

Access to Opportunity

Planning Project

Ada County Highway District, Idaho
RAISE Grant Application April 2022



Contact: Tom Ferch • (208) 387-6157 • tferch@achdidaho.org
Total Project Cost: \$6,429,500
RAISE Grant Request: \$5,143,600
Project Webpage: achdidaho.org/raisegrant



Contents

- EXECUTIVE SUMMARY1
- I. PROJECT DESCRIPTION.....2
 - A. Project Background.....2
 - B. Transportation Challenges.....4
 - C. Addressing the Challenges.....5
 - D. Project History and Work Completed5
 - E. Detailed Statement of Work.....7
- II. PROJECT LOCATION7
 - A. Project Details7
- III. GRANT FUNDS, SOURCES, & PROJECT FUNDING10
 - A. Budget and Scope10
- IV. MERIT CRITERIA.....11
 - A. Safety.....11
 - B. Environmental Sustainability.....14
 - C. Quality of Life19
 - D. Improves Mobility & Community Connectivity.....21
 - E. Economic Competitiveness & Opportunity.....23
 - F. State of Good Repair25
 - G. Partnership & Collaboration26
 - H. Innovation27
- V. PROJECT SCHEDULE30

Attachments

ATTACHMENT A: MAPS

ATTACHMENT B: LETTER OF FUNDING COMMITMENT

ATTACHMENT C: LETTERS OF SUPPORT



Figures

Figure 1: Physical Barriers: I-184 Connector and Benches 2

Figure 2: Project Area Map. 3

Figure 3: ACHD Planning and Implementation 6

Figure 4: Cassia Street Bikeway and Sidewalk Project. 6

Figure 5: Project List 7

Figure 6: ACHD Neighborhood Planning Areas 8

Figure 7: ACHD Planning Timeline 8

Figure 8: Project Location Map 9

Figure 9: Summary Budget by Project 10

Figure 10: Bicycle and Pedestrian Crash Data. 11

Figure 11: Bicycle and Pedestrian Crash Map 11

Figure 12: Idaho Transportation Department Bicycle Crash Data. 12

Figure 13: Level of Traffic Crash Data. 13

Figure 14: Project Safety Designs 15

Figure 15: Goat Trail Along the Bench at Glenwood 17

Figure 16: Examples of Green Stormwater Infrastructure. 18

Figure 17: Opportunity Zone 21

Figure 18: Lack of Pedestrian Facilities in Garden City, Idaho 22

Figure 19: Households Without Motor Vehicles. 24

Figure 20: Bioretention Planter at 15th and State in Boise. 28

Figure 21: Stormwater Tree Cells at 6th and Idaho, Boise 28

Figure 22: ACHD Permeable Pavers Typical Cross Section 29

Figure 23: Boise River Greenbelt. 29

Figure 24: Project Schedule 30



EXECUTIVE SUMMARY

The Ada County Highway District (ACHD) is excited to propose its Access to Opportunity Planning Project for consideration for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) planning grant program. ACHD believes that the Access to Opportunity project will meet the goals of the RAISE program and truly create access to new opportunities for residents living within three historically disadvantaged communities in Ada County, Idaho. As ACHD completes planning, design, public engagement, and environmental (NEPA) for each of the twelve project locations, the citizens living and working in the disadvantaged communities will be able to use active transportation options to gain new access to employment, schools, healthcare, daycare, healthy food, shopping and recreation, and to create united communities.

This proposal includes descriptions of barriers, natural and man-made, that have impacted these communities for decades. ACHD is committed to use the RAISE planning grant funds to design new bike and pedestrian infrastructure that will begin to break down these barriers in sustainable and equitable ways. Some examples of what you will see include:

- » **The Phillippi and Irving projects will provide bike and pedestrian infrastructure** that connects people to a regional medical center and other regional job centers, while at the same time giving children a safer route to school.
- » **The Fairview and Allumbaugh project will create accessible routes** for individuals with disabilities to fresh food, jobs, and pharmacies. The existing limited pedestrian facilities present known barriers to individuals serving on ACHD's Americans with Disabilities Act Advisory Committee.

- » **New sidewalks and pedestrian crossings in Garden City** along 38th, 40th, 50th, and Ustick Road will give children and adults access to fresh food, medical care, parks, and community centers like Boys and Girls Club of Ada County or Genesis Community Health, two non-profits that provide free or reduced cost childcare and medical care for residents of this area. Additionally, these projects improve access for community members to the Boise River Greenbelt, a key active transportation corridor that runs through the region connecting to jobs and parks, friends in other neighborhoods, and community resources.
- » **The Kent, Glenwood, Franklin, and Mountain View projects will directly address barriers** for people living on the Boise West Bench and in Garden City by providing multi-use pathways to the County Fairgrounds, healthy food, and education opportunities. These projects will improve people's access to a new Boise park (under development) that is converting a historic farm site into a community education and city-sponsored active food production center that will benefit all those who can access it.

These projects are not only good investments, but will make real, sustainable and equitable impacts into the lives of citizens who have been impacted for too long. The RAISE planning grant funds would truly give these citizens "access to opportunity".



I. PROJECT DESCRIPTION

A. Project Background

Prior to the COVID-19 pandemic, local geography and urban planning created transportation barriers, which contributed to the development of disadvantaged communities and triggered a perfect storm that heightened the systems of inequality in Ada County, Idaho. The impacts from COVID-19 exposed residents in these historically disadvantaged communities to increased economic difficulties related to poor transportation infrastructure. People were told to stay at home, but many in these communities did not have the option to work from home; they had to go to work, but safe transportation options were limited due to reduced public transit routes and frequencies. These physical barriers are much more than a lack of sidewalks and bike lanes; they also include a freeway “connector” to I-84 and a forty-five-foot-high bluff or “bench” that cuts through the disadvantaged communities like a wall, blocking them from reaching essential destinations (see Figure 1). These physical barriers prevent those within the project area who do not own an automobile from being able to access employment, schools, healthcare, daycare, food, shopping, and recreation safely and easily. In addition, rising gas prices and inflation are further exacerbating the burdens of this Idahoan population.

The Ada County Highway District Access to Opportunity Planning Project, herein referred to as “The Planning Project” is the result of a collectively shared vision between Ada County Highway District (ACHD), The City of Garden City, The City of Boise, and the neighborhood associations in these areas; for designing sustainable and resilient transportation alternatives that help connect people in historically disadvantaged areas to employment centers, schools, and other critical destinations.



Figure 1: Physical Barriers: I-184 Connector and Benches

[Ada County is the fastest-growing county in Idaho, and Idaho is the fastest-growing state in the Nation.](#) ACHD serves as the local highway jurisdiction for the six cities and unincorporated areas within Ada County. ACHD uses a cooperative, public process of working with the cities, county, and neighborhoods to plan for specific transportation needs that allow people of all abilities to move safely from one destination to another. The Planning Project includes twelve projects that are a direct result of planning efforts by ACHD, the City of Boise, the City of Garden City, and community stakeholders; and address multi-modal transportation needs in three distinct historically disadvantaged communities. The Planning Project will advance twelve projects from the conceptual level through final design.

Many low-income households in Boise’s and Garden City’s historically disadvantaged communities have limited or no access to a vehicle. Residents without a car must rely on public transit and non-motorized travel; however, the existing barriers mean fewer destinations today can be reached safely and conveniently without a car. For most

households, the cost of owning a car is the second-largest expense behind housing – greater than food or health care.¹ The COVID-19 pandemic, and now inflation, have only heightened the negative effects of limited connectivity and limited economic choices. By increasing safe public transit and non-motorized transportation choices for those who need them most, ACHD will connect the community and improve access to resources to help the disadvantaged communities thrive.

The Planning Project is committed to improving active transportation by eliminating barriers that can be removed, improving safety, and lowering the level of traffic stress for pedestrians and bicyclists.

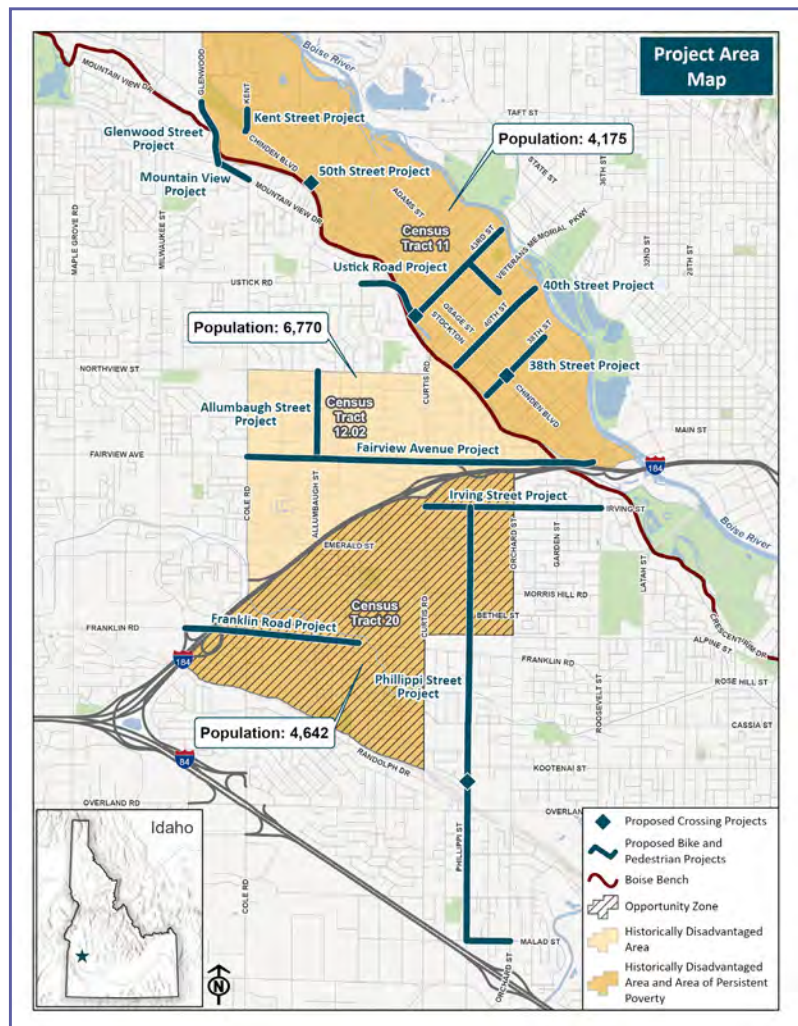
This variety of projects will work together to connect people and businesses to resources and to provide safe, affordable access to employment centers, schools, and other critical destinations. Each of the twelve projects fall within an identified historically disadvantaged area and/or an area of persistent poverty, and a federally- designated Opportunity Zone. The Planning Project will allow ACHD to plan, design, and advance these multi-use transportation projects, all of which have shared priorities across many partners and will significantly improve the overall livability of this community.

The total length of the twelve projects is over 10.5 miles and includes filling in sidewalk

gaps, signaling crossings, and implementing ADA accessible pedestrian ramps and signals; as well as building multi-use paths and designated bike facilities for bicyclists, upgrading transit bus stops, and evaluating green stormwater infrastructure to prevent runoff from entering the Boise River. See Figure 2 for the Project Area Map.

The Planning Project will impact regional transportation by eliminating local barriers and increasing access to regional public and non-motorized transit for people without cars.

Figure 2: Project Area Map



1 Value Penguin, “Average Household Budget”, 2002, <https://www.valuepenguin.com/average-household-budget>



B. Transportation Challenges

During a needs analysis developed from neighborhood planning documents, transportation challenges were identified by residents who walk and bike in the Garden City, Boise Central Bench, and West Bench neighborhoods. Throughout all of these plans, consistent and clear concerns were expressed, and people do not feel safe walking or biking.

Based on the neighborhood plans, the following are the significant transportation challenges identified by the residents and stakeholders:

Barriers and Sidewalk Gaps: Each of the projects in The Planning Project have similar issues concerning barriers and sidewalk gaps that decrease the ability of residents to access alternative transportation routes and to safely walk and bike to their destinations. The public voiced their concerns via an interactive map during the neighborhood planning process. This process allowed the public to pinpoint areas in their neighborhood by marking a point on the map and commenting. The concerns identified were overwhelmingly similar for all twelve projects included in The Planning Project. These concerns include:

1. Crossing the I-184 (“Connector”) that separates the Central and West Bench neighborhoods
2. Getting around or over the geologic barrier of the bench that runs parallel to the Boise River and bisects the disadvantaged area
3. High-traffic roadways that are difficult and unsafe to cross on foot or on a bicycle
4. Sidewalk gaps that require pedestrians to walk in the road near fast-moving traffic
5. High bicycle and pedestrian crashes along high-traffic roads (over 30 crashes and one fatality involving bicyclists and pedestrians from 2016 to 2021)

6. Limited access to bus stops and routes that are unreliable and changing
7. No separated bike lanes or directional signage
8. Un-signalized intersections and no ADA accessibility for crossings
9. Sidewalks close to traffic and with no buffer

The main transportation barriers identified in the public’s high-stress experience rankings included these common elements: sidewalk gaps, lack of sidewalk buffers, unsignalized crossings, no designated or buffered bike lanes, lack of signage, and a lack of ADA accessible signals or ramps.

Traffic Stress: ACHD evaluated the level of traffic stress (LTS) within each of the twelve identified projects using their recently adopted and innovative [Livable Streets Performance Measures](#). Many of the twelve projects within this RAISE grant request scored as high-stress experiences for pedestrians and cyclists. All projects lacked streets that feel safe and comfortable to walk or bike and have limited connectivity to employment centers, schools, and other critical destinations. The Planning Project will design improvements that will meet ACHD’s standard for low-stress pedestrian and bicycle facilities.

Economic and Pandemic Transportation Challenges: The impacts of the pandemic, inflation, and gas prices on the historically disadvantaged populations and people with disabilities have been significant. Limited transportation options due to reduced bus routes and lack of access to a vehicle have proven difficult. Many people in this population lost jobs or had jobs that could not be done from home and still had to travel to work. The pandemic has had a significant impact on transit ridership and investments in the Treasure Valley. As with other transit agencies across the country, Valley Regional Transit’s



(VRT) ridership is still approximately 45 percent below where it was before COVID-19, but it has started to recover. In response to COVID-19, VRT has suspended most of its service expansion plans and focused on capital investments that improve State of Good repair. Federal relief funding has made it possible for VRT to continue operating services and make investments that will help VRT come out of this pandemic stronger.

ACHD, through its Planning Project, will develop active transportation projects that improve access to opportunities like work, food, and education, and transit service.

“Idaho is the only state in the United States without a dedicated funding source for public transit. This means it comes down to municipalities, counties, and communities where Valley Regional Transit operates to fund the transit through their general fund.”
- *Idaho Press*

C. Addressing the Challenges

ACHD developed The Planning Project in conjunction with the entities listed previously to further their shared vision of active transportation communities without barriers and sidewalk gaps where safety is a primary focus. These objectives will be realized as ACHD achieves the following three goals:

Goal 1. Further Develop an Active Transportation Network: Provide a significant impact on neighborhood and regional economic opportunities through safe, continuous access to transit (where it exists) and school bus routes, and implement bike and pedestrian connectivity to employment, schools, healthcare, daycare, food, shopping and the Boise Greenbelt, and other recreational opportunities.

Goal 2. Remove Barriers and Improve Safety: Plan and design continuous sidewalks and ADA accessible road crossings that will provide

access for all ages and abilities. Implement bike facilities – separated from traffic – to encourage biking for commuting and recreation. Develop safe routes to school to encourage walking and biking participation in afterschool programs and to activities.

Goal 3. Provide More Transportation Alternatives:

Present safe, connected transportation options – walking, biking, busing – to reduce the need for residents to drive a vehicle everywhere they go. Work closely with VRT to initiate more bus stops that are safe and accessible. Provide additional street crossings with lighting to increase safe options for residents to access food and recreation. Provide signage and midblock crossings with lighting to reduce the need to walk to an intersection for safe crossing. Provide the opportunity for all abilities to choose to walk or bike to their destinations.

D. Project History and Work Completed

The Ada County Highway District was established in 1972 as an independent government entity. It is responsible for short and long-range planning, construction, maintenance, operation, rehabilitation, and improvements to Ada County’s urban streets, rural roadways, bridges, and stormwater monitoring.

Geographically, ACHD’s jurisdiction includes City of Boise (#1 most populated city in Idaho), City of Eagle, Garden City, City of Kuna, City of Meridian (#2 most populated city in Idaho), Star City, and the unincorporated areas of Ada County. ACHD is the largest highway district in Idaho and the only consolidated county-wide highway district in the Nation.



ACHD’s 414 full-time employees maintain and operate over 5,269 lane miles of roadway, 2,854 miles of sidewalk, 365 miles of bike lanes, 550 traffic signals, and 830 bridges in Ada County, with an estimated value of \$3 billion. Elements of ACHD’s infrastructure include multi-lane arterials, collectors, local, and farm-to-market roadways.

ACHD also purchases rights-of-way necessary for future infrastructure improvements. ACHD, Ada County, and the six cities listed above work together to monitor growth and ensure infrastructure and transportation improvements meet the needs of Ada County. ACHD has a long history of working with stakeholders in the community to adequately plan for and implement projects. The Planning Project includes major stakeholders such as Boise City, Garden City, and COMPASS—a metropolitan planning organization (MPO) working together to plan for the future of Treasure Valley. ACHD conducts long-range planning, which was referenced to identify the projects that are included in this RAISE grant application. ACHD has three advisory committees; the Americans with Disabilities Act Advisory Committee, the Bicycle Advisory Committee, and the Pedestrian Advisory Group. ACHD staff seek committee input on major projects and policy changes. ACHD actively seeks input from community stakeholders, including local school students, and will continue its practice throughout The Planning Project.

Through its Community Programs Fund, ACHD allows citizens to apply directly for or work with their city on neighborhood enhancement projects; particularly those that provide pedestrian and bicycle safety, mobility, and connectivity (such as sidewalks). ACHD has used the Community Programs Fund to finance and build over 311 projects, and another 321 projects have been programmed for funding in the next five years. See Figure 3.

Figure 3: ACHD Planning and Implementation



The [Cassia Street Bikeway and Sidewalk Project](#) is an example of a successful project that demonstrates ACHD’s project approach and implementation. It was completed in December 2021. The project included five pedestrian crossings, filling in two major sidewalk gaps, addition of a pedestrian bridge to connect east and west Cassia St, and signage and pavement markings to designate the corridor as a low-stress bikeway. Additionally, the project implemented green stormwater management techniques. This project improves access to three schools and two parks along the corridor.



Figure 4: Cassia Street Bikeway and Sidewalk Project. The new Cassia Park Bridge provides critical connection over irrigation canal for Cassia Street multi-use path.



E. Detailed Statement of Work

The Access to Opportunity Planning Project is composed of twelve projects that, when built, will serve as the connection between resident’s homes, employment, schools, healthcare, daycare, food, shopping, and recreation. These projects will work collectively to improve access to key destinations and then provide opportunities for the residents in these disadvantaged communities. ACHD will invite the public to participate in the detailed scoping, layout, and design processes. They will work to implement ideas and address concerns as the process moves forward. The Planning Project will include an evaluation of green stormwater opportunities and will prepare an environmental documentation as part of the planning and design process.

Upon notification of the RAISE grant award, and after finalizing the grant agreement, ACHD will move forward with selecting a consultant team to participate in the planning, evaluation, public involvement, design, and environmental portions of The Planning Project. ACHD’s staff will work closely with this team of experts to provide the project’s framework.

Figure 5: Project List

PROJECT LOCATION	
 SAFE PEOPLE	50th Street
	Fairview Avenue
	Phillippi Street
	38th Street
	40th Street
 SAFE ROADS	Kent Street
	Franklin Road
	Glenwood Street
	Mountain View
 SAFE SPEEDS	Ustick Road
	Irving Street
	Allumbaugh Street

II. PROJECT LOCATION

A. Project Details

This project is located in Ada County, Idaho, which, along with Canyon County, is known as the Treasure Valley. The population of the Treasure Valley surpassed 760,000 in 2021 and is expected to exceed 1 million by 2040. Ada County is the most populated county in Idaho with an estimated population of 518,300 (COMPASS 2021) and is the location of the capital city, Boise. The Planning Project includes twelve projects located in Garden City and the Boise Central and West Bench neighborhoods. These projects all sit within designated historically disadvantaged areas

or areas of persistent poverty in Ada County Census Blocks 11, 12.02 and 20, and a federally-designated opportunity zone in Census Block 20. See [Figure 8](#) and [Attachment A](#) for a detailed project location map.

Providing a more equitable distribution of safe, accessible multi-use transportation opportunities like those in this Planning Project will help mitigate some of the transportation barriers residents face in these areas.

Connections to Existing & Planned Infrastructure: The goals of The Planning Project are consistent with many regional



planning efforts, including the [ACHD Integrated Five Year Work Plan \(2022 -2026\)](#), the [Garden City Bicycle and Pedestrian Plan \(2021\)](#), the [Boise Central Bench Neighborhood Pedestrian and Bicycle Plan \(2012\)](#), the [Boise West Bench Neighborhood Pedestrian and Bicycle Plan \(2013\)](#), the [Boise City Pathways Master Plan \(2021\)](#), and others. ACHD has prepared 16 plans over the past 10 years that have laid out a vision for sidewalks and bikeways that are safe and easily accessible for all abilities. The Planning Project will advance these past planning recommendations by filling in the gaps and providing safe, low-stress connections for multimodal transportation options in disadvantaged communities. (See Figure 7 below).

Through these twelve projects, ACHD will increase walking and cycling options to improve regional mobility and public

health, and to provide outdoor recreation opportunities. Figure 6 below identifies the Neighborhood Planning areas in Ada County.

Figure 6: ACHD Neighborhood Planning Areas



Figure 7: ACHD Planning Timeline

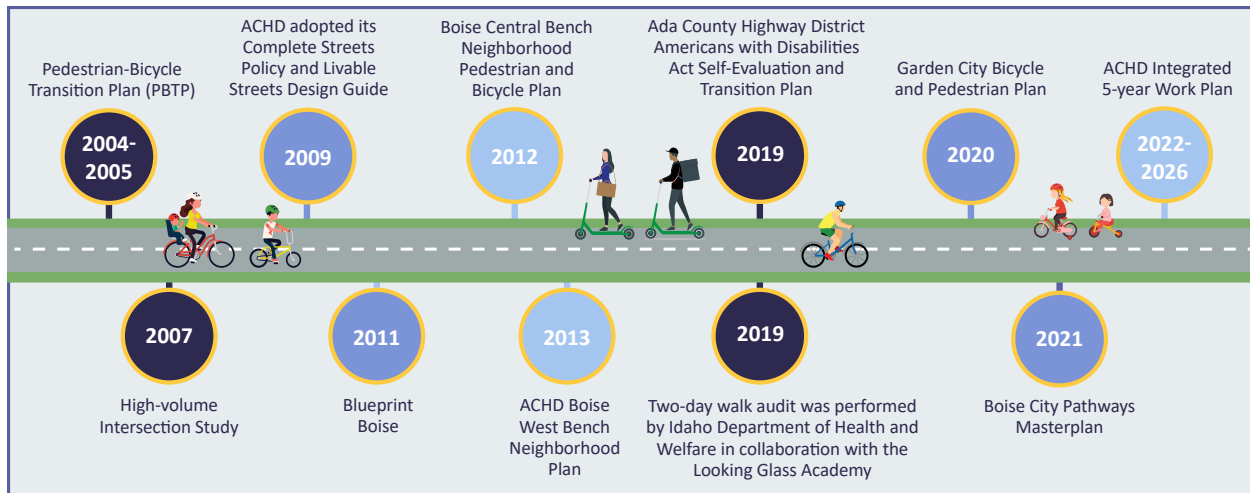
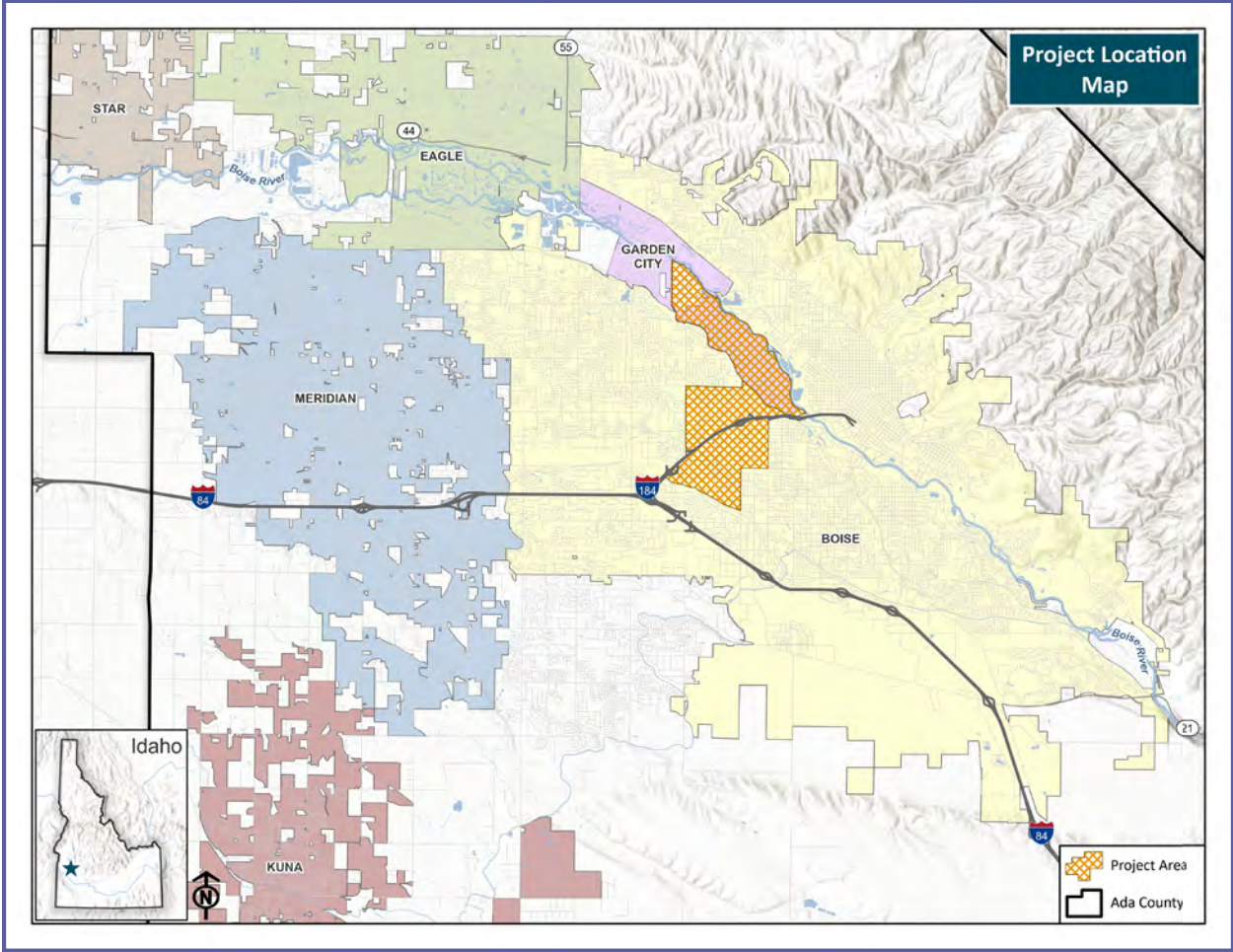


Figure 8: Project Location Map



III. GRANT FUNDS, SOURCES, & PROJECT FUNDING



A. Budget and Scope

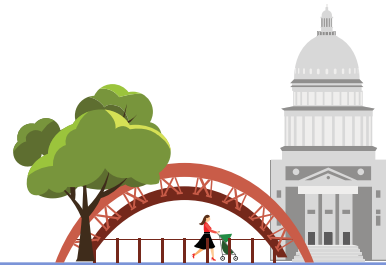
The total cost of The Planning Project is \$6,429,500. Each of the twelve projects will include scoping, public involvement, environmental and final design. The total RAISE grant request of \$5,143,600 represents 80-percent of the total project cost. ACHD will be contributing 20-percent as local matching funds, in the amount of \$1,285,900. The 12 projects are all located within a designated Historically Disadvantaged Community Ada County Census Tract number 11, 12.02 and 20. ACHD's Letter of Funding Commitment can be found in [Attachment B](#).

Figure 9: Summary Budget by Project

PROJECT NAME	USE OF FUNDS	COST ESTIMATE	ACHD COST SHARE (20%)	RAISE GRANT COST SHARE (80%)
38th Street Project (at crossing)	Final Design, Environmental, Public Involvement (PI)	\$665,000	\$133,000	\$532,000
40th Street Project	Final Design, Environmental, PI	\$525,000	\$105,000	\$420,000
Allumbaugh Street Project (near schools)	Final Design, Environmental, PI	\$239,750	\$47,950	\$191,800
Fairview Avenue Project	Conceptual Design, Final Design, Environmental, PI	\$633,500	\$126,700	\$506,800
Franklin Road Project (with buffer)	Final Design, Environmental, PI	\$673,750	\$134,750	\$539,000
Glenwood Street Project	Final Design, Environmental, PI	\$301,000	\$60,200	\$240,800
Irving Street Project	Final Design, Environmental, PI	\$644,000	\$128,800	\$515,200
Kent Street Project	Final Design, Environmental, PI	\$264,250	\$52,850	\$211,400
Mountain View Project	Final Design, Environmental, PI	\$628,250	\$125,650	\$502,600
Phillippi Street Project (at crossing)	Final Design, Environmental, PI	\$1,445,500	\$289,100	\$1,156,400
50th Street Project	Final Design, Environmental, PI	\$80,500	\$16,100	\$64,400
Ustick Road Project (at crossing)	Final Design, Environmental, PI	\$329,000	\$65,800	\$263,200
Total Cost		\$6,429,500	\$1,285,900	\$5,143,600
Total ACHD Contribution			\$1,285,900	
Total RAISE Program Request				\$5,143,600



IV. MERIT CRITERIA



A. Safety

The Planning Project will focus on the following three safety approaches – Safer People, Safer Roads, and Safer Vehicles.

ACHD and its stakeholders have spent many years holding public outreach and gathering data concerning the safety concerns, public priorities, and community needs caused by transportation barriers and lack of community connectivity. The Planning Project improvements will allow residents to safely access employment, schools, healthcare, daycare, food, shopping, and recreation. ACHD uses the Safe System Approach based on the [USDOT National Roadway Safety Strategy](#), which focuses on five key objectives: safer people, safer roads, safer vehicles, safer speeds, and post-crash care.

Figure 10: Bicycle and Pedestrian Crash Data

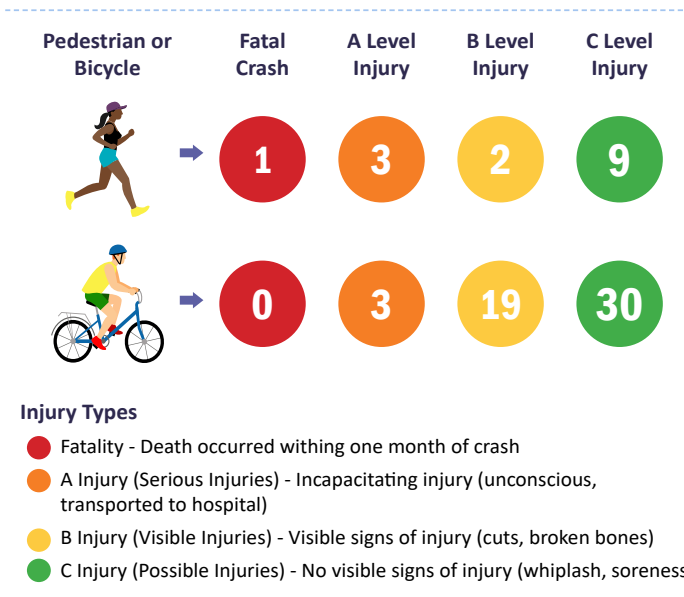
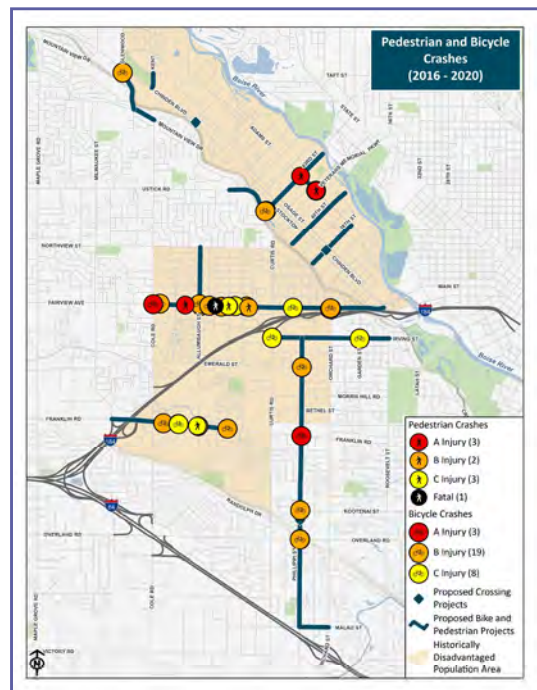


Figure 11: Bicycle and Pedestrian Crash Map



“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’s Complete Streets Guiding Principle, ACHD Policy Manual Section 3110.2



Known Documented Safety Problems

Understanding Barriers: “How walkable is your community? What prevents you from walking more often? What prevents you from bicycling more often?” These are just a few of the survey questions from the Boise Central Bench Neighborhood Pedestrian and Bicycle Plan that indicate safety being the number one issue preventing people from walking or biking within the Project area. An equitable and thriving community results when people are as safe traveling in vehicles as they are when walking, biking, or utilizing a mobility aid.

Crashes and Injuries: The 2018 study Governors Highway Safety Association’s Pedestrian Traffic Fatalities by State found that from 2008-2017, pedestrian fatalities in the U.S. rose at an alarming rate of 35 percent, while all other traffic deaths combined decreased by six percent.² [Crash data collected from 2016 to 2021 by the Local Highway Technical Assistance Council \(LHTAC\)](#) shows 67 pedestrian and bicycle accidents – one resulting in a fatality – within the twelve project areas. Examining existing crash data and locations emphasizes the need for these projects. Providing safe, separated, and gap-free routes for pedestrians, bicyclists, and vehicle traffic will significantly reduce future crashes and the severity of each crash. In addition to the crashes and injuries noted in Figures 10 and 11, there were also 1,176 vehicle-related crashes.

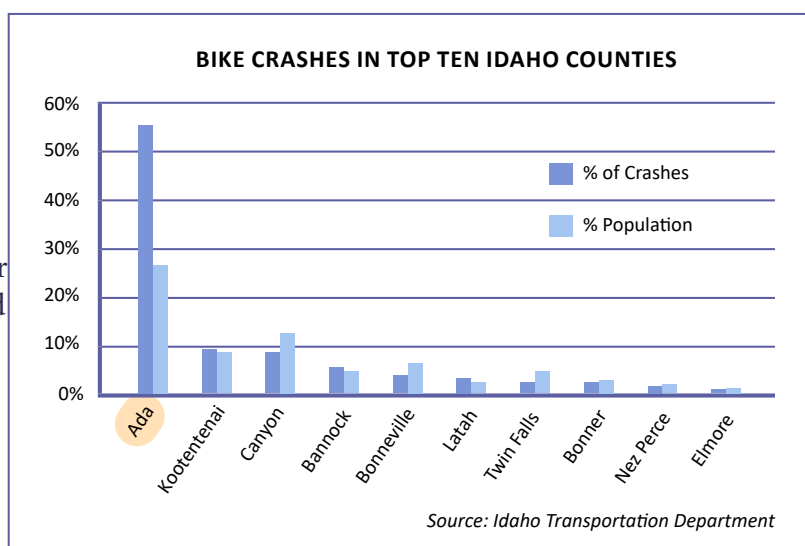
Level of Traffic Stress: Walking or biking around your neighborhood or city should be a rejuvenating experience, but instead, it is often very stressful. To avoid this stress, people either stay home or choose to travel by car. ACHD created an innovative rubric to

measure the [Level of Traffic Stress](#) and invited the public to participate in ranking different locations throughout its service area. As a result of the public involvement and rankings, ACHD evaluated proposed projects and assigned a Pedestrian Level of Traffic Stress (PLTS) and a Bicycle Level of Traffic Stress (BLTS) to each location. The measurements of the twelve projects included in The Planning Project are shown in Figure 13 on the following page. The chart shows the current Level of Traffic Stress measured at each project location and the proposed reduction in the Level of Traffic Stress upon project completion.

Safe Pathways for All Modes of Transportation

According to the Idaho Department of Transportation, Ada County had the most significant percentage – 50 percent – of bicycle crashes compared to the rate of population. Many factors could account for this, but the most important is an inadequate network of low-stress bicycle facilities and other infrastructure supporting cyclists. Figure 12 shows the percentage of bike crashes in each county compared to the county population.

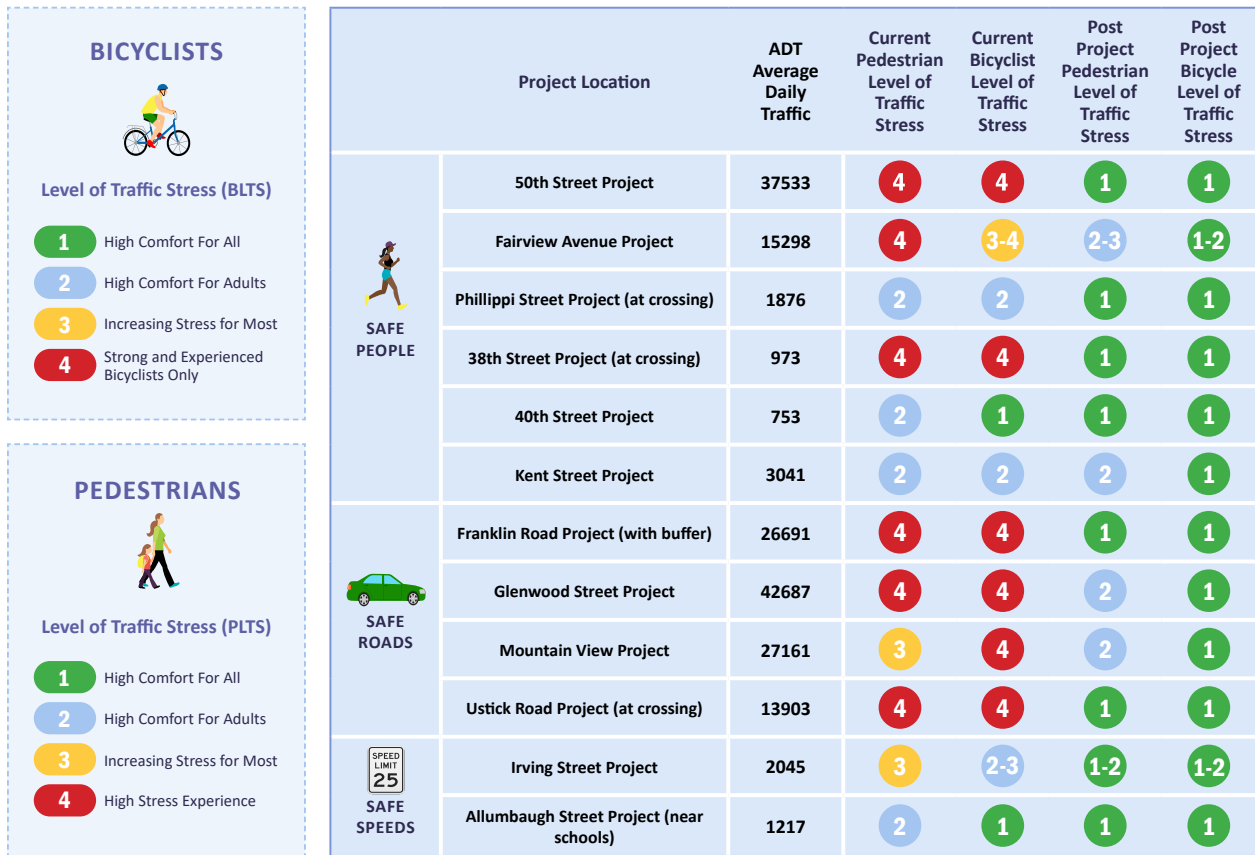
Figure 12: Idaho Transportation Department Bicycle Crash Data



2 Governors Highway Safety Association (GHSA), 2018, 26, https://www.ghsa.org/sites/default/files/2019-02/FINAL_Pedestrians19.pdf



Figure 13: Level of Traffic Crash Data



Mitigating Systemic Safety Issues

ACHD has been guided by the vision that every choice it makes will focus on the best interest of the citizens it serves; this means all modes of transportation – vehicles, pedestrians, bicyclists, and those who utilize wheelchairs and other mobility aids. To meet the requirements set forth through the Americans with Disabilities Act, ACHD created its [ADA Self-Evaluation and Transition Plan](#) and an ADA Advisory Group as a guide ACHD in identifying and removing transportation barriers for all residents. The Integrated Five-Year Work Plan proposed future projects to fill gaps and provide for all abilities. Having accessible pathways from home to public transportation or other destinations is critical for persons with disabilities.³

“I personally walk and bike everywhere in my neighborhood but have a fear that someone will be killed walking the same routes I do, because of the lack of sidewalks and crossings”.

Public comment #14, Garden City Bicycle and Pedestrian Plan, September 2020

³ ACHD Five-Year Work Plan, pp.12 and 14, <http://achdidaho.org/Departments/PlansProjects/IFYWP.aspx>

The Planning Project will significantly improve the community movement for those who drive, walk, bike, or access transit. ACHD will implement its vision and build livable streets for all ages and abilities by creating connectivity through and around I-184 and the bench. The completed project will provide direction that allows for safe roadway crossings, ensure that people who use mobility devices have access, install traffic-calming measures, and designate protected bike and pedestrian pathways and access to transit. See Figure 14 on the following page for identified safety designs within each project. The project will implement the following significant safety improvements:

- » Identify and design midblock roadway crossing options that allow safe crossing for pedestrians on select local roads.
- » Provide pedestrian crossings where none currently exist.
- » Rebuild sidewalks and ramps to meet Americans with Disabilities Act (ADA) standards.
- » Enhance pedestrian crosswalks with audible pedestrian-activated flashing beacons that increase pedestrian visibility for vehicular drivers.

Every completed plan with public comments indicates that safety concerns are the number one factor of not wanting to ride their bike to commute to work, school, or for recreation.

- » Provide separated and other low-stress bike facilities dedicated to inviting bicyclists to feel comfortable commuting. Separated and low-stress bike facilities will reduce crashes and injury risk and eliminate potential obstructions to bikes, such as motorists parking or driving in a bike lane, and roadside debris that can force people riding bikes out into the vehicle travel lane.
- » Implement traffic-calming measures through bulb-outs and tree plantings to increase pedestrian visibility, shorten crossing distances, slow turning vehicles, and visually narrow the roadway.
- » Employ multi-use paths, separated and two-way bike lanes, low-stress bikeways, and signage to provide safe alternative routes. By implementing separated and two-way bike lanes, ACHD designs to accommodate a wide range of bicycle abilities and pedestrian users, protecting them from high-speed vehicle traffic.
- » Provide clear wayfinding signage and utilize appropriate intersection and roadway crossings to help people get to their destination.

B. Environmental Sustainability

[The City of Boise's 2021 Climate Action Roadmap \(Boise Roadmap, p. 2\)](#) established a goal of creating a carbon-neutral community by 2050 and lists transportation as the number one source of greenhouse gas emissions, accounting for over 48 percent of total community emissions. The Boise Roadmap lists vehicle trip reduction and convenient transportation options as top transportation climate action priorities. [The 2021 Boise Pathways Master Plan \(pp. 7-8\)](#) helps tell the story of just how valuable a more connected pathway system throughout

the community can be. Benefits include not only increased physical accessibility, but also providing a low-carbon travel option that reduces pollutant emissions for every biking mile.

BIKING 2 MILES
rather than driving
AVOIDS EMITTING 2LBS OF
POLLUTANTS, which would take 1.5
months for one tree to sequester.
(EPA, 2000 & Boise Pathway Master Plan, 2021)

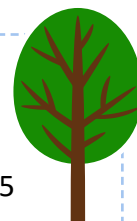


Figure 14: Project Safety Designs

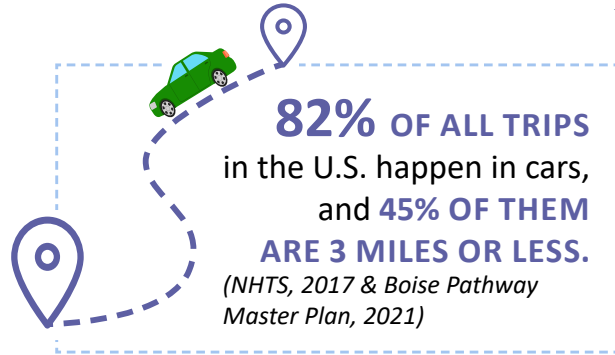
		BARRIERS THAT WILL BE ADDRESSED							
Project Name	Project Descriptions	Sidewalk Gaps/ Lack of Safe Route	Inadequate ADA Accessibility	Restricted Access to Recreation and the Greenbelt	Limited Access to Bus Stops and Bus Routes	Lack of Intersection and Mid-block Crossing	Limited Bike Lanes/ Disjointed Multi-Use Paths	Crossing at Rivers, Canals, and Rail Lines	High Traffic Roadways
50th Street Project	Crossing of Chinden Blvd & 50th St	✓	✓		✓	✓			
Fairview Avenue Project	Fairview Ave between Cole St & Greenbelt	✓	✓	✓	✓	✓	✓	✓	
Phillippi Street Project (at crossing)	Phillippi St between Irving St & Malad St	✓	✓	✓	✓	✓	✓	✓	✓
38th Street Project (at crossing)	38th St between Adams St & Settlers Canal	✓	✓	✓	✓	✓			
40th Street Project	40th St between Greenbelt & Settlers Canal	✓	✓	✓	✓				
Kent Street Project	Kent St between Chinden Blvd & Alworth St	✓	✓		✓	✓	✓		
Franklin Road Project (with buffer)	Franklin Rd between Milwaukee St & Liberty St		✓	✓	✓		✓		
Glenwood Street Project	Glenwood St between Goddard Rd & Chinden Blvd	✓	✓	✓			✓		✓
Mountain View Project	Mountain View between Glenview St & Cole Rd	✓	✓	✓			✓		✓
Ustick Road Project (at crossing)	43rd St between Greenbelt & Ustick & Ustick Rd to Esquire Dr	✓	✓	✓		✓	✓		✓
Irving Street Project	Irving St between Curtis Rd & Roosevelt St	✓	✓	✓	✓		✓		✓
Allumbaugh Street Project (near schools)	Allumbaugh St between Northview St & Fairview St	✓	✓		✓		✓		✓



The Planning Project includes the planning and design of over 10.5 miles of safe bicycle and pedestrian network connectivity. It will directly advance the emission reduction goals established in local planning efforts by promoting vehicle trip reduction and providing additional, convenient transportation options. The total amount of reduced greenhouse gas emissions directly resulting from implementing The Planning Project will be estimated during the planning and design process. When the project is fully implemented, ACHD plans to measure this using bike counters, then calculate and track potential use. Understanding the direct emission reduction benefits resulting from this project will guide ACHD as it plans for future projects that can help reduce our nation’s carbon footprint and help meet the near and long-term priorities of the Boise Roadmap.

Modal Shift and Climate Change

The Planning Project will encourage and allow people to travel safely to their destinations by walking and biking, shifting away from automobile travel for every trip. The Boise Roadmap has targeted reducing per capita vehicle miles traveled by one percent annually. This can only be possible if there are safe transportation alternatives. The West and Central Bench areas of Boise are essentially inaccessible to most of the Garden City area, and vice versa due to the extensive “bench” separating the two areas. The Garden City area sits in the historic Boise River flood plain, roughly forty-five feet lower than the Boise West and Central Bench areas. This geographic palisade separates these communities, causing the public to create steep goat trails along the bench to avoid walking a



82% OF ALL TRIPS
in the U.S. happen in cars,
and **45% OF THEM**
ARE 3 MILES OR LESS.
*(NHTS, 2017 & Boise Pathway
Master Plan, 2021)*

mile out of their way to get to their destination. In addition to the barrier created by the bench, there are also two highways creating barriers to the three disadvantaged communities.

I-184 (the Connector) was constructed in the 1980s to increase access for vehicles and trucks traveling on Interstate 84 to downtown Boise. I-184 divides the West and Central Benches, and the shared right-of-way with Fairview Avenue has no sidewalks or bike facilities from Garden City to the bench communities. Chinden Boulevard (US 20/26) was built as a five lane (100-foot-wide right-of-way) US highway and is maintained by ITD.

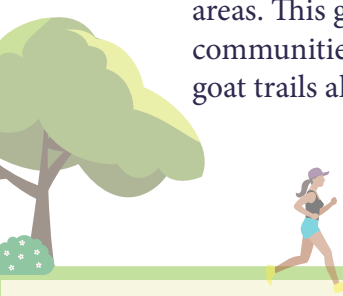
Chinden Boulevard has limited signalized crossings, and no bike facilities and intermittent sidewalks, which creates a barrier for people who try to cross. These transportation barriers are often too big of a hurdle for residents to overcome without private vehicles.

Many of the comments in previous planning documents are residents expressing their want and desire to walk or bike to their destinations, but it is

not safe to do so! Comments like “There are not good, safe commuting options between the Bench and other areas...” or “On the Bench, there are several areas that do not have sidewalks on both sides of the street and/or no sidewalks at all. Adding sidewalks would increase the safety and use of the sidewalks.”

“**The sidewalk between Curtis and Orchard on Irving is interrupted in several places causing walkers to cross the street for a sidewalk.**”

*Public comment #264,
Boise Central Bench
Neighborhood Ped/Bike
Plan*



Providing safe and easy access to the Boise River Greenbelt, which offers 25 miles of tree-lined pathways following the Boise River, would encourage people to walk or bike there. The Greenbelt is used for recreation and transportation and offers scenic views, small cafes, shops, and access to many riverside parks. The Greenbelt provides a unique public recreational opportunity close to an urbanized area, but many people still need to drive there because of a lack of safe access. Many residents within this project area have found that even though this beautiful recreational opportunity is only a few miles away, it may as well be a thousand miles away because it is so difficult to access via walking or biking.

Figure 15: Goat Trail Along the Bench at Glenwood



It is estimated that sidewalk segments currently do not exist in 30 percent of Boise City, and there are an additional 20.5 miles of sidewalk gaps in Garden City. [The ACHD survey](#) taken during the Boise Central Bench Neighborhood Pedestrian and Bicycle Planning process in 2012 identified the lack of adequate bike and pedestrian pathways as the main reason people choose not to use an active transportation

method, such as biking. Over 83 percent of the people that were surveyed stated they would bike more often if more bicycle infrastructure existed.

Additional images of documented barriers can be viewed here: [Images](#).

Environmental Justice

The project area has a history of being an auto centric community. In 1910, an oiled road up the steep bench south of the Boise River and the City of Boise opened up the Central Bench to residential development. This increased the use of automobiles as the Central Bench and West Bench communities grew; however, sidewalks were rarely a consideration when building homes. Similarly, prior to the construction of Lucky Peak Dam in 1955, Garden City was in a flood zone and the low-cost housing that was built in between the commercial uses did not include pedestrian facilities. For residents in the project, they have experienced disproportionate negative environmental impacts from the lack of multi-modal transportation infrastructure, such as reduced air quality. Northern Ada County is classified as a “maintenance area” for carbon monoxide, and PM10 Ozone and fine particulate matter are the primary pollutants of concern today.

Boise Roadmap has established a goal of enhancing community resilience and local ability to adapt to climate change impacts.

When the first French fur trapper came upon the Boise River and shouted, “Les Bois, Les Bois!” or “the trees, the trees,” the name stuck. Boise City is known

“It would be great if more areas around the city could be connected to the green belt in some way. When we bike, we have to load our bikes in the truck and drive to a place to get onto the greenbelt.”
Public comment #19, Boise Central Bench Neighborhood Ped/Bike Plan



as the “City of Trees.” Trees are a critical part of the City’s urban infrastructure; they reduce urban heat and provide significant climate benefits. In 2020, the city embarked on the City of Trees Challenge to plant a new tree for every household across the city, totaling 100,000 trees by 2030. The challenge also aims to plant one sapling for every city resident, totaling 235,000 saplings, in nearby forests. According to the Treasure Valley Urban Tree Canopy Assessment:

“Trees in Boise currently store an estimated 356 million pounds of carbon and sequester an additional 13 million pounds of carbon each year as they grow. Additionally, Boise’s trees provide an estimated \$485,000 in stormwater benefit, 5 million kWh in reduced summer energy use, and 516,000 pounds of air pollutant removal annually.”

The Planning Project will directly help further the Boise Roadmap goal of enhancing community resilience and local ability to adapt to climate change impacts by planning for more multi-modal transportation options and planting trees.

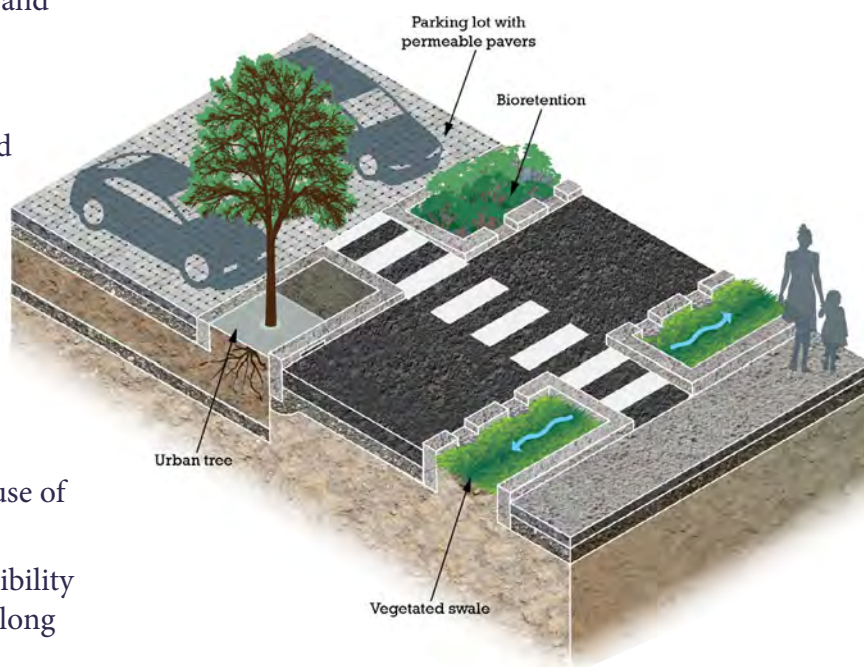
Stormwater Management

Climate change in Ada County is predicted to impact precipitation amounts and timing. As temperatures rise, more precipitation will fall as rain instead of snow, and effective stormwater management becomes critical. [ACHD’s Green Stormwater Infrastructure Guidance Manual \(GSI, p.5\)](#) stresses implementing effective stormwater management projects in urban areas because of its impact on water quality and quantity.

The Planning Project will evaluate the feasibility and design of green stormwater facilities along each of the twelve project locations using ACHD’s GSI Guidance Manual to provide a permeable surface that reduces stormwater runoff into the Boise River, and reducing the

effect of toxins on aquatic species. Within its Guidance Manual, ACHD refers to GSI as stormwater systems and practices that use or mimic natural processes to infiltrate, evapotranspire, and/or reuse stormwater runoff on-site. The GSI technique addresses both the quantity and quality of stormwater runoff to achieve surface water quality improvement. GSI employs principles such as preserving natural landscape features and minimizing impervious surfaces and creating functional and appealing site drainage features that use stormwater as a resource. These GSI practices include tree systems, bioretention areas, permeable pavers, and bio-swales. These systems are typically installed in low-speed roadways, park strips, parking areas along roads, or parking lots.

Figure 16: Examples of Green Stormwater Infrastructure



C. Quality of Life

Quality of life in the project area is a priority for the leaders at the City of Boise, Garden City, and ACHD. Through its years of collaborative planning, ACHD recognizes that a lack of multi-modal transportation options directly affects the quality of people’s lives.

Transportation is an essential activity that provides access to services and activities, such as employment centers, schools, and other critical destinations. The quality of transportation options available affects

people’s ability to participate in social and economic activities. Because active modes (walking and cycling and their variants such as travel by wheelchair and scooter) provide enjoyment and exercise, the quality of walking and cycling conditions in a community can affect resident’s happiness and health.

Increase Accessibility

The historically disadvantaged communities that are the focus of this grant project are full of barriers for people who choose to walk or bike, or who do not have access to a vehicle. The quality of life for these residents who need to travel within The Planning Project’s boundaries is poor. The Planning Project’s goal is to accomplish twelve different, but interrelated, projects that will benefit residents by providing safe transportation options. Each of these twelve projects are located within historically disadvantaged areas and will reduce automobile dependency by working with stakeholders to develop strategies and measures to offer balanced transportation access.

Many aspects of transportation are significant, as they have the power to influence our way of life directly. Automobile dependency has always

“In the US, there is a narrative that if people work hard, then they can get out of poverty, but we’ve built cities that make this narrative impossible. For households making less than \$20,000 per year, reliable cars are a pipe dream: a huge expense that they can’t afford. Without adequate transit, they will remain stuck in place.”
Joe Chestnut, Indicators for Sustainable Mobility Report

been viewed as a potential threat to urban areas; it contributes to the increase in traffic congestion, higher accident rates, inefficient usage of urban land, environmental pollution, adverse economic impacts, and urban sprawling. It also reduces the overall quality of multi-modal transportation and the opportunity for people to feel safe walking or biking. This is evident in the number of public comments that have been documented

in the ACHD Neighborhood Plans and other planning documents – over 332 public comments in the Boise Central Branch Bicycle and Pedestrian Plan alone.

Just west of The Planning Project, at 27th and Fairview, several multi-family housing units are planned or are in the process of being built. Many of these multi-family housing projects include a mix of commercial and office space, designated bike parking, and community park space. Additional commercial space will be built along the Boise Greenbelt. Also included are some low-to-moderate-income housing units. With the implementation of The Planning Project, increased safe, gap-free access will be realized, providing historically disadvantaged populations access to homes, food, shopping, medical, and recreational opportunities.

EVERY \$1 SPENT ON SHARED-USE PATHS generates 23% MORE JOBS than each dollar spent on road infrastructure without pedestrian or bicycle components.

(Boise Pathway Master Plan, 2021)



Equitable Access for Underserved Populations

The Planning Project will advance ACHD's investment into historically disadvantaged areas by providing access to safe transportation for all abilities. It will also increase the capacity for ACHD to move forward with constructing the twelve projects. Building these projects will improve pedestrian/bicycle access and create more walkable neighborhoods as it removes known barriers; improve and enhance safety at street crossings to reduce fatalities; and remove auto dependency and increase access to the Valley Regional Transit Bus System. Most of these twelve projects are located within mature, older neighborhoods, and in commercial areas developed without sidewalks and bicycle facilities. ACHD recognizes the need to provide a more connected, full-service transportation network in the area.

“East side of Orchard – VERY dangerous crossing the entrance turn onto the connector. Most people bike against traffic on the sidewalk on the west side, then face the Orchard/Fairview intersection where drivers don't look for bicyclist (or pedestrians) as they turn right on red. It's a no win situation.”

*Public Comment #156,
Boise West Bench Plant*

permits students to stay after school for sports and academic programs without having to be

repeatedly driven by their parents. The proportion of students in grades K-8 who walk or bike to school fell from 47.7 percent in 1969 to only 12.7 percent in 2009, by improving the environment for walking and bicycling in urban areas. The Planning Project will establish the design for important active transportation links that provide safe walking and biking opportunities to the Boise River Greenbelt, schools, medical facilities, and other destinations. The healthcare

savings associated with walking and biking come from several factors, the most significant being that increased cardiovascular exercise leads to healthier residents.

Studies have shown that improving conditions for walking and bicycling yield further public health benefits by reducing the use of automobiles, thus diminishing air and noise pollution and the overall level of traffic danger.⁴

Reduce Transportation Costs

While the average American spends roughly 13 percent of household expenditure on transportation, this cost is not consistent across incomes. Lower-income households generally pay a larger portion of their income on transportation. Lack of public transportation is a financial burden. By not having good options, people are forced to make burdensome financial decisions and are left in a cycle of poverty that becomes harder to escape.⁵

ACHD, Garden City, and Boise City have worked together to plan and understand the

Health Benefits by Removing Barriers

The Safe Routes to School (SRTS) Program developed by the Federal Government indicated, “Research shows that school-age children who have opportunities to engage in physical activity are more likely to focus on academic subjects in the classroom. Students who travel to school by walking, bicycling, or using other physically active forms of transportation (including skates, skateboards, and non-motorized scooters) may come to school more ready to learn.”

Safe and continuous routes for walking or bicycling increases physical activity and

4 “National Library of Medicine,” *Promoting Safe Walking and Cycling to Improve Public Health Lessons From The Netherlands and Germany*, Accessed March 2022, <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1448001/>

5 Ibid.



needs of the Project area, and to determine the best ways to reduce transportation costs and provide the opportunity for safe, gap-free access to walking and biking destinations. The 2021 Boise Pathway Master Plan indicated that implementing safe, connected, gap-free walkable and bikeable transportation pathways stimulates the local economy, supports local spending and tourism, and increases property values. These transportation improvements will attract business and bring jobs to the area that enhance the quality of life and reduce transportation costs.

Enhance the Community’s Unique Characteristics

[The Boise River Greenbelt](#), a 25-mile-long bicycle and pedestrian path, links over 850 acres of parks and natural areas along the Boise River. Year-round, visitors can see songbirds, ducks, Canada geese, great blue herons, and bald eagles in the winter. Several developed sites and lookouts are adjacent to the Greenbelt for wildlife viewing.

Parks along the Boise Greenbelt include Barber Park, Marianne Williams Park, Baggley Park, Warm Springs Park, Kristin Armstrong Municipal Park, MK Nature Center, Julia Davis Park, Ann Morrison Park, Kathryn Albertson Park, Idaho Fallen Firefighters Memorial, Bernadine Quinn Park, Esther Simplot Park, Veterans Memorial Park, Willow Lane Athletic Complex, River Pointe Park, and Reid Merrill Park; all offering a variety of recreation activities for visitors. The historically disadvantaged populations in Garden City are located along the Greenbelt; still, they have had issues with safe gap-free access. On the other hand, the Boise West and Central Bench areas have major barriers – I-184 and 45 foot high bench separating the Central and West areas – keeping their residents from accessing the Greenbelt.

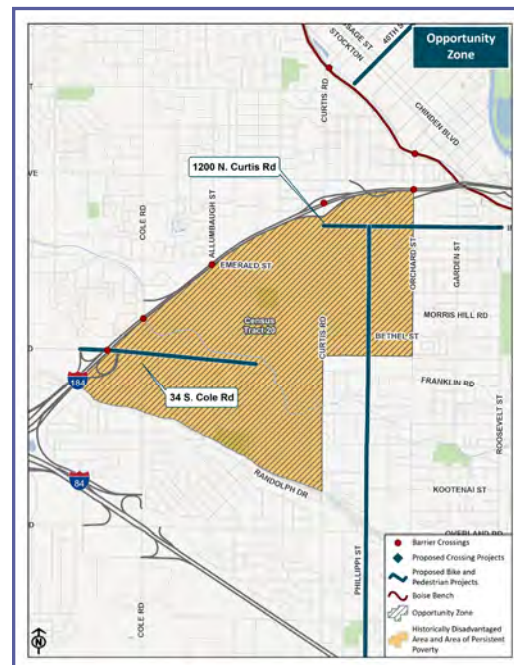
The Planning Project moves the proposed twelve projects one step closer to providing access and safe routes by addressing these barriers and allowing access for all abilities and income levels.

D. Improves Mobility & Community Connectivity

Increasing Affordability and Breaking Down Barriers to Opportunity

The project area has one of Idaho’s highest and most persistent poverty populations and is Federally listed as an opportunity zone. The Boise opportunity zone is approximately 3 miles from the city’s downtown – Idaho’s civic and employment center. There are two investment sites that are available for development. The map on the following page shows this opportunity zone and the location of the two investment sites. [See Attachment A Maps: Opportunity Zones for a larger map.](#)

Figure 17: Opportunity Zone



The cities of Boise and Garden City have seen a large influx of high-density and new commercial/retail developments. Valley Regional Transit (VRT) has been diligently planning new successful routes to service residents who commute to and/or live in Boise and the surrounding cities. Residents in The Planning Project area will benefit from the improved VRT routes if there are safe walking and biking routes to transit stops. Implementing the twelve projects will improve ridership for VRT and provide transit opportunities to help the disadvantaged community access job opportunities that they would not have had due to a lack of safe, accessible transportation opportunities. Therefore, helping to reduce transportation barriers increases transportation opportunities and provides a way to lift populations out of poverty.

Improving public transit use increases opportunities for residents and saves them money. Studies from the [American Public Transportation Association](#) indicate that giving up a car and transitioning to public transit can save \$9,797 annually. This amount will continue to increase as inflation continues to climb. Car costs include insurance, license and registration, and depreciation, and for many, having multiple cars in one family is not financially viable. Numerous households in the Project area only have one vehicle, leaving at least one family member or spouse requiring public or other transportation alternatives.

Mobility Issues

Several projects within The Planning Project area are located along high-traffic roads in high-crash locations.⁶ Chinden Boulevard is a main highway that runs through Garden City and connects the east and west sides of Boise. There is a high concentration of retail businesses along the street, which serves as a major thoroughfare to adjacent cities such as

Meridian and Eagle. Chinden Boulevard was designed as a U.S. highway, which encourages fast speeds. It has numerous uncontrolled and excessive access points and crosswalks that are too far apart to be practical or safe for non-motorized users, lacks ADA compliant transit stops, and is full of sidewalk gaps and narrow shoulders. Walking and biking along this road is highly stressful and dangerous; yet, it happens to be the main road for access to employment centers, schools, and other critical destinations for many living in this disadvantaged area.

Figure 18: Lack of Pedestrian Facilities in Garden City, Idaho



Similarly, Fairview Avenue runs more than 20 miles from downtown Boise, and west through Meridian to Nampa City. The Fairview Project section is one of the oldest sections with similar issues to Chinden. Technically, there are fewer sidewalk gaps on Fairview, but most of the curb ramps and driveway cuts do not meet ADA standards. The sidewalks are also narrow and in need of repair. There are no bicycle facilities on Fairview and the level of stress for cyclists is high. Fairview is one of VRT's premium corridors, but it lacks premium bike and pedestrian facilities. One of the most significant challenges in this segment of the project is the eastern end of Fairview. When the I-184 Connector was built, Fairview Avenue traffic

6 "Garden City", *ACHD Bicycle & Pedestrian Plan*, September 2020, https://www.achdidaho.org/Documents/Projects/Garden%20City%20BP%209.24.20_Adopted%20-%20Main%20Content.pdf

was divided into directional road segments that were more akin to freeway onramps, which lack both sidewalks and bike lanes. To ascend or descend the bench on Fairview Avenue requires someone to walk or bike on the shoulder of the westbound road, with traffic whizzing by. Most people avoid this high stress segment and ride or walk out of direction to safely get to their destination.

For people who walk and ride bikes, each of the remaining project segments are high stress roads that lack safe crossings and sidewalks, or have numerous sidewalk gaps with non-ADA curb ramps and driveway cuts.

Increasing Transportation Options

The Boise West and Central Bench Bike and Pedestrian Neighborhood Plans surveyed community members to weigh in on vital infrastructure and planning decisions. Public involvement responses were staggeringly high, totaling over 330 responses in the Central Bench Plan and just under 200 in the West Bench Plan. One respondent wrote the following:

“Bike lanes on Emerald would be a huge improvement. It would really help to connect the neighborhood to the hospital, the mall and to make better connectivity between the Greenbelt and the bench.” - Public Comment on the Central Bench / West Bench Plans

If improvements are made to Irving Street and Phillippi Street, low-stress access to St. Alphonsus Regional Medical Center – the state’s largest employer – for residents would be improved. This would increase accessibility to employment and health care for local residents. The advancement of the twelve projects is an opportunity to correct decades of isolation, reduced property values, and disparity in project area neighborhoods by overcoming transportation barriers that have severely impacted resident mobility and economic opportunities. It will safely connect communities and people so they can enjoy more affordable transportation options and decrease the need to rely on an automobile to get them to their destinations.

Multi-Modal Movement and Supply Chains

Idaho’s supply chains were significantly impacted due to COVID-19, reducing manufactured products and the food supply. This decreased people’s quality of life and the economy. Over 40 percent of the COVID-19 Idaho Business Impact Survey respondents said something similar to, “The pandemic negatively affected shipping speeds and transportation.”⁷ Careful planning will help to better prepare for the future and improvements to bike lanes, sidewalks, and transit stops and routes that can help reduce traffic and ease transportation delays.

E. Economic Competitiveness & Opportunity

The Planning Project is a way to advance years of planning into a constructed, safe transportation alternative. Building projects that will create accessible and safe walking/ biking routes or access to transit along major commercial corridors like Fairview Avenue and Franklin Road will strengthen the economic opportunities for the disadvantaged and

underserved populations in the project area. The Planning Project helps ACHD correct what increasingly doesn’t work: limited access, sidewalk gaps, and unsafe bike lanes. The ability to walk, bike, and ride public transit benefits automobile and truck travelers by way of time, cost, and reliability. Providing transportation alternatives for local residents reduces traffic congestion during peak travel hours.

7 “Idaho Commerce,” *COVID-19 Idaho Business Impact Survey*, Accessed March 2022, <https://commerce.idaho.gov/content/uploads/2020/05/idaho-covid-19-impact-survey.pdf>



Delays created by congestion increases operating costs for car and truck drivers, adds to travel time, and has broader impacts on the economy and the business within this project area. Improving access to employment centers and increased mobility choices is good for all users. This project will expand everyone's ability to get to work no matter their transportation mode of choice.

Increase Transportation Options to Revitalize Disadvantaged Communities

Studies have shown that adding safe access to public transportation could increase use or ridership by one percent. This does not sound like much, but this could equate to a change of roughly 100 to 650 people per square mile over the entire Treasure Valley, based on the size of its population.⁸

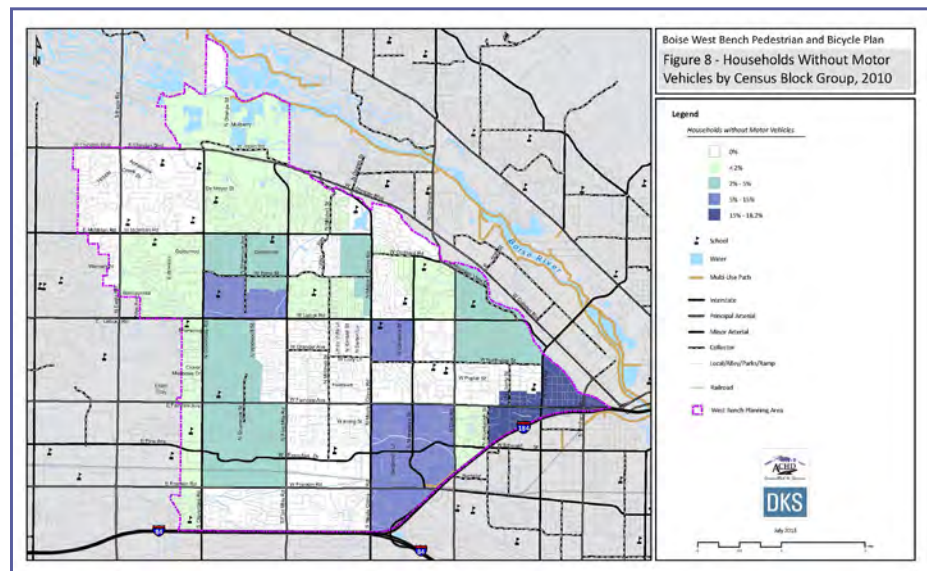
With over 1,400 high-density apartments – that include a mix of low and higher-income housing – and multiple commercial projects being built just to the east of the Project area, and the growing number of small businesses within The Planning Project, the need for better access to public transportation and safe walking and bike opportunities is even greater now. Analysis of demographic data in the Boise West Bench Plan helps identify where there are high proportions of households that lack a motor vehicle and are therefore more dependent on biking and walking (including walking to transit). This [demographic data, shown in Figure 19](#), helped them in their planning to determine where new pedestrian and bicycle improve-

ments might provide the most benefit.

This Planning Project will create safe and fully accessible pedestrian and bike routes that connect the Boise West and Central Benches, and Garden City with the Boise River Greenbelt, a major regional attraction connecting parks, jobs, and Boise's Downtown Central Business District.

The impacts of public transportation alternative investments on both public transportation (walking, biking, and busing) passengers and continuing automobile travelers were shown to be substantial in the Economic Impact of Public Transportation Investment, 2020 Update. It stated that “those households able to give up a car because of better public transit options would save them approximately \$9,797 annually. This represents money returned to them for use on other household expenditures. The **lowest income for this area** had a household income of less than \$22,946 in 2020. For those at the lower range of incomes, the savings of not owning a car is a very substantial income benefit, providing an enormous gain in their desperately needed purchasing power.”⁹

Figure 19: Households Without Motor Vehicles



8 “American Public Transportation Association,” *Economic Impact of Public Transportation Investment*, Accessed March 2022, <https://www.apta.com/wp-content/uploads/APTA-Economic-Impact-Public-Transit-2020.pdf>

9 Ibid.



F. State of Good Repair

Maintaining a pedestrian network that is safe and accessible to all users is a high priority of ACHD. In ACHD's 2020 ADA Annual Report, ACHD inventoried and evaluated pedestrian infrastructure of more than 32,000 street corners, 2,200 pedestrian signals, and over 2,800 miles of pedestrian facilities. ACHD is one of only a few countywide entities in the United States to have completed this effort, ultimately addressing mobility options for all Ada County residents.

ACHD is responsible for maintaining more than 5,269 lane miles of roadway and over 830 bridges and large culverts. Every few years, ACHD hires a third-party consultant to update StreetSaver, the District's pavement management program. This is done by visual inspections and semi-automated evaluations with a specialized vehicle. The inspections consist of following Metropolitan Transportation Commission survey procedures. These survey procedures determine the different severities of distresses in the pavement, and that information is then uploaded into the StreetSaver database. The database then updates what the current pavement condition index (PCI) of the roadway is. This database will also keep track of the PCI degradation over time and any maintenance history on the roadway. Keeping track of the current PCIs helps the Pavement Management Engineer to determine which roads need maintenance and what the best treatment for the road would be; surface seals, mill and inlay, reconstruction, etc. The PCI ranges for the roadway are: 100-70 very good, 50-69 good, 25 to 49 poor, and 0-24 very poor.

As previously stated, The Planning Project will bring 10.5 miles of sidewalks, street crossings, and multi-purpose pathways into a state of good repair. **These projects, if left unimproved, would adversely affect**

ACHD 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

connectivity for residents in a historically disadvantaged area and area of persistent poverty. All twelve projects fall under the asset care of the Ada County Highway District (ACHD), with the Idaho Transportation Department (ITD) having some assets along Chinden Boulevard and I-184.

In 2022, ACHD will be completing the first cycle of its 16 Neighborhood Bike and Pedestrian Plans. This initial cycle helped establish a vision for building a pathway network for all areas of Ada County (see [Figure 6](#)). During the next cycle, ACHD will revisit each planning area to make updates to and include a review of ACHD's facility accessibility inventory, and for a safety review for each area.

[ACHD outlines in their Strategic Plan 2035 \(Page 21-33\)](#) infrastructure asset categories and what they do to ensure that each category, once brought into a state of good repair, remains in that condition. The twelve projects within The Planning Project will be brought into a state of good repair by:

- a. Completing sidewalk gaps
- b. Creating ADA intersection crossings and curb ramps
- c. Evaluating green stormwater drainage opportunities
- d. Repairing crumbling street shoulders
- e. Installing separated bike lanes, trails, and multi-use pathways
- f. Providing midblock crossings
Installing wayfinding signage and trail markings
- g. Reconfiguring roadways to accommodate separated bike lanes
- h. Building bridges for access over canals and creeks



G. Partnership & Collaboration

Collaborating with Other Public and Private Entities

ACHD's Planning, Programming, and Capital Project Management Division represents the District's progressive approach toward project management. The District's policies and methods brings staff, public input, and planning together to complete large capital efforts on time and within budget. ACHD's planning efforts rely on collaboration between technical studies, transportation modeling, coordination with local governments and their comprehensive plans, geographic information system analysis, expert input, stakeholder observations, and community engagement. The Planning, Programming and Capital Project Management Division will oversee The Planning Project and will facilitate the collaboration and successful completion of the proposed Project.

Ensuring Equity

ACHD continually considers underserved, overburdened, or disadvantaged communities throughout their planning process.

While developing the Neighborhood Plans that were used to identify The Planning Project's twelve projects, ACHD worked with the Boise School District staff and students. The Boise School District has eleven Title I schools. ACHD used multiple methods of reaching the community including student workshops with students, using maps and other tools to get their feedback on concerns and ideas related to walking and biking along specific corridors.

As the Planning Project gets underway, ACHD will continue the process of working with community stakeholders to ensure that the voices of the disadvantaged students and their families are heard.

Community Partners

The list of community partners for The Planning Project is extensive. [See Attachment C for Letters of Support.](#)

In addition to the partners who have expressed their support for this application, The Planning Project will continue to explore potential partnerships throughout the planning process. Some of these partnerships could include local bike shops or local safe walk-to-school groups to provide bike tune-ups at public events where residents can learn about the Project at the same time. Other potential partnerships include community-based organizations, non-profits, or religious institutions that work with underserved groups; for instance, the local Boys and Girls Clubs, senior living centers, refugee organizations, food banks, community health organizations, El-Ada Community Action Partnership, etc.

These partnerships will help ACHD gain further insight into the needs of the area while also building community connectivity and providing the opportunity for resident's voices to be heard. This growing list of partnerships will include local business owners with a particular emphasis on including Disadvantaged Business Owners. During this process, ACHD will be able to promote its innovative Community Programs Fund and its Safe Sidewalk Program. Both programs will complement The Planning Project by bringing more resources to active transportation needs that are adjacent to the identified project. For example, ACHD's Community Programs Fund allows residents to apply for neighborhood enhancement projects in their neighborhood, particularly those that provide pedestrian and bicycle safety, mobility, and connectivity (such as sidewalks). Applications may be submitted by either individual citizens or neighborhood associations.



There have been over 311 projects built that have come directly from the Community Programs Fund, and another 321 projects that have been identified in other neighborhood plans since 2012. Similarly, the [Safe Sidewalk Program](#) allows residents to request safety repairs to sidewalks and curb ramps, or to fill small sidewalk gaps.

Community Partners Support Letters List

- | | |
|---|---|
| 1. Idaho Congressional Delegation | 12. Anser Charter School |
| 2. Ada County | 13. Treasure Valley Cycling Alliance (TVCA) |
| 3. City of Boise | 14. Boise Central Foothills Neighborhood Association |
| 4. Garden City | 15. Foundation for Ada/Canyon Trails Systems Inc. (FACTS) |
| 5. Community Planning Association of Southwest Idaho (COMPASS) | 16. NeighborWorks Boise |
| 6. Garden City Urban Renewal Agency | 17. Parkway Station – Garden City |
| 7. Ada County Highway District Americans with Disabilities Act Advisory Committee | 18. Galena Equity Partners |
| 8. Ada County Highway District Pedestrian Advisory Group | 19. Future Public School |
| 9. Ada County Highway District Bicycle Advisory Committee | 20. Valley Regional Transit |
| 10. Boise School District | 21. Idaho Office for Refugees |
| 11. Boys and Girls Clubs of Ada County | 22. Idaho Association of General Contractors |

H. Innovation

Innovative Planning

ACHD has created a “level of stress” for bicycle and pedestrian infrastructure throughout the County and has worked with its land-use partners to better link land-use and transportation planning for the future. The Level of Traffic Stress (LTS) for bicyclists and pedestrians provides a better look at how the existing and planned transportation system meets all abilities when considering the current level of service measures used for motor vehicle traffic. ACHD’s efforts aim to better serve all users and establish a measurable system of comfort and usability for bicycle and pedestrian facilities in the District. Numerous factors such as traffic speed, bike

lane type, sidewalk type, signals, and other considerations outlined within the [Livable Streets Performance Measures](#) help guide the design of bike and pedestrian facilities that produce low levels of traffic stress. The twelve projects will be designed using performance measures to significantly increase safety, equity, and economic benefits for a historically disadvantaged area.

Innovative Design

The twelve projects will include an evaluation of green stormwater infrastructure based on the ACHD Green Stormwater Infrastructure Guidance Manual. Implementing green stormwater infrastructure will reduce stormwater runoff and pollutant contributions





Figure 20: Bioretention Planter at 15th and State in Boise



Figure 21: Stormwater Tree Cells at 6th and Idaho, Boise

to the Boise River. Using environmentally friendly paving materials to reduce impervious coverage allows for more sustainable surfaces. These permeable paving materials include interlocking eco-pavers, concrete pavers, grid systems, porous asphalt, tree cells, bioretention planters, and porous concrete. Permeable paving allows rainwater to infiltrate, usually through voids between the pavers, into an underground storage bed where runoff can be released slowly, helping to manage stormwater on-site. This paving is recommended for low-use areas where load-bearing or weight issues are less critical, such as parking bays, reserve parking areas, park strips, and pedestrian walkways. Using a high-albedo (light or reflective) paving material, reflective or light-colored stone, and binders in asphalt helps cool pavement, reduces temperatures, and makes areas more comfortable and desirable. The use of tree cells serves several functions. Tree cells provide a healthy growing location for trees in an urban setting and they treat storm water onsite. See Figure 22 on the following page.

Improved Project Delivery

ACHD has a Stewardship Agreement in place with the Idaho Transportation Department. The intent and purpose of the Stewardship Agreement is to document the roles and responsibilities of the Federal Highway Administration (FHWA), ITD, and ACHD concerning project approvals and responsibilities, and to document the oversight

methods. With the Stewardship Agreement in place, ACHD can operate as an extension of staff and take the lead in many activities normally assumed by ITD, such as design, materials/geotechnical, right of way acquisition, and construction. The result is almost always an increase in the efficiency and effectiveness of ACHD Federal Aid projects. This Stewardship Agreement is one example of how ACHD has been and continues to be proactive in its project delivery.

Incorporating Innovative Funding and Financing

ACHD is the only county-wide highway district in Idaho. It is responsible for the maintenance and construction of all roadway projects within the County. ACHD's FY2022 capital budget is \$75 million. ACHD can leverage the funding that it receives for the overall District budget and spend those resources in areas with the greatest needs.

ACHD Commission President Mary May said, "It is a delicate balance to ensure that ACHD resources are proportionally distributed throughout the county while also focusing on priority areas that benefit all users...while it is important that every city sees value, it is also important to understand how our users move about the County and how projects benefit those throughout the entire network."

Figure 22: ACHD Permeable Pavers Typical Cross Section

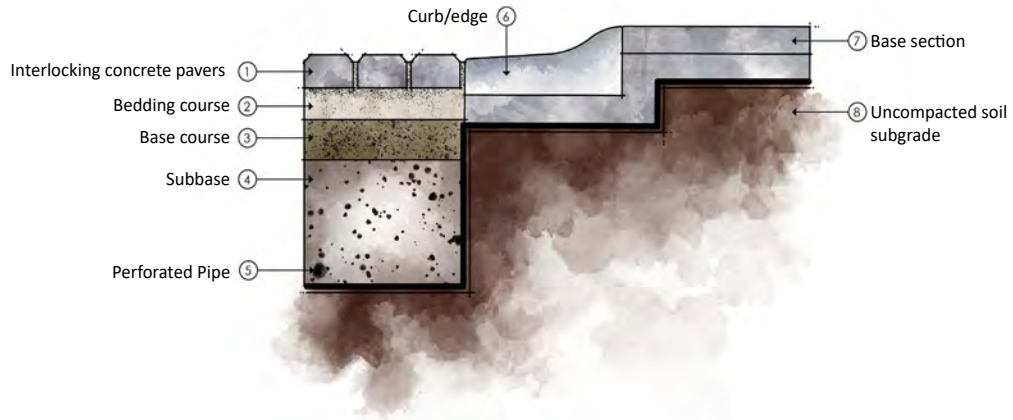
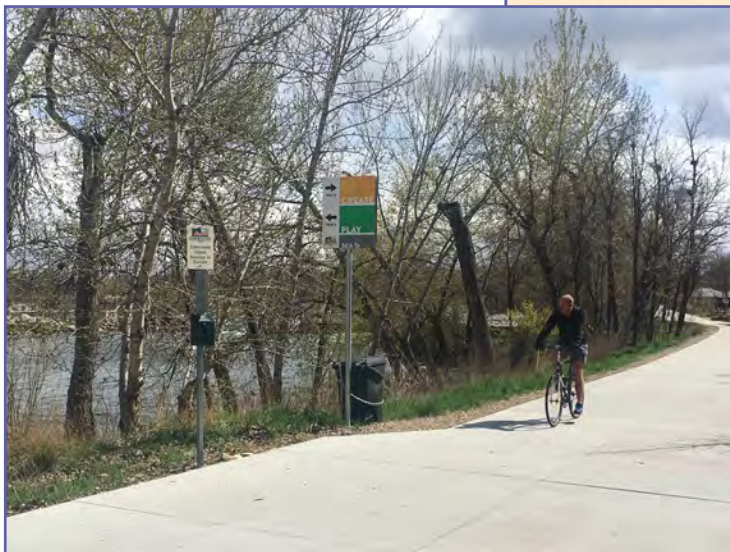
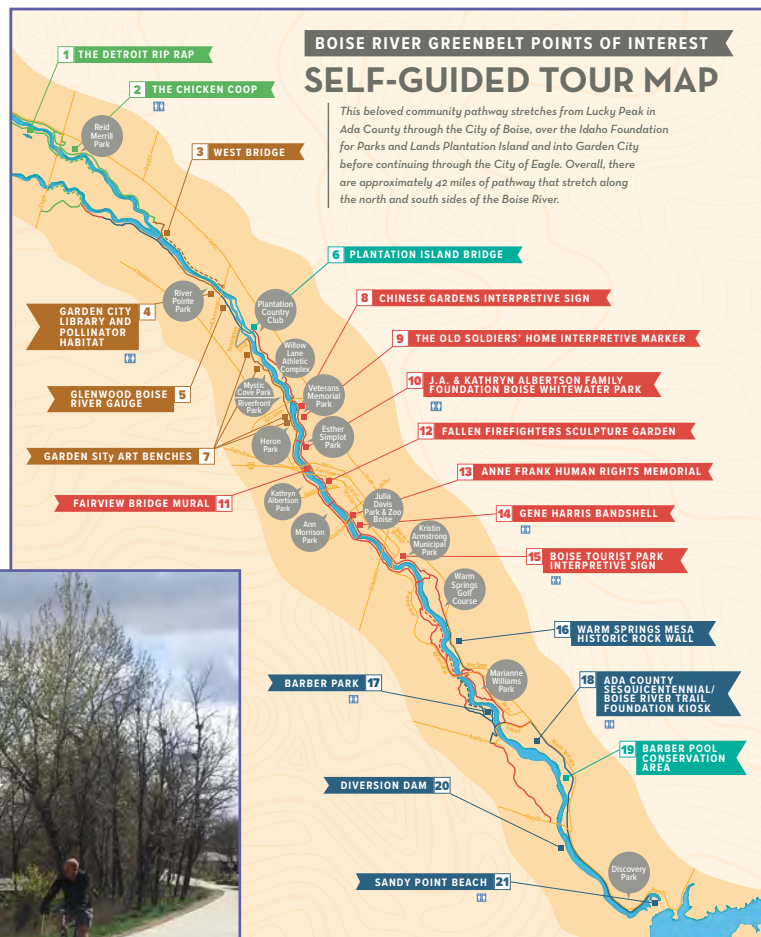


Figure 23: Boise River Greenbelt

With an emphasis on providing Access to Opportunity, the proposed projects help provide connections to the Boise River Greenbelt. A 25+ mile multiuse pathway along the Boise River, the Greenbelt is a true active transportation super corridor that runs through the heart of the Downtown Boise City, Eagle City, and Garden City, linking Treasure Valley residents to countless jobs, services, parks, and education opportunities including Boise State University.



V. PROJECT SCHEDULE

The Planning Project will advance twelve projects from the conceptual level through final design. This will include scoping and estimating, public involvement, environmental review, design, and final design. Right-of-way discussions will be happening, but no RAISE Grant funds will be used to negotiate or purchase any right-of-way. Assuming a contract with FHWA by October 2022, all work on the overall project could be completed by December 2024. The table below outlines the timeline for this project:

Figure 24: Project Schedule

CALENDAR YEAR	2022				2023				2024			
CALENDAR QUARTER	1	2	3	4	1	2	3	4	1	2	3	4
Award Notification												
Contract with FHWA												
Consultant Selection												
Scoping & Public Involvement												
Environmental/ROW Planning												
Design 30 – 60%												
Final Design												
Phase Reports												
Closeout												

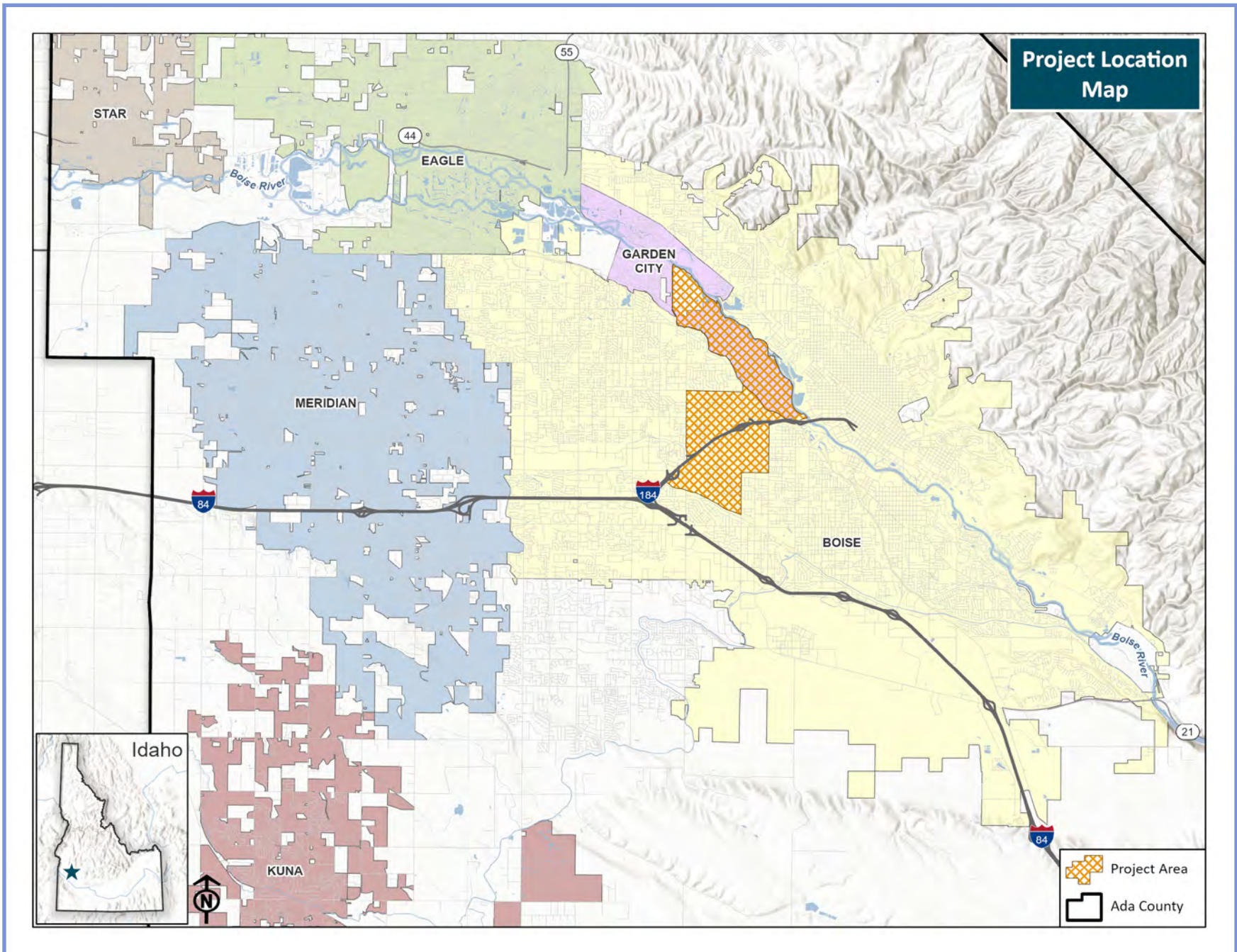


ATTACHMENT A

MAPS

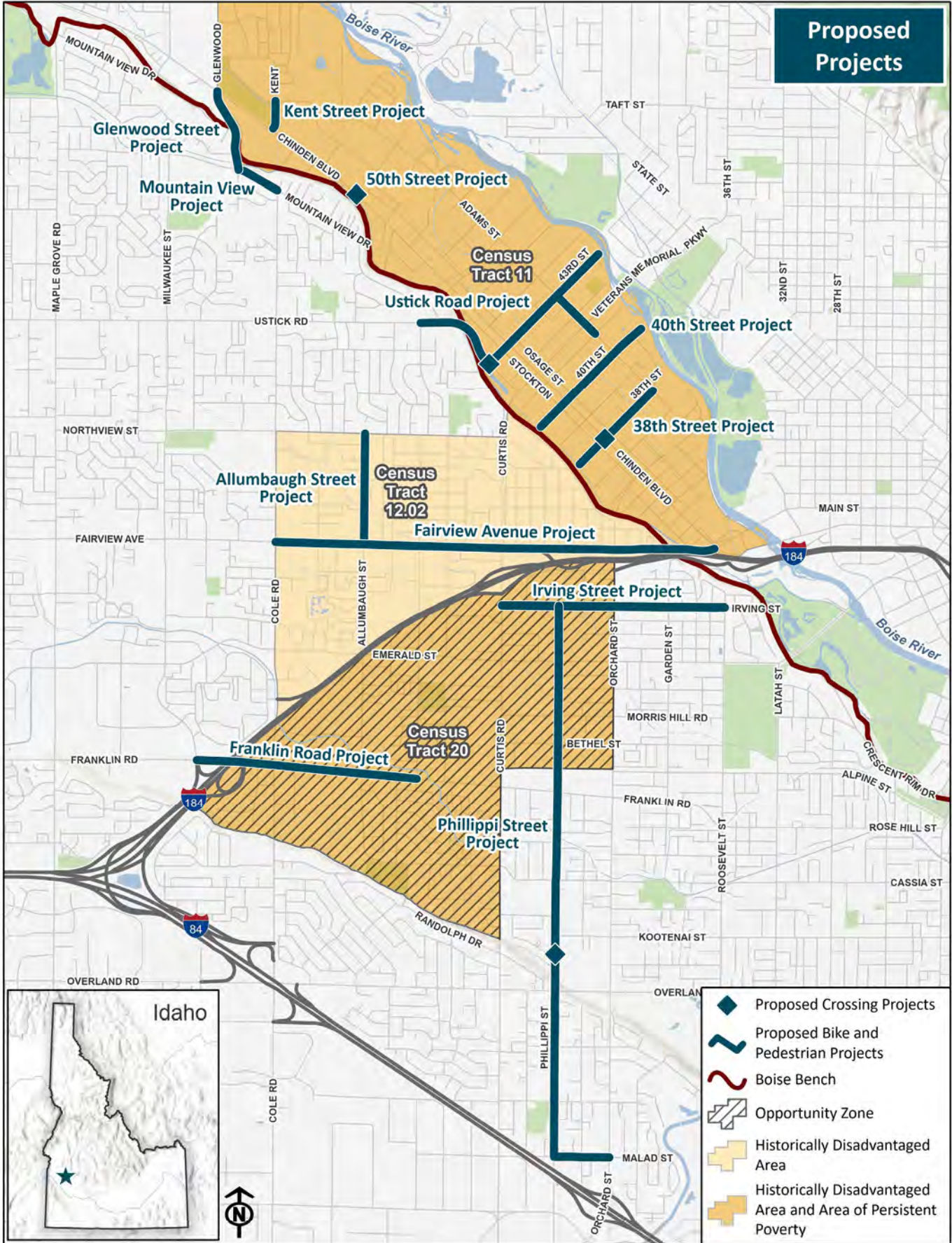


PROJECT LOCATION MAP

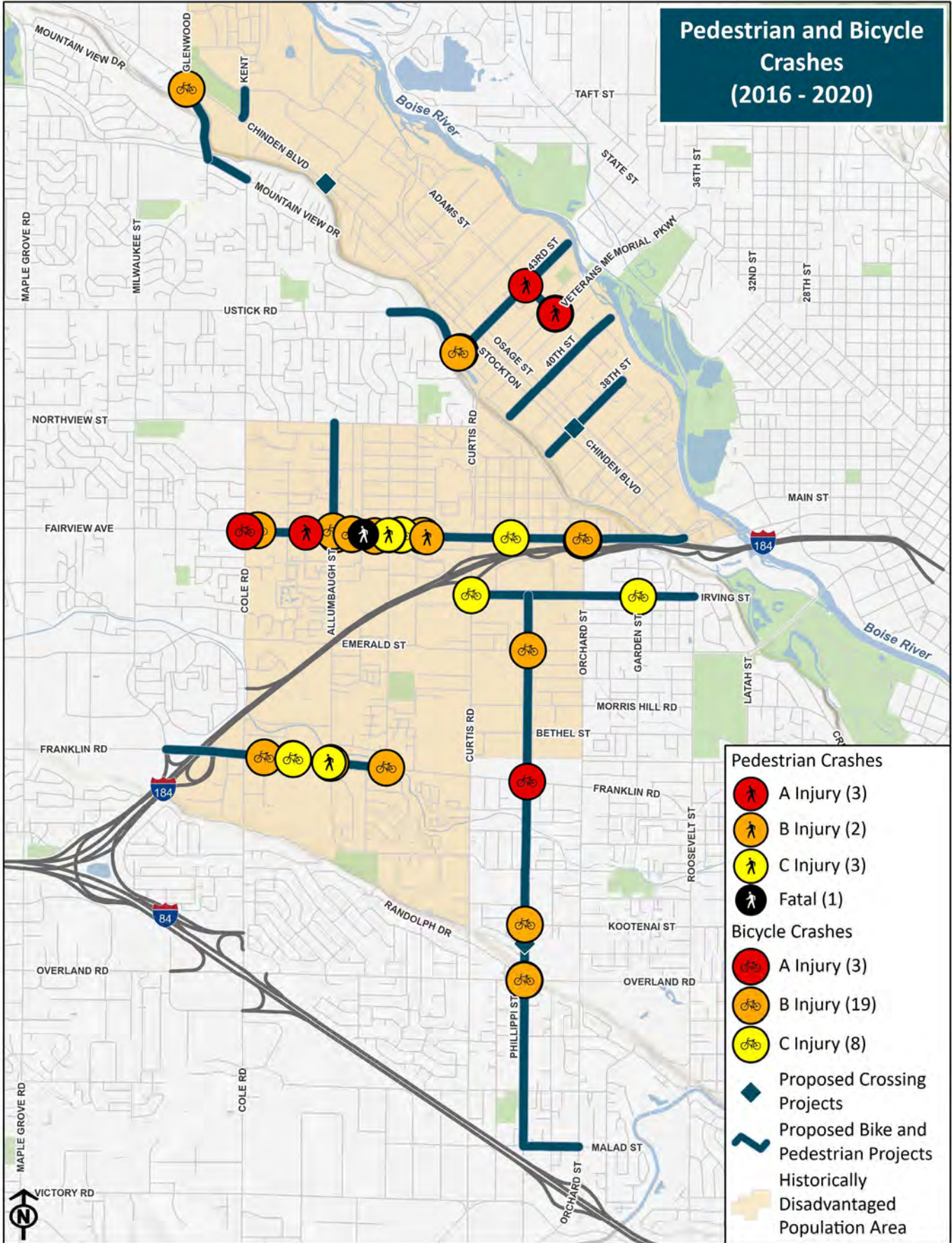




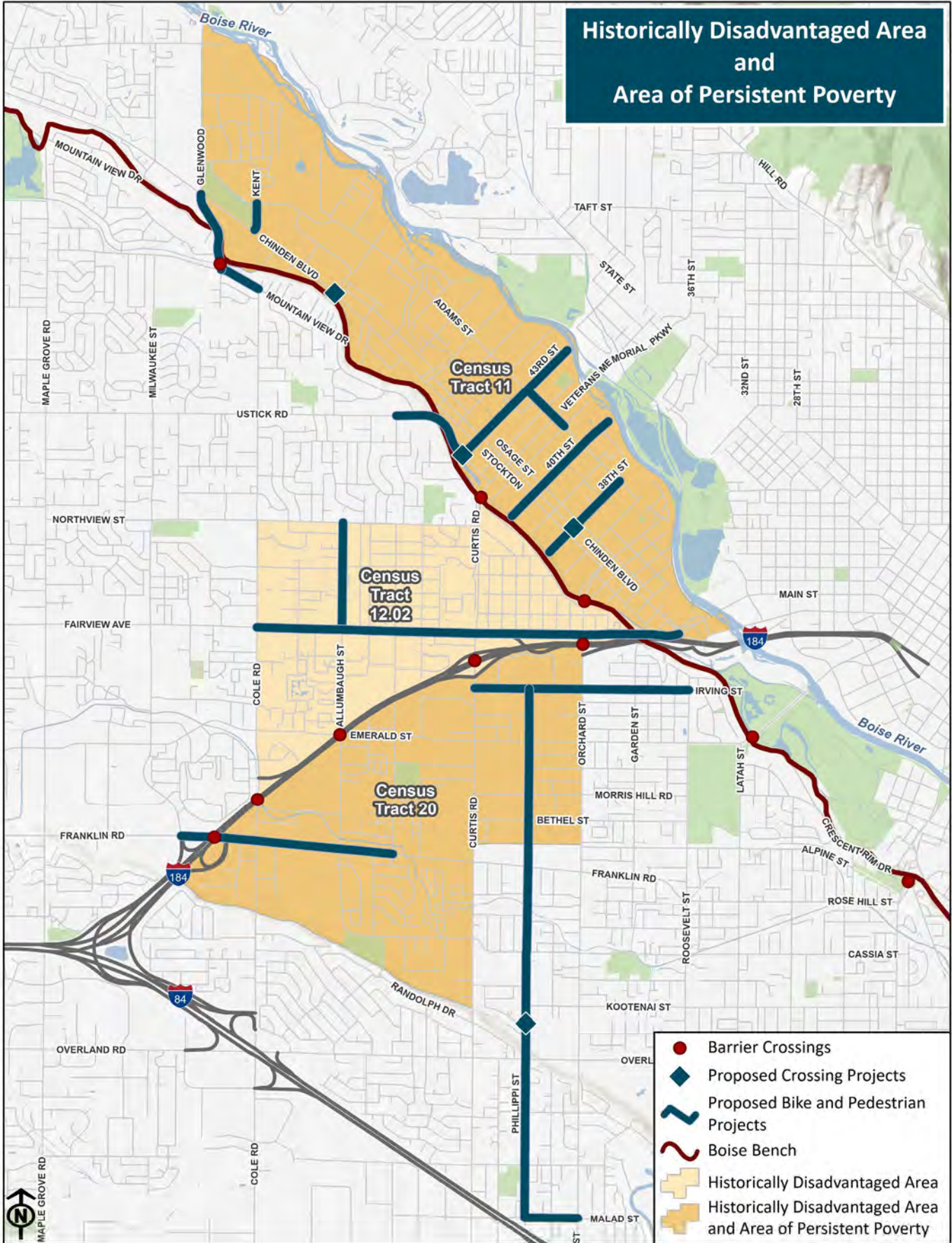
PROPOSED PROJECTS

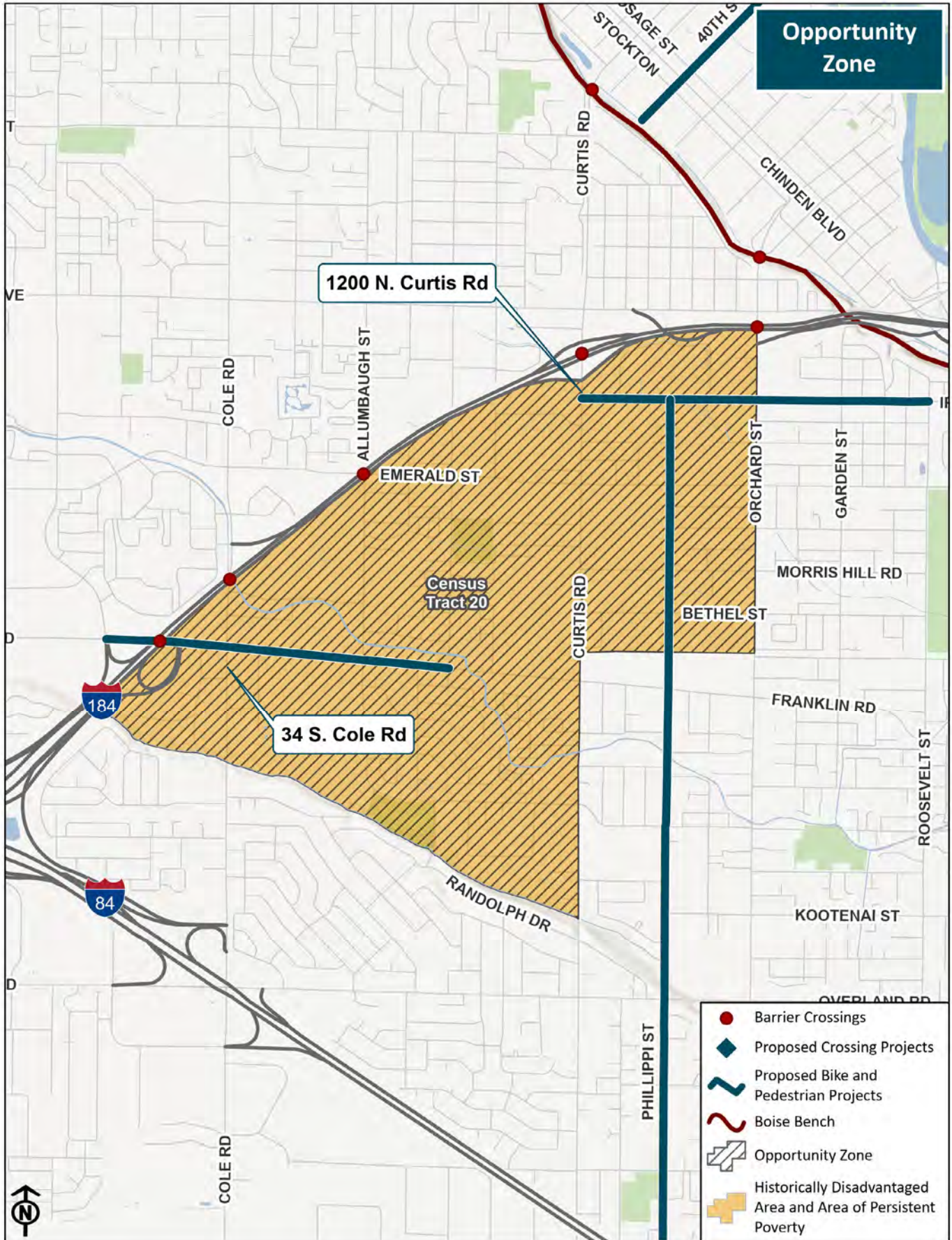


PEDESTRIAN AND BICYCLE CRASHES



HISTORICALLY DISADVANTAGED AREAS





ATTACHMENT B

FUNDING COMMITMENT





Mary May, President
Alexis Pickering, Vice-President
Jim D. Hansen, 2nd Vice President
Kent Goldthorpe, Commissioner
Dave McKinney, Commissioner

April 12, 2022

Secretary Pete Buttigieg
Office of the Secretary of Transportation
United States Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: Access to Opportunity – Ada County, Idaho

Dear Secretary, Buttigieg:

The Ada County Highway District (ACHD) is pleased to submit this Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grant application for the planning phase of our Access to Opportunity project. This planning grant will support efforts to plan and design to federal standards twelve (12) active transportation projects in Historically Disadvantaged Communities within the cities of Boise and Garden City, Idaho. Facility improvements will include new and replacement sidewalks, mid-block crosswalks, ADA curb ramps and low-stress bike facilities. The benefits realized will be a safer more equitable transportation network for pedestrians and bicyclists that will remove barriers and improve access to education, employment, transit, recreation and healthcare. Improved access and reduced travel time will translate into economic growth and a better quality of life for the residents in these disadvantaged communities.

The cost of the Access to Opportunity planning, environmental and design effort is \$6,429,500. ACHD has committed a 20% match of \$1,285,900 in local, non-federal funds.

ACHD appreciates your consideration of our application, and we look forward to your favorable response.

If you have any questions, please feel free to contact Tom Ferch, Transportation Funding Coordinator, at tferch@achdidaho.org or 208-387-6157.

Sincerely,

Dyan Bewins for

Justin Lucas
Deputy Director, Planning and Projects
Ada County Highway District

ATTACHMENT C

LETTERS OF SUPPORT



Mike Crapo
United States Senator
239 Dirksen Senate Office Building
Washington, DC 20510

James E. Risch
United States Senator
483 Russell Senate Office Building
Washington, DC 20510



Mike Simpson
Member of Congress
2084 Rayburn House Office Building
Washington, DC 20515

Russ Fulcher
Member of Congress
1520 Longworth House Office Building
Washington, DC 20515

April 4, 2022

The Honorable Peter Buttigieg
Secretary, US Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: RAISE 2022 Grant Request: Access to Opportunity Project, Cities of Garden City and Boise, Idaho

Dear Secretary Buttigieg:

We write this letter in support of the Ada County Highway District's (ACHD's) application for a US Department of Transportation RAISE grant for the Access to Opportunity Project in the Cities of Garden City and Boise, Idaho.

The greater Boise, Idaho, area is one of the fastest-growing regions in the nation. The unprecedented growth creates the need to look at different options and create opportunities for neighborhoods that are historically underserved. The neighborhoods in the Access to Opportunity project include populations who are low-income and need safer alternatives for transportation and better access to jobs and services.

The Access to Opportunity Project will develop projects to remove barriers for people who walk and ride bicycles as their primary mode of transportation. The project will create better access to basic services, as well as jobs and recreational opportunities near their neighborhoods and connections to the entire region through improved transit connections. Once the project is completed, residents will have a better quality of life and more opportunities than ever before.

We urge the US Department of Transportation to give this application all due consideration.

Sincerely,



MIKE CRAPO
United States Senator

JAMES E. RISCH
United States Senator



MIKE SIMPSON
Member of Congress

RUSS FULCHER
Member of Congress

c: Director Bruce Wong, Ada County Highway District
Tom Ferch, Transportation Funding Coordinator, Ada County Highway District



ADA COUNTY

COMMISSIONERS'
OFFICE
200 W. Front Street
Boise, Idaho 83702
(208) 287-7000
Fax: (208) 287-7009
boccl@adacounty.id.gov
www.adacounty.id.gov

April 4, 2022

Secretary Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Support for Ada County Highway District Access to Opportunity Project

Secretary Buttigieg:

Ada County is in support of the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant application submitted by the Ada County Highway District (ACHD) for pedestrian and bicycle infrastructure improvements within historically disadvantaged areas of Boise, Garden City and unincorporated Ada County.

Ada County encourages alternative means of transportation, and the proposed improvements will remove barriers and improve safety for residents who walk and bike these neighborhoods through the installation of sidewalks, bike lanes, enhanced pedestrian crossings and improved connections to transit stops. We support ACHD's efforts to advance the proposed project and recognize the positive impact it will have on the community by providing residents better access to jobs, education, health care, shopping, parks, recreation and public transportation.

Of particular interest to Ada County are the improved bike and pedestrian connections which are proposed to its Expo Idaho property, which provides many recreational and entertainment opportunities to the community, including Lady Bird Park, the Boise River Greenbelt, Memorial Stadium and the Western Idaho Fair.

Ada County strongly supports this project and is excited to participate in the planning process with ACHD.

Respectfully,

ADA COUNTY BOARD OF COMMISSIONERS

A handwritten signature in black ink, appearing to read "Rod Beck".

Rod Beck, Commissioner

A handwritten signature in black ink, appearing to read "Ryan Davidson".

Ryan Davidson, Commissioner

A handwritten signature in black ink, appearing to read "Kendra Kenyon".

Kendra Kenyon, Commissioner

cc: Richard Beck, Director, Development Services
Leon Letson, Community Planning Manager, Development Services



Governor Brad Little

State Capitol :: Boise, Idaho 83720
(208) 334-2100 :: gov.idaho.gov

April 7, 2022

The Honorable Peter Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

RE: RAISE 2022 Grant Request: Access to Opportunity Project, Cities of Garden City and Boise, Idaho

Dear Secretary Buttigieg:

Please accept this letter in support of the Ada County Highway District's (ACHD) application for a U.S. Department of Transportation RAISE grant for the Access to Opportunity Project in the cities of Garden City and Boise, Idaho.

The neighborhoods served by the Access to Opportunity Project are historically underserved. As the population in the State of Idaho continues to grow at record pace, residents of these types of neighborhoods struggle to have the same opportunities as those of newer subdivisions, which incorporate more robust infrastructure than was typically included when these older neighborhoods were originally developed.

The project will provide residents, many of whom are low-income, safe access to jobs, transit, basic necessities, and recreation in nearby neighborhoods as well as the greater Boise area.

I support this project and the benefits the project will bring, including creating safer transportation options and new opportunities for the residents of these neighborhoods. Your consideration of this grant request is greatly appreciated.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Brad Little', written in a cursive style.

Brad Little
Governor of Idaho

c: Director Bruce Wong, Ada County Highway District
Tom Ferch, Transportation Funding Coordinator, Ada County Highway District



OFFICE OF THE MAYOR

MAYOR: Lauren McLean

28 March 2022

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: Support for the Ada County Highway District Access to Opportunity Project

Dear Secretary Buttigieg:

City of Boise is pleased to write in support of Ada County Highway District's (ACHD) request for grant funding through the U.S. Department of Transportation R.A.I.S.E. program to further develop and design the Access to Opportunity Project. We applaud ACHD's efforts to advance the proposed project and recognize the positive impact it will have on a Historically Disadvantaged Community. The project will provide the community with connectivity and access to jobs, food, shopping, parks and recreation, education, health care, transit and overall access to opportunity that has not existed previously.

City of Boise is the largest municipality in ACHD's jurisdiction. ACHD's commitment advancing projects like those in this application helps achieve our goal of being a city for everyone. Ensuring access to economic and recreational opportunity while promoting modes of transportation that support bold climate action goals are an essential part of a prosperous future for our city. Multiple projects in this application complement work City of Boise is planning through our Pathways Masterplan, connecting on-street bike infrastructure to off-street pathways.

We strongly support this project and are excited to participate in the planning process with ACHD.

Sincerely,

Lauren McLean
Mayor
City of Boise



OFFICE OF THE MAYOR

6015 Glenwood Street · Garden City, Idaho 83714
Phone 208/472-2900 · Fax 208/472-2998

March 8, 2022

Secretary Peter Paul Montgomery Buttigieg
Office of the US Secretary of Transportation
United States Department of Transportation
1200 New Jersey Ave SE
Washington D.C. 20590

Re: Raise Grant Letter of Support for the Ada County Highway District Access to Opportunity Project

Dear Secretary Buttigieg,

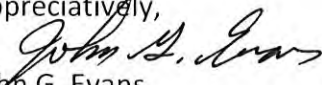
On behalf of Garden City, please accept this letter of support for the Ada County Highway District Access to Opportunity Project.

ACHD has identified 12 active transportation projects that staff have completed preliminary scoping and are also listed in ACHD's FY2022-2026 Integrated Five-Year Work Plan. Six of the projects are identified in Garden City in a portion of the community that is historically disadvantaged. Garden City supports the Ada County Highway District and their projects to aid active transportation and remove long-standing barriers for residents who walk, bike, and reduce greenhouse gas emissions of those within this community.

Benefits include creating safe sidewalks that meet American with Disabilities Act standards, enhancing pedestrian crosswalks where they do not currently exist, creating connections to transit routes, and access to schools and parks. These improvements will enhance bike lanes for safe, low-stress travel and provide the ability for the public to safely enjoy their journey to healthcare, grocery, education, and the Boise River Greenbelt transportation network.

The city of Garden City supports improvements to public access in Ada County and safety for our community. If you have any questions, please feel free to reach out to Jenah Thornborrow at jthorn@gardencityidaho.org.

Appreciatively,


John G. Evans
Mayor



Working together to plan for the future

The Honorable Peter Buttigieg
Secretary, US Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: RAISE 2022 Grant Request: Access to Opportunity Project, Cities of Garden City and Boise, Idaho

Dear Secretary Buttigieg:

The Community Planning Association of Southwest Idaho (COMPASS), the metropolitan planning organization for Ada and Canyon Counties, Idaho, supports the Ada County Highway District's (ACHD's) application for a US Department of Transportation RAISE grant for the Access to Opportunity Project in the Cities of Garden City and Boise, Idaho.

The State of Idaho has one of the fastest growing populations in the nation, and Ada County has been greatly impacted by exponential growth in the last ten years. The neighborhoods in this project include historically disadvantaged communities that have experienced long-standing transportation barriers.

The Access to Opportunity project will provide active transportation improvements to remove barriers for people who rely on walking or riding bicycles as their primary mode of transportation. The improvements will make traveling by these modes safer by enhancing crosswalks and bringing older sidewalks in the area up to Americans with Disabilities Act standards. Once constructed, access to jobs, healthcare, essential services, and recreation will be safer and more accessible for these residents. ACHD plans include 12 separate projects that have already been through preliminary scoping and are awaiting funding for design and environmental work.

These infrastructure improvements are aligned with the goals of the regional long-range transportation plan, *Communities in Motion 2040 2.0*, including:

- Enhance the transportation system to improve accessibility and connectivity to jobs, schools, and services; allow the efficient movement of people and goods; and ensure the reliability of travel by all modes considering social, economic, and environmental elements (Goal 1.1).
- Improve safety and security for all transportation modes and users (Goal 1.2).
- Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips (Goal 1.4).
- Coordinate local land use planning, transportation planning, and development to maximize the use of existing infrastructure, increase the effectiveness of

investment, and retain or enhance the vitality of the local community (Goal 2.1).

- Promote a transportation system and land use patterns that enhance public health, protect the environment, and improve the quality of life (Goal 5.1).

COMPASS supports this \$5.6 million request, which will result in improved connectivity, safety, and livability in the Cities of Garden City and Boise. Your serious consideration of this grant request is greatly appreciated.

Sincerely,



Matthew J. Stoll
Executive Director

c: Director Bruce Wong, Ada County Highway District
Tom Ferch, Transportation Funding Coordinator, Ada County Highway District



Garden City Urban Renewal Agency

6015 Glenwood Street • Garden City, Idaho 83714
Phone 208-472-2900 • Fax 208-472-2996

March 25, 2022

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: Support for the Ada County Highway District Access to Opportunity Project

Dear Secretary Buttigieg,

Garden City Urban Renewal Agency is pleased to write in support of Ada County Highway District's (ACHD) request for grant funding through the U.S. Department of Transportation R.A.I.S.E. program to further develop and design the Access to Opportunity Project. We applaud ACHD's efforts to advance the proposed project and recognize the positive impact it will have on a Historically Disadvantaged Community. The project will provide the community with connectivity and access to jobs, food, shopping, parks and recreation, education, health care, transit and overall access to opportunity that has not existed.

Three of the planned projects lie within our East River Front Urban Renewal District. The additional funding provided by the RAISE Transportation Planning Grant will significantly enhance our urban renewal efforts to improve the six of the targeted criteria in this historically disadvantaged area of Garden City, Idaho.

We strongly support this project and are pleased to participate in the planning process with ACHD.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeff Souza", with a long, sweeping flourish extending to the right.

Jeff Souza
Chair
Garden City Urban Renewal Agency



March 10, 2022

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: Support for the Ada County Highway District Access to Opportunity Project

Dear Secretary Buttigieg,

The Ada County Highway District Americans with Disabilities Act Advisory Committee is pleased to write in support of Ada County Highway District's (ACHD) request for grant funding through the U.S. Department of Transportation R.A.I.S.E. program to further develop and design the Access to Opportunity Project. We applaud ACHD's efforts to advance the proposed project and recognize the positive impact it will have on a Historically Disadvantaged Community. The project will provide the community with connectivity and access to jobs, food, shopping, parks and recreation, education, health care, transit and overall access to opportunity that has not existed.

The ACHD ADA Advisory Committee is largely comprised of individuals who are blind or low vision, are deaf or hard of hearing, and who use mobility devices, such as wheelchairs. We advise ACHD leadership on policy, plans, and projects to ensure compliance with the ADA and that public infrastructure (roads, sidewalks, crossings, etc.) meets the needs of community members with disabilities across the lifespan.

We strongly support this project and are excited to participate in the planning process with ACHD.

Sincerely,



Jeremy M. Maxand
Committee Chair

Secretary Pete Buttigieg
Office of the US Secretary of Transportation
United States Department of Transportation
1200 New Jersey Ave SE
Washington D.C. 20590

RE: Letter of Support for RAISE Grant for Chinden State Highway (US 20/26) in Garden City, Idaho

Dear Secretary Buttigieg,

This letter on behalf of the Ada County Highway District's Pedestrian Advisory Group is in support of the RAISE grant for Chinden Boulevard (US Hwy 20/26) in Garden City, ID. Our group serves ACHD in an advisory role on pedestrian safety, access, and other issues.

The need for basic pedestrian infrastructure on Chinden Boulevard is essential, but currently lacking. The boulevard has been neglected from a pedestrian standpoint for a long time, and lacks sidewalks on both sides of the road and safe crossings to and from residential areas and essential services like groceries and places of employment.

As it stands now, pedestrians must sacrifice their own safety when they traverse Chinden. But it doesn't need to be this way – with the improvements that the RAISE grant would bring, the boulevard would be safer for the people who live along it, improve equity for those who get around the city on foot, and make the area more sustainable.

Thank you for your consideration, and we are excited at the changes this grant would bring.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe Jaszewski". The signature is fluid and cursive, with a prominent initial "J" and a long, sweeping underline.

Joe Jaszewski
ACHD Pedestrian Advisory Group representative

March 9, 2022

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: Support for the Ada County Highway District Access to Opportunity Project

Dear Secretary Buttigieg,

The Bicycle Advisory Committee at the Ada County Highway District is pleased to write in support of Ada County Highway District's (ACHD) request for grant funding through the U.S. Department of Transportation R.A.I.S.E. program to further develop and design the Access to Opportunity Project. We applaud ACHD's efforts to advance the proposed project and recognize the positive impact it will have on a Historically Disadvantaged Community. The project will provide the community with connectivity and access to jobs, food, shopping, parks and recreation, education, health care, transit and overall access to opportunity that has not existed.

12 members of the all volunteer committee represent a diverse group of bicyclists and are in full support of this grant request. The areas ACHD is focusing on are important to the residents we represent and we're excited to see ACHD continue to move toward making sure these areas are given the attention they desperately need.

We strongly support this project and are excited to participate in the planning process with ACHD.

Sincerely,



Lisa Brady
Chair
ACHD Bicycle Advisory Committee



The Independent School District of Boise City

Boundaries, Transportation & Traffic Safety (208) 854-4167
8169 West Victory Road FAX (208) 854-4011
Boise, ID 83709 transportation@boiseschools.org

April 4, 2022

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Ave, SD
Washington, CD 20590

RE: Support for the Ada County Highway District Access to Opportunity Project

Dear Secretary Buttigieg,

The Boise School District is pleased to write in support of Ada County Highway District's (ACHD) request for grant funding through the U.S. Department of Transportation R.A.I.S.E. program to further develop and design the Access to Opportunity Project. We applaud ACHD's efforts to advance the proposed project and recognize the positive impact it will have on a Historically Disadvantaged Community. The project will provide the community with connectivity and access to jobs, food, shopping, parks and recreation, education, health care, transit and overall access to opportunity that has not existed.

We have partnered with ACHD for many years to improve Safe Routes to School throughout Boise and Garden City. ACHD's dedication to improving our roadways and removing barriers for students, especially those in historically disadvantaged communities, is crucial for students to access school. The area identified for this funding provides Safe Routes to School opportunities for some of our most vulnerable students.

We strongly support this project and are excited to participate in the planning process with ACHD.

Sincerely,

Lanette Daw
Supervisor, Transportation & Traffic Safety
Independent School District of Boise City #1

"Educating Today for a Better Tomorrow"

An Equal Opportunity Employer-Educator



March 25, 2022

BOARD OF DIRECTORS:

OFFICERS:

- Gary Smith
President
- Ann Swindell
Vice President
- Jeff Huhn
Treasurer
- Linda Payne Smith
Secretary

DIRECTORS:

- Rebecca Arnold
- Brenda Blitman
- Todd Cooper
- Coby Dennis
- Tammy de Weerd
- Darin Driscoll
- Keely Duke
- Lance Elroy
- Mark Freeman
- Richard Gines
- Laree Goodman
- Sylvia Hampel
- Mark Johnson
- Flip Kleffner
- Nick Korte
- Steve Patterson
- James Pegram
- Rob Perez
- Katie Riley
- Brad Stith
- Brian Wonderlich

EXECUTIVE DIRECTOR:

Colleen Braga

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: Support for the Ada County Highway District Access to Opportunity Project

Dear Secretary Buttigieg,

Boys & Girls Clubs of Ada County is pleased to write in support of Ada County Highway District's (ACHD) request for grant funding through the U.S. Department of Transportation R.A.I.S.E. program to further develop and design the Access to Opportunity Project. We applaud ACHD's efforts to advance the proposed project and recognize the positive impact it will have on a Historically Disadvantaged Community. The project will provide the community with connectivity and access to jobs, food, shopping, parks and recreation, education, health care, transit and overall access to opportunity that has not existed.

The Boys & Girls Clubs of Ada County has partnered with ACHD on a number of projects over the years in an effort to make our roads and pathways safer for kids and families in our community. We fully support of the projects being recommended as part the Access to Opportunity Project and are particularly eager to see the improvements identified for Ustick Road-43rd Street. With the heavy volume of traffic in this area, we believe these improvements as are critical in providing those who are walking or biking safe access to jobs, schools, the greenbelt and the Boys & Girls Club.

We strongly support this project and are excited to participate in the planning process with ACHD.

Sincerely,

Colleen Braga
Executive Director
Boys & Girls Clubs of Ada County
(208) 639-3161



Anser Charter School

March 17th, 2022

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: Support for the Ada County Highway District Access to Opportunity Project

Dear Secretary Buttigieg,

Anser Public Charter School is pleased to write in support of Ada County Highway District's (ACHD) request for grant funding through the U.S. Department of Transportation R.A.I.S.E. program to further develop and design the Access to Opportunity Project. We applaud ACHD's efforts to advance the proposed project and recognize the positive impact it will have on a Historically Disadvantaged Community. The project will provide the community with connectivity and access to jobs, food, shopping, parks and recreation, education, health care, transit and overall access to opportunity that has not existed.

Anser Public Charter School is located in a neighborhood whose economically disadvantaged children can find difficult to navigate via bicycle or as a pedestrian. While there are excellent organizations such as the Boys and Girls Club, and a beautiful river-side biking path, the neighborhood lacks the safe connectivity to support children taking full advantage of these resources. The work proposed in ACHD's request for grant funding would increase safety and accessibility for many underserved children in our community.

We strongly support this project and are excited to participate in the planning process with ACHD.

Sincerely,

Heather Dennis, Organization Director, Anser Public Charter School



Friday, March 11, 2022

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: Support for the Ada County Highway District Access to Opportunity Project

Dear Secretary Buttigieg,

The Treasure Valley Cycling Alliance (TVCA) is pleased to write in support of Ada County Highway District's (ACHD) request for grant funding through the U.S. Department of Transportation R.A.I.S.E. program to further develop and design the Access to Opportunity Project. We applaud ACHD's efforts to advance the proposed project and recognize the positive impact it will have on a Historically Disadvantaged Community. The project will provide the community with connectivity and access to jobs, food, shopping, parks and recreation, education, health care, transit, and overall access to opportunity that has not existed.

The TVCA has collaborated for years with ACHD to create the best possible infrastructure for Ada County that reduces barriers and provides a low-stress option for all residents to bike throughout our community. One specific area of collaboration is our bike counting auditing program, where we capture empirical data on the frequency of bicycle use through the infrastructure. That data has been beneficial to decision-making and our advocacy to make our community more accessible to bicycling as an active form of transportation.

The focus of this project is a region of the community that has been neglected for far too long and is easily the most challenging region of Ada County to bike to and from due to natural barriers and the built environment. The multijurisdictional nature of the landholding adds additional challenges to navigate. Therefore, community engagement in planning and project selection will be essential through Neighborhood Associations, Parent Teaching Organizations, and Canal management groups. We hope to be an active member in this process due to its foreseen positive impact on the community.

We strongly support this project and are excited to participate in the planning process with ACHD.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Stefancic", is written over a light blue circular stamp.

Michael Stefancic
Vice President
Treasure Valley Cycling Alliance

March 21, 2022

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: Support for the Ada County Highway District Access to Opportunity Project

Dear Secretary Buttigieg,

Boise Central Foothills Neighborhood Association is pleased to write in support of Ada County Highway District's (ACHD) request for grant funding through the U.S. Department of Transportation R.A.I.S.E. program to further develop and design the Access to Opportunity Project. We applaud ACHD's efforts to advance the proposed project and recognize the positive impact it will have on a Historically Disadvantaged Community. The project will provide the community with connectivity and access to jobs, food, shopping, parks and recreation, education, health care, transit and overall access to opportunity that has not existed.

Although our neighborhood is not in or adjacent to any of the proposed impact areas, this is a project for the benefit of all of Boise. Boise, and the whole country, has needed to improve this kind of access. We are thankful for the opportunity this will provide here.

We strongly support this project and are excited to participate in the planning process with ACHD.

Sincerely,

Joanie Fauci
President
Central Foothills Neighborhood Association



factsidaho.org

5700 East Franklin Rd., Suite 200
Nampa, Idaho 83687
208-466-9272

Officers:
President: Wm. F. Gigray, III
Vice President: Gary Segers
Secretary: Karen Danley
Treasurer: Philip A. Peterson

March 24, 2022

Secretary Pete Buttigieg
Office of the US Secretary of Transportation
United States Department of Transportation
1200 New Jersey Ave SE
Washington D.C. 20590

Re: Support for the Ada County Highway District Access to Opportunity Project

Dear Secretary Buttigieg:

I have been authorized by the Board of Directors of The Foundation For Ada/Canyon Trails Systems, Inc. ("FACTS") to submit this letter in support of the Ada County Highway District's (ACHD) application for grant funding through the U.S. Department of Transportation R.A.I.S.E. program to further develop and design their "Access to Opportunity Project" involving proposed bike and pedestrian and crossing projects (the "ACHD Project").

FACTS enthusiastically supports the ACHD Project application because it addresses twelve (12) active transportation projects within the City of Boise and the City of Garden City, that meet the qualifications, as established by FHWA, of a "Historically Disadvantaged Community." Specifically, the ACHD Project targets older commercial and residential areas of Garden City; and what is known as the Bench, in the City of Boise. These target areas, due to the period during which they were developed, are not pedestrian friendly and are in need of the subject ACHD Project. The ACHD Project will provide connectivity and access to jobs, food, shopping, parks, education, healthcare, transit, and pedestrian pathway systems within Boise, Garden City and to other neighboring communities in the Boise Metropolitan Area.

Who we are: FACTS is an Idaho non-profit corporation recognized by the IRS as a 501(c)(3) charitable and educational corporation. It has a primary mission of facilitating the development of the greenway and pedestrian pathway systems throughout Ada and Canyon Counties in Idaho. As stated in its First Amended and Restated Articles of Incorporation as it seeks:

FACTS

Connecting
People with
Pathways

The **F**oundation for **A**da / **C**anyon **T**rail **S**ystems

factsidaho.org

5700 East Franklin Rd., Suite 200
Nampa, Idaho 83687
208-466-9272

Officers:

<i>President:</i>	Wm. F. Gigray, III
<i>Vice President:</i>	Gary Segers
<i>Secretary:</i>	Karen Danley
<i>Treasurer:</i>	Philip A. Peterson

- 1) *provide and/or encourage provisions for non-motorized use trail systems for the benefit of the general public;*
- 2) *work with cities, counties, highway districts, state and federal agencies and other public or private agencies and other public or private entities to expand and improve existing trail systems, to acquire sites for needed future trail systems for multiple use;*
- 3) *(a) encourage the creation, adoption, and development of regulations by governmental agencies, to ensure that adequate sites will be provided for trail systems;...*

FACTS has been in existence since 1987 and has ever since worked with governmental agencies and private entities in the planning and development of pathway systems. The FACTS Board of Directors consists of volunteers and agency representatives from the various communities in Ada and Canyon counties. Our Foundation works closely with The Community Planning Association of Southwest Idaho (COMPASS) which is the single designated Metropolitan Planning Organization (MPO) for all urbanized areas within southwest Idaho.

In summary: The ACHD Project application positively contributes to the modernization of ACHD's targeted pedestrian infrastructure by improving pedestrian safety within Historically Disadvantaged Community areas of the Cities of Boise and Garden City and will improve interconnectivity with existing pedestrian transportation infrastructure outside of those areas.

Best regards,



Wm. F. Gigray, III
President of the Board
Foundation for Ada/Canyon Trail Systems, Inc.

Cc: FACTS Board of Directors
Tom Ferch Transportation Funding Coordinator ACHD



21 March 2022

Statement in Support of Ada County Highway District
 Access to Opportunity Project, Garden City
 2022 RAISE Transportation Planning Grant

Secretary Peter Paul M. Buttigieg
 Office of the US Secretary of Transportation
 United States Department of Transportation
 1200 New Jersey Ave SE
 Washington D.C. 20590

Dear Secretary Buttigieg:

I am writing give support to your favorable consideration of the ACHD Access to Opportunity project. As you are aware, the Treasure Valley of Idaho is experiencing extraordinary growth which puts strains on all systems and resources, including transportation and housing. As an affordable housing advocate and builder in Idaho with NeighborWorks Boise, I can affirm that the two are inextricably bound.

This RAISE grant would address issues of equity in establishing safe pathways of travel to/over/through the Historically Disadvantaged Communities where we work and live within Garden City, Idaho. These growth stresses mean projects further out from the urban centers will further strain existing infrastructure. Making our existing urban landscape more accessible to disadvantaged communities will benefit all as we make the built environment more conducive to walking, biking, and public transportation. As those options become more attractive and available, more concentrated development in the city core becomes more desirable as well, conserving resources of land, water, and infrastructure while reducing dependency on passenger vehicles, improving air quality as well as providing cost savings to residents.

The Active transportation projects proposed by ACHD remove barriers for people who walk and ride bicycles and help reduce greenhouse gas emissions. Benefits to people who walk include providing sidewalks and safe, enhanced pedestrian crossings where they currently do not exist, creating connections to transit routes, and bringing older sidewalks and crossings up to Americans with Disabilities Act standards. Benefits for people who ride bikes include providing safe, low-stress, enhanced bike lanes, and connections to transit routes and recreation. These projects were selected for their benefits, which include providing disadvantaged communities access to jobs, healthcare, education, transit, food, recreation, and the Boise River Greenbelt transportation network. In addition,



3380 W AMERICANA TERRACE STE 120, BOISE, ID 83706
 (208) 343-4065 | NWBOISE.ORG



**BOISE**

these projects will explore private partnerships, environmentally friendly stormwater solutions, and innovative designs.

ACHD needs these federal RAISE funds to make upgrades to deteriorating systems, improve safety and accessibility and to make this important urban center more user friendly to residents who live there. Those essential upgrades will improve the lives of those who live and work in the area and in neighboring areas with far reaching impact as we strategically develop this rapidly growing urban center.

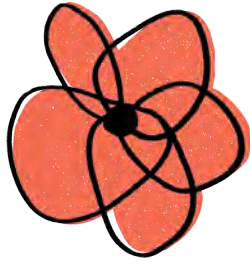
Sincerely,

Buddy L. Compher, CEO
NeighborWorks Boise



3380 W AMERICANA TERRACE STE 120, BOISE, ID 83706
(208) 343-4065 | NWBOISE.ORG





PARKWAY STATION

– GARDEN CITY –

[Statement in Support of Ada County Highway District](#)

[Access to Opportunity Project, Garden City and Boise, ID](#)

[2022 RAISE Transportation Planning Grant](#)

The Honorable Peter Paul Montgomery Buttigieg
Office of the US Secretary of Transportation
United States Department of Transportation
1200 New Jersey Ave SE
Washington D.C. 20590

Dear Secretary Buttigieg:

Thank you for your time and consideration on the **ACHD Access to Opportunity project**. We are in an explosive growth period in the Boise Valley and that growth is continuing to cause stresses in existing municipal infrastructure, both hard and soft. As developers from out of state move in to capitalize on local market dislocations, they are often drawn to the path of least resistance. **This RAISE grant would address issues of equity in establishing safe pathways of travel and transit to/over/through the Historically Disadvantaged Communities we work and live in within the Garden City, Idaho, footprint.**

As a vested owner of various properties in Garden City impacted by this grant request, **we ask that the USDOT review this project favorably.**

For our Boise Valley, these growth stresses mean projects further out from the urban centers will further strain existing and future Boise Valley infrastructure, like roads and utilities. In the near term, urban infill will appear to cause more strains than greenfield development, but in the long term, we need redevelopment of critical infrastructure and transit option for Boise Valley to grow sustainably. Critically, these stresses do not apply to all members of the Boise Valley equally. They are felt more by disadvantaged communities where tax rolls and aging infrastructure are prohibitive to equity.

The Active transportation projects proposed by ACHD **remove barriers for people who walk and ride bicycles and reduce greenhouse gas emissions. Benefits to people who walk include providing sidewalks and safe, enhanced pedestrian crossings where they currently do not exist, creating connections to transit routes, and bringing older sidewalks and crossings up to Americans with Disabilities Act standards.** Benefits for people who ride bikes include providing safe, low-stress, enhanced bike lanes, and connections to transit routes and recreation. These projects were selected for their benefits, which include **providing disadvantaged communities access to jobs, healthcare, education, transit, grocery, recreation, and the Boise River Greenbelt transportation network.** In addition, these projects will explore **private partnerships, environmentally friendly stormwater solutions, and innovative designs.**

ACHD does not, however, have the funds to make the entire greenbelt or pedestrian corridors safe for folks at all hours, or to make upgrades to deteriorating water and sewer systems without funds like the RAISE Grant. The redevelopment of the river corridor along this section will do just that by adding updated security systems, hard infrastructure and people and will strengthen the linkages along our most distinguishing feature in Garden City.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bill Truax", is written over a light blue horizontal line. The signature is stylized and somewhat cursive.

Bill Truax

Parkway Station LLC



[Statement in Support of Ada County Highway District](#)

[Access to Opportunity Project, Garden City and Boise, ID](#)

[2022 RAISE Transportation Planning Grant](#)

The Honorable Peter Paul Montgomery Buttigieg
Office of the US Secretary of Transportation
United States Department of Transportation
1200 New Jersey Ave SE
Washington D.C. 20590

Dear Secretary Buttigieg:

Thank you for your time and consideration on the **ACHD Access to Opportunity project**. We are in an explosive growth period in the Boise Valley and that growth is continuing to cause stresses in existing municipal infrastructure, both hard and soft. As developers from out of state move in to capitalize on local market dislocations, they are often drawn to the path of least resistance. **This RAISE grant would address issues of equity in establishing safe pathways of travel and transit to/over/through the Historically Disadvantaged Communities we work and live in within the Garden City, Idaho, footprint.**

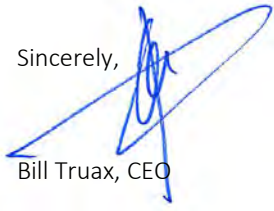
As a vested owner of various properties in Garden City impacted by this grant request, **we ask that the USDOT review this project favorably.**

For our Boise Valley, these growth stresses mean projects further out from the urban centers will further strain existing and future Boise Valley infrastructure, like roads and utilities. In the near term, urban infill will appear to cause more strains than greenfield development, but in the long term, we need redevelopment of critical infrastructure and transit option for Boise Valley to grow sustainably. Critically, these stresses do not apply to all members of the Boise Valley equally. They are felt more by disadvantaged communities where tax rolls and aging infrastructure are prohibitive to equity.

The Active transportation projects proposed by ACHD **remove barriers for people who walk and ride bicycles and reduce greenhouse gas emissions. Benefits to people who walk include providing sidewalks and safe, enhanced pedestrian crossings where they currently do not exist, creating connections to transit routes, and bringing older sidewalks and crossings up to Americans with Disabilities Act standards.** Benefits for people who ride bikes include providing safe, low-stress, enhanced bike lanes, and connections to transit routes and recreation. These projects were selected for their benefits, which include **providing disadvantaged communities access to jobs, healthcare, education, transit, grocery, recreation, and the Boise River Greenbelt transportation network.** In addition, these projects will explore **private partnerships, environmentally friendly stormwater solutions, and innovative designs.**

ACHD does not, however, have the funds to make the entire greenbelt or pedestrian corridors safe for folks at all hours, or to make upgrades to deteriorating water and sewer systems without funds like the RAISE Grant. The redevelopment of the river corridor along this section will do just that by adding updated security systems, hard infrastructure and people and will strengthen the linkages along our most distinguishing feature in Garden City.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Bill Truax', is written over a faint, light blue circular watermark or background.

Bill Truax, CEO

Galena Equity Partners LLC

www.galenapartners.com



The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: Support for the Ada County Highway District Access to Opportunity Project

Dear Secretary Buttigieg,

Future Public School is pleased to write in support of Ada County Highway District's (ACHD) request for grant funding through the U.S. Department of Transportation R.A.I.S.E. program to further develop and design the Access to Opportunity Project. We applaud ACHD's efforts to advance the proposed project and recognize the positive impact it will have on a Historically Disadvantaged Community. The project will provide the community with connectivity and access to jobs, food, shopping, parks and recreation, education, health care, transit and overall access to opportunity that has not existed.

Future Public School currently serves over 400 students in grades K through 6. As a Title 1 school, we serve a diverse population of families, with over 50% of our children qualifying for free or reduced lunch, and approximately 20% of families have a home language other than English. Additionally, we provide special education services to over 15% of our students. Our mission and vision as school is to be a proof point as to the potential of all children.

Situated a short distance from both the Boise River Greenbelt and several major cross streets in Garden City, it is important that our students and their families have safe and improved routes to access their homes, local businesses, community schools (such as Future), and their workplaces. The ACHD proposed project plan would not only improve current transportation routes, but also provide additional access to more community members.

We *strongly* support this project and are excited to participate in the planning process with ACHD.

Sincerely,

A handwritten signature in black ink that reads "Amanda Cox". The signature is fluid and cursive, written over a light gray background.

Amanda Cox
Executive Director and Principal
Future Public School



April 4, 2022

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: Support for the Ada County Highway District Access to Opportunity Project

Dear Secretary Buttigieg,

Valley Regional Transit (VRT) is pleased to write in support of Ada County Highway District's (ACHD) request for grant funding through the U.S. Department of Transportation R.A.I.S.E. program to further develop and design the Access to Opportunity Project. VRT and ACHD work together to bring multi-modal transportation solutions to the residents of Ada County. This project will advance multi-modal planning within a Historically Disadvantaged Community, preparing for capital projects that will connect people to jobs, food, shopping, parks and recreation, education, health care and transit.

Specifically, VRT and ACHD have been working together to improve non-motorized infrastructure along Fairview Avenue and crossing Chinden Boulevard. The planning and design work on Fairview will compliment VRT's efforts to convert Fairview into a premium transit corridor. The design work to improve pedestrian crossings across Chinden will make the transit service on Chinden more useful to the rapidly growing community of Garden City.

We strongly support this project and are excited to participate in the planning process with ACHD.

Sincerely,

A handwritten signature in blue ink that reads "Kelli Badesheim".

Kelli Badesheim
Executive Director
Valley Regional Transit



April 4, 2022

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: Support for the Ada County Highway District Access to Opportunity Project

Dear Secretary Buttigieg,

The Idaho Office for Refugees is pleased to write in support of Ada County Highway District's (ACHD) request for grant funding through the U.S. Department of Transportation R.A.I.S.E. program to further develop and design the Access to Opportunity Project. We applaud ACHD's efforts to advance the proposed project and recognize the positive impact it will have on a Historically Disadvantaged Community. The project will provide the community with connectivity and access to jobs, food, shopping, parks and recreation, education, health care, transit and overall access to opportunity that has not existed.

Our office works closely with the Ada County Highway District through the Neighbors United refugee collaborative in the Boise area. The collaborative brings together dozens of organizations seeking to improve access and services for vulnerable Idahoans, specifically those who recently resettled through the refugee program.

When someone first resettles in Idaho, they are often dependent on public transportation and walking and bike pathways to get around. Increasing safe route options is crucial to support people who rely on biking and walking to get to work, to grocery stores, to doctor's appointments, to community events and more.

We strongly support this project and are excited to participate in the planning process with ACHD.

Sincerely,

Tara Wolfson
Director & State Refugee Coordinator
Idaho Office for Refugees



April 6, 2022

The Honorable Pete Buttigieg
Secretary
U.S. Dept of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Ada County (Idaho) Highway District RAISE application

Dear Mr. Secretary,

On behalf of the more than 600 member firms of the Idaho Associated General Contractors (AGC), I write in strong support of the request for grant funding submitted by the Ada County Highway District (ACHD). ACHD would utilize funding from the Department's RAISE program to further develop and design its Access to Opportunity Project.

All of us here at the Idaho AGC applaud ACHD's ongoing efforts to advance the proposed project and recognize the positive impact it will have on a historically disadvantaged community. The project will provide the community with connectivity and access to jobs, education, health care, parks and recreation, and other essential service.

Idaho AGC members stand ready to help construct the facilities necessary to complete this important work once funding is identified. We and our member firms have a long history of collaboration with ACHD and believe them to be a sound trustee of public funds.

We strongly support this project and are excited to participate in the planning process and construction phase of this important work.

Sincerely,

A handwritten signature in blue ink, appearing to read "Wayne L. Hammon".

Wayne L. Hammon
CEO, Idaho AGC



April 11, 2022

Secretary Pete Buttigieg
Office of the US Secretary of Transportation
United States Department of Transportation
1200 New Jersey Ave SE
Washington D.C. 20590

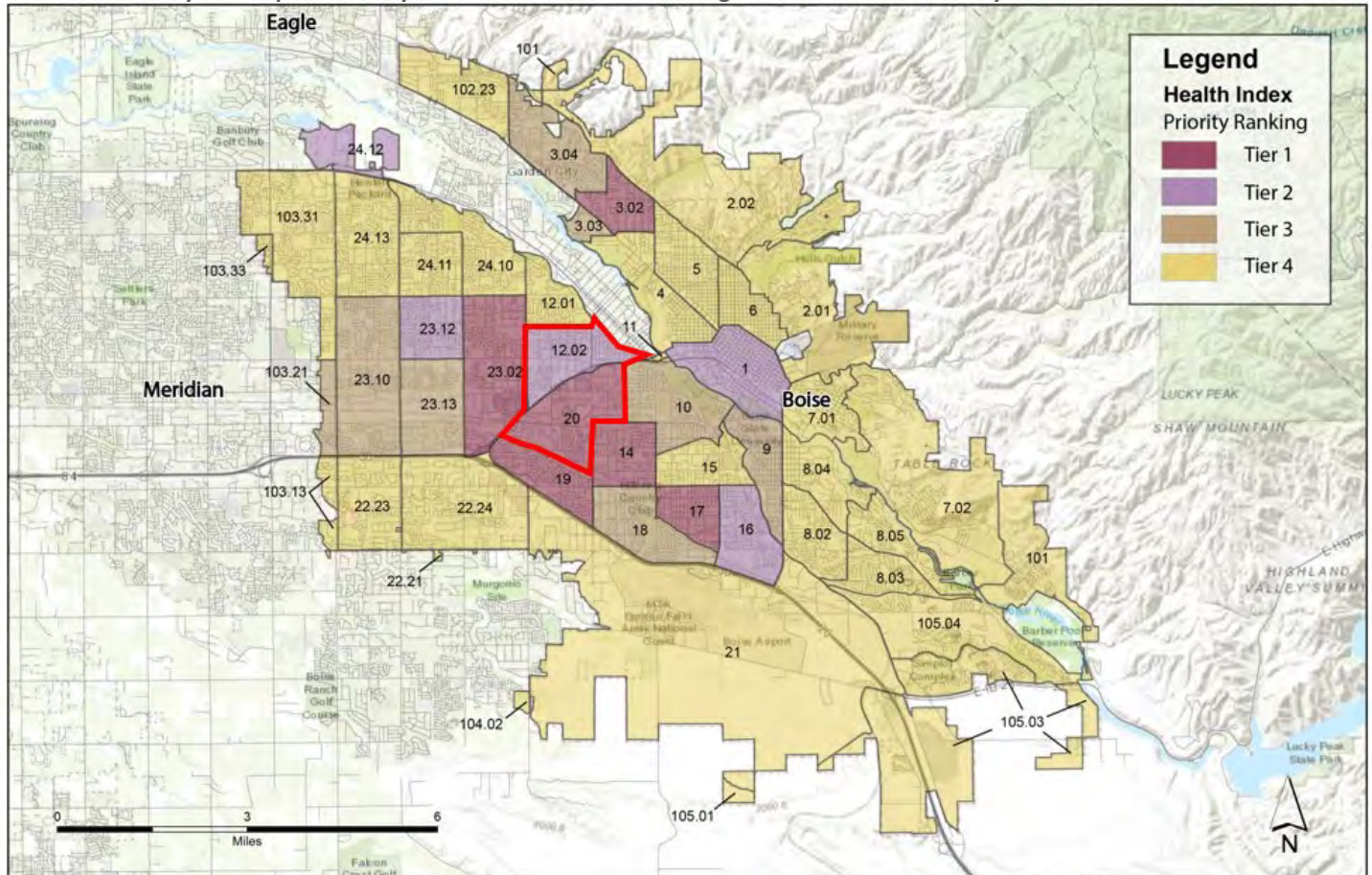
RE: Letter of Support for Ada County Highway District RAISE Grant in Boise & Garden City, Idaho

Dear Secretary Buttigieg,

The application for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funding by Ada County Highway District and its partners is one that myself and my company, Vitruvian Planning, fully support. We have been involved in transportation planning and design in Garden City and Boise, Idaho, for two decades and have worked extensively in these two cities to make its streets safer and more sustainable.

The neighborhoods that are subject to this proposed project have health and transportation challenges beyond those identified by USDOT in historically disadvantaged communities data. In 2020 our firm completed a Community Development Analysis for the City of Boise that was the first in our state to look at factors beyond housing access and affordability to understand the deeper issues related to housing, including access to health services, transportation, food, and other topics. In all, we mapped more than 50 different metrics and weighted them to determine the Census tracts within Boise that were determined to be the most “in need” of interventions, including sidewalks, safe street crossings, and disadvantaged populations. The map below shows the areas within Boise, outlined in red, that are the subject of ACHD’s application.

Boise Community Development Analysis: Tracts 12.02 & 20 Showing as Most “In Need” in City of Boise



More specifically, our Boise project utilized the Centers for Disease Control and Prevention’s (CDC) PLACES data, which includes several Census tract-level metrics stemming from their Behavioral Risk Factors Surveillance Survey. The tracts that are the subject of ACHD’s application in Boise, as well as Garden City, are among the most challenged in Boise when it comes to poor physical health. The image below shows the CDC’s data on physical inactivity, indicating the tracts that are the subject of ACHD’s application (outlined in red) are among the worst in terms of physical inactivity rates in Ada County, Idaho.

Further, CDC’s data shows these Census tracts have the worst rates in Ada County for the health factors identified in the table at right. These health outcomes are proven to be improved when people can safely and comfortably walk, bike, and take transit to access daily needs. The table indicates with an X where the tracts subject to ACHD’s RAISE grant request have conditions among the worst in Ada County.

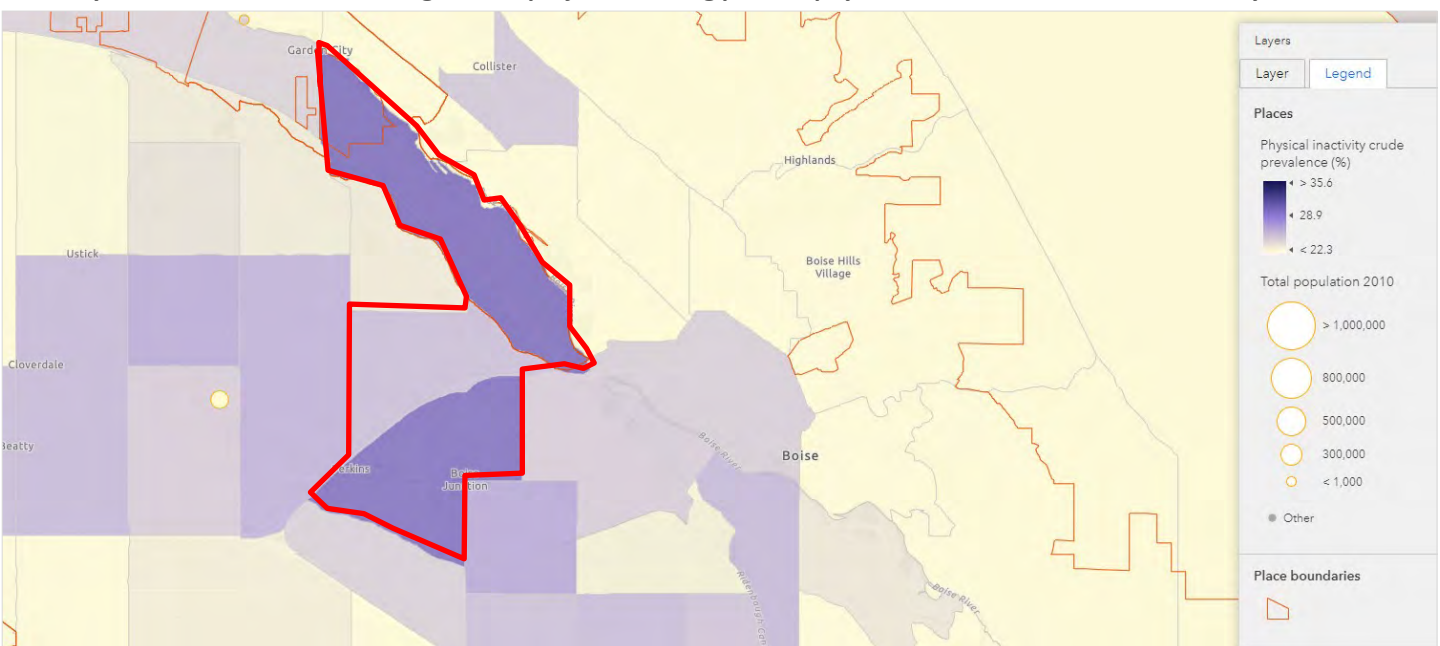
Health Outcomes	Garden City— Tract 11	Boise— Tract 12.02	Boise— Tract 20
High Blood Pressure	X	X	X
Cancer		X	
Diabetes	X		
Heart Disease	X		X
Obesity	X		X
COPD	X		X
Depression	X	X	X

In addition to unhealthy conditions related to physical activity, these areas also flag as some of the worst in our region when it comes to rates of asthma and COPD, which has been correlated to high rates of air pollution due to people living adjacent to busy highways. Studies show that kids who grow up next to major roadways have asthma rates similar to children who grow up in secondhand smoke households. Providing connections and safe crossings for people who walk, bike, and take transit will help reduce air pollution in these areas.

Equity & Safety: Beyond health, safety needs related to equity are the most prominent element that would be addressed in the funding of the ACHD RAISE grant request. Chinden Boulevard (US Highway 20-26), for which ACHD has identified several crossing upgrades and connecting sidewalks, is a National Highway System route where equity has not properly been addressed for many years by the Federal Highway Administration in its approval of projects along Chinden Boulevard.

In Idaho, 40% of pedestrian deaths occur on roadways managed and engineered by the Idaho Transportation Department; compared to ITD managing only 8% of Idaho’s roadway miles. Chinden represents everything the national studies by the National Transportation Safety Board, Governors Highway Safety Association, and Insurance Institute for Highway Safety have identified as the reasons behind our country’s massive increase in pedestrian death: Chinden

Poor Physical Health: Tracts containing ACHD’s projects showing poorest physical health conditions in Ada County, Idaho



lacks sidewalks west of 44th Street; Chinden lacks safe, frequent crossings throughout Garden City; and Chinden is designed to induce speeds and speeding from motorists that are unsafe for any road user. In 2019, our firm did an analysis for Garden City along Chinden. The table at right shows the alarming data we unearthed when looking at pedestrian fatality and crash rates for Garden City and compared them to Ada County as a whole. The people of Garden City who walk are killed by motorists at a rate 2.7 times higher than those who walk in all of Ada County. These Garden City pedestrians are hit by motorists at a rate 1.4 times higher than their fellow Ada County residents.

	Pedestrian	
	Fatality Rate	Crash Rate
Garden City	3.6	41.5
Ada County	1.3	33.8
Garden City Rate Compared to Ada Co.	2.7 x higher	1.4 x higher

Sources:
 ITD crash data, 1997-2015
 Census population estimates, 1997-2015

The images at the bottom of the first two pages of this letter showcase why this is the case along Chinden. Funding of ACHD’s application will help implement the necessary crossings of Chinden, link to other sidewalks on connecting streets within ACHD’s system, and hopefully spur a greater regional and local discussion over the need to have other agencies such as ITD add sidewalks along Chinden.

From an overall demographic standpoint, 15.2% (or nearly 1,800) of Garden City’s residents are disabled, according to the US Census 2019 5-year estimates. This is notably higher than Ada County as a whole, where 10.3% of its residents are disabled. One out of every 12 households in Garden City lacks access to a vehicle, compared to only one in every 27 households in Ada County lacking access to vehicle. Garden City households represent 7% of Ada County’s households without a vehicle despite Garden City having only 3% of the county’s households.

In summary, the Garden City application for RAISE funding is one that FHWA should view as vital to its goals for rebuilding American infrastructure through a lens of sustainability and equity. It’s the least FHWA can do for the people of Garden City, who have for too long been subject to the unsustainable and inequitable policies of our region, state, and federal transportation policies and design practices.

Sincerely,

Chris Danley
 Vitruvian Planning

Don Kostelec
 Vitruvian Planning

Left: A man in a wheelchair must use the two-way left turn lane of Chinden Boulevard in Garden City due to lack of sidewalks. Right: A woman must cross at an unprotected, unmarked crosswalk to access a food outlet at Chinden & 38th Street in Garden City, where ACHD proposes to build an protected, signalized crossing for residents to safely cross.

