise with cost-share from city	\$0.1M	As required with City cost-share	Federal source
GSI Infrastructure Projects	Fund permeable paver retrofit of alleys adjacent to Meridian Community Center with cost-share from city	\$50K	As required with City cost-share	Federal source

Proactively Addressing Environmental Regulations (Continued)

Project Name	Project Description	Cost	Local Match	Possible Funding
GSI Infrastructure Projects	Fund retrofit of stormwater system in Main/Fairview corridor with cost-share from city. Projects may include permeable alley, bioretention planters and tree planter	\$0.1M	As required with City cost-share	Transportation Alternatives and other Federal source
Replace or Upgrade Old Diesel Engines	Replace existing construction equipment's diesel motor with new clean diesel motor.	\$10K to \$50K	As required	EPA and STBG-TMA

Secondary Focus Projects



The Strategic Plan identifies Secondary Focus project as road enhancements that improve capacity and provide congestion management and relief. Secondary Focus projects also include cooperative projects with ITD, cities and businesses that support economic growth and job creation.

The following is a list of Secondary Focus projects that staff will seek outside funding:

Project Name	Project Description	Cost	Local Match	Possible Funding
Joint NEPA Study and Design for Linder Road, Overland Rd / Franklin Rd	Conduct a NEPA study, and design work, for a joint Linder Road bridge and road improvement project. Study would evaluate construction of a bridge over Interstate 84 and widening of adjacent legs of Linder Rd. Any project would be in coordination with ACHD partners	\$1.5M	\$0.3M less partners' portion	RAISE, INFRA grants and ARPA funds

Secondary Focus Projects (Continued)

Project Name	Project Description	Cost	Local Match	Possible Funding
ACHD-ITD Joint Intersections	Partner with ITD to improve the ACHD portion of intersections with State Highway projects	\$0.5M to \$10M	\$19K to \$2M	RAISE, STBG-TMA and INFRA grants
Maintaining Power in an Emergency	Purchase necessary stand-by power systems for Adams Street, Cloverdale Road, Franklin Road and Ustick Road facilities	\$0.2M	\$59K	Homeland Security Grant (HSGP), State Homeland Security (SHSP), Urban Areas Security Initiative (UASIP) and Emergency Management Performance Grants (EMPG)
Sidewalk Gaps	Fill sidewalk gaps in existing ACHD system	\$0.1M	\$11K	TAP
Implement Regional Low-Stress Bike Routes	Seek funding to implement Bike Master Plan projects	\$25K to \$0.5M	\$0 to \$37K	TAP



DEFINITION OF METRICS

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

- **Complete** – The location or project is built out to the planned level.
- **In IFYWP** – The location or project is identified for improvement in the adopted IFYWP.
- **Future** – The location or project is identified as a planned improvement but is not currently funded in the adopted IFYWP.

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

ACHD Serves You When You Drive

- **Building Out Your Major Roads** – This metric reviews the current status of buildout of the planned arterial network lane miles as identified in ACHD’s Master Street Map.
- **Managing the Congestion You Face** – This metric evaluates the number of project locations (road segments and intersections) that are not already built out and their status as it relates to funding those improvements.
- **About Funding** – This metric reflects the amount of impact fees collected in the reporting year. This is not a reflection on total funding allocated to road and intersection improvements but focuses only on the funds collected specifically designated for road and intersection improvements.

ACHD Serves You When You Bike

- **Building the Right Bike Facilities For You** – This metric reviews the current status of buildout of the planned bicycle network as identified in ACHD’s 2018 Bike Master Plan Addendum. The data is reported at the roadway centerline mile level for each facility level.

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

ACHD Serves You When You Walk

- **Building Sidewalks Where You Want Them** – This metric reviews the current status of buildout of the planned sidewalk network as identified in ACHD’s various neighborhood bike and pedestrian plans. The data is reported at the roadway centerline mile level by roadway functional classification. A roadway segment is deemed to have complete sidewalk facilities when it has sidewalk on both sides of arterial and collector roadways as appropriate or on at least one side of local streets when they have been identified for sidewalks in an adopted neighborhood plan. This standard of sidewalks on one side of local streets is reflective of historic roadways built at a time when sidewalks were not required through the development process. When built through development, ACHD policy generally requires sidewalk on both sides of the street, thus exceeding the threshold for this metric.
- **Filling Key Gaps In The Sidewalk Network** – This metric reviews the current status of buildout of identified key gaps in the sidewalk network within 1 mile of identified key destination. The metric is reported at the roadway centerline mile level. The geographic limitation ensures focus on areas where individuals are most likely to desire to walk. A key gap is defined as a roadway segment where sidewalk is planned that meets one of the following criteria:
 - Arterial roadway segments with pedestrian facility gaps on at least one side of the street
 - Collector roadway segments with pedestrian facility gaps on both sides of the street
 - Local roadway segments with pedestrian facility gaps on both sides and an average daily traffic of at least 1,000 vehicles per day
- **Improving Your Access To Where You Want To Go** – This metric reports on the percent of the current population that can access an identified key destination with a 1-mile walk along the existing sidewalk network. This metric is heavily influenced by the availability of these key destinations throughout the County. This metric is most meaningful when reviewed at the neighborhood level.

ACHD Serves All People

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

- **Improving Sidewalk Accessibility** - The metric report on the improvement status of miles of sidewalk deemed non-compliant with the Americans with Disabilities Act as identified in ACHD's 2019 update to its ADA Transition Plan. Complete locations reflect the number of sidewalk miles that have been improved to be compliant with the ADA. Completion data is based on IFYWP projects completed and is not an audited summary.
- **Providing Accessible Pedestrian Signals** – This metric reflects the number of intersections and enhanced crossings where accessible pedestrian signals have been installed. The total number is reflective of the locations requested by ACHD's Americans with Disabilities Act Advisory Committee as locations identified as desirable for improvement to this level. These locations are prioritized and reported annually to the Committee.
- **Improving Push Button Accessibility** - The metric reports on the improvement status of pedestrian push buttons compliance with the Americans with Disabilities Act as identified in ACHD's 2020 update to its ADA Transition Plan. Complete locations reflect the number of pushbuttons that have been improved to be compliant with the ADA. Completion data is based on IFYWP projects completed and is not an audited summary.

ACHD Serves You When You Take The Bus

- **Improving Road and Intersections to Keep Your Bus Moving** – This metric evaluates the status of improvement of locations deemed to not meet ACHD's congestion planning threshold as they relate to current bus routes. Of note, some bus routes traverse along locations not meeting ACHD's congestion planning thresholds but that have already been built out.
- **Helping You Get to Your Bus Stop** – These metrics reflect the build out status of the planned sidewalk or bike network within the identified distance of existing bus stops. This metric is reported at the road centerline mile level and not miles of the given facility type.