



**ROADWAYS
OF BIKEWAYS**



WELCOME

ACHD BIKE MASTER PLAN **UPDATE**

April 3, 2017 | 6-7:30 p.m.



ROADWAYS TO BIKEWAYS UPDATE **BIKE** MASTER PLAN

MEETING PURPOSE

Thank you for joining us tonight!

THE PURPOSE OF THIS MEETING IS TO

- Share information about the Roadways to Bikeways Bike Master Plan update.
- Get your input on the Bike Master Plan goals and objectives.

TONIGHT'S SCHEDULE

- Please review the information in the lobby.
- The Bicycle Advisory Committee meeting will begin at 6:30 p.m.



Comment sheets are available if you would like to provide feedback on the goals and objectives.



ROADWAYS TO BIKEWAYS UPDATE **BIKE** MASTER PLAN

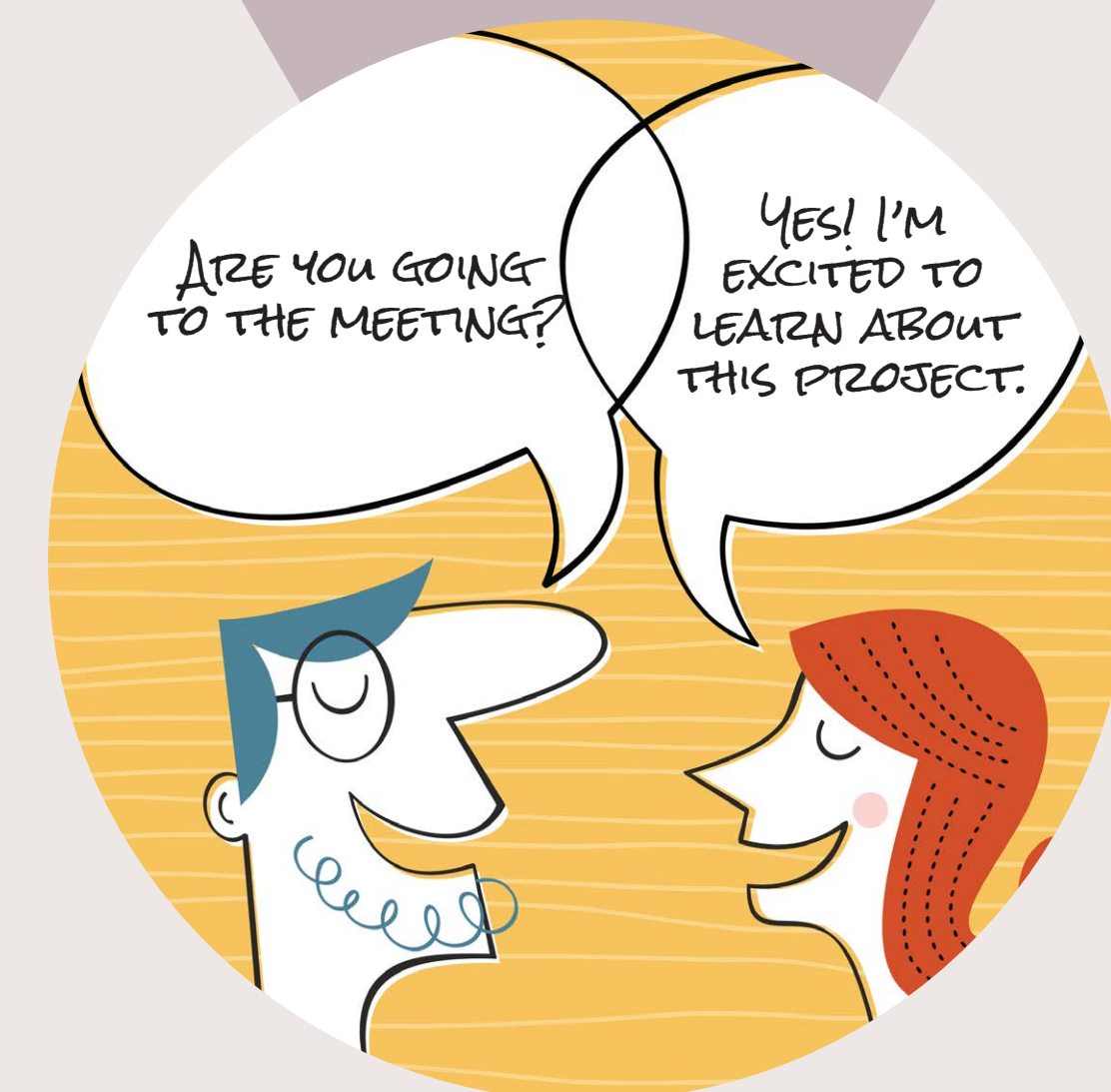
ACHD is updating the 2009 Roadways to Bikeways Bike Master Plan. The plan originally identified opportunities to enhance and expand the existing on-street bicycle network. It's time for an update!



OUR GOALS

We want to make sure everyone has a comfortable bicycle route, from kids biking to the pool, to experienced cyclists commuting to work.

- Assess ACHD progress in achieving the Goals, Objectives and Actions items.
- Create performance measures that will assist ACHD in evaluating future bicycle enhancements to the roadways.
- Evaluate emerging trends and technology.
- Prioritize future bicycling projects.



WE NEED YOU!

You are invited to participate in our monthly Bicycle Advisory Committee meetings where we'll be discussing this update and gathering input from the community.

**APRIL
3**

Learn about the update and provide input on the goals and objectives.

**JUNE
5**

Review current bike routes and provide input on proposed and new low-stress bike routes.

**JULY
10**

Tell us which projects should be included in the plan.

**6
p.m.**

Mondays
ACHD Auditorium
3775 Adams Street
Garden City



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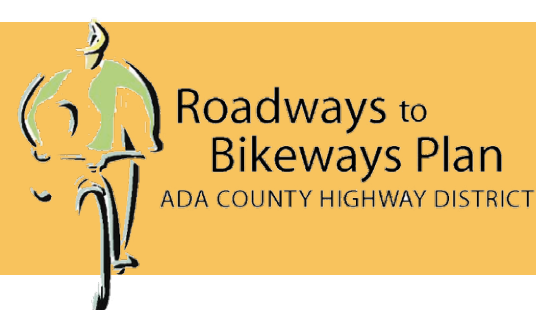
HOW DID WE GET HERE?



In 2007, ACHD begin working with the community to create a county-wide bicycle master plan.



The goal was to have a guide for future investments in the bicycle system on roadways, as well as develop new policies and design guidelines concerning bicycle facilities.



ACHD adopted the plan in 2009.



ROADWAYS TO BIKEWAYS UPDATE **BIKE** MASTER PLAN

WHAT HAVE WE ACHIEVED SINCE 2009? A LOT!



BIKE LANES

Added **122** bike lane miles;
311 total bike lane miles
currently



SHARE THE ROAD

BIKE ROUTES

Designated **273** lane
miles of bike routes on
our bike map



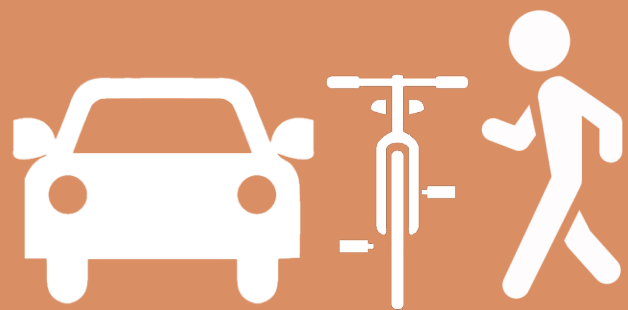
WAYFINDING SIGNS

Added **436** wayfinding
signs



SHARED ROADWAYS

Added **79** lane miles of
shared roadways (sharrows)



COMPLETE STREETS

Adopted Complete
Streets Policy



SHAMROCK BIKEWAY

Planned & built ACHD's
first bikeway



NEIGHBORHOOD PLANS

Adopted **seven**
Neighborhood Plans



ROADWAYS TO BIKEWAYS UPDATE

Initiated within **10** years



ROADWAYS TO BIKEWAYS UPDATE **BIKE** MASTER PLAN

COMPLETE STREETS POLICY

When designing streets, ACHD strives for a complete street, our guiding principle being:

“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 Complete Streets Policy
Adopted 2009*



ROADWAYS TO BIKEWAYS UPDATE **BIKE** MASTER PLAN

PROPOSED GOALS & OBJECTIVES

*To begin updating the Bike Master Plan, changes are being recommended to the existing plan goals and objectives. **What do you think?***

GOALS

| Existing Goal | Recommended Goal |
|--|---|
| #1 - Complete a bicycle facility network that maximizes safety, provides connectivity, and supports the bicycle as a viable transportation mode among the residents of Ada County and its six cities. | Complete <i>and maintain</i> a bicycle facility network that maximizes safety, provides connectivity, and supports the bicycle as a viable transportation <i>option</i> among the residents of Ada County and its six cities. |
| #2 - Promote bicycle safety and increased bicycling within Ada County and its six cities. | <i>No changes recommended</i> |



Use your comment sheet to provide feedback on the goals and objectives.

OBJECTIVES AND PERFORMANCE MEASURES

| Objective | Potential Performance Measures |
|---|---|
| #1 - Implement the Roadways to Bikeways Recommended Bikeway Network to support bicycling as a viable transportation option. | <i>Funding</i> – Amount spent on bicycling projects and/or % of construction budget spent on bicycling projects. |
| | <i>Network build-out</i> - Mileage of facilities constructed by type and/or percentage of the plan that is built-out. |
| | <i>Access</i> – Population within ¼-mile of a low-stress bike route. Number of identified destinations connected to. |
| | <i>Safety</i> – Number of traffic calming projects completed and number of new crossings built or existing crossings that have been enhanced. |
| #2 – Maintain bicycle routes in a state of good repair in order to ensure they are consistently available for use. | <i>Maintenance</i> – Pavement condition on streets with bike lanes and other designated bike routes. Miles of bike lanes swept. |
| #3 - Promote awareness of existing bicycle routes and features and support encouragement programs. | <i>Bicycle Map</i> – Publication of printed map and online map. Updates within defined intervals. |
| | <i>Employer outreach</i> – Number of employers engaged and number of informational/on-site events held. |
| | <i>Education</i> – If new facility types are introduced, is an educational campaign included? |
| #4 - Facilitate coordination and cooperation among local jurisdictions in implementing the Roadways to Bikeways recommendations. | <i>Local planning efforts</i> – Number of planning efforts undertaken with collaboration from cities (i.e., neighborhood plans) and/or participation on committees/project advisory groups of other agencies. |



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COMMON QUESTIONS

Motorists pay for the roads with gas taxes and vehicle registration fees, so why should we pay to put in bike facilities like bike lanes and sharrows?

The vast majority of bicyclists own cars and homes. Therefore they pay the same gas taxes, registration fees and property taxes as most other roadway users.



Why put in bike facilities when bicyclists can ride on the sidewalk?

Although cyclists can legally ride on the sidewalk, it's not considered a good practice for experienced, adult riders. Sidewalk riding is a factor in many crashes between bicyclists and motorists at driveways and intersections. Pedestrians are also at risk.



Why put in bike lanes and other improvements for bicyclists, when they ignore stop signs and traffic signals and other traffic laws?

Bicyclists are legally allowed to roll through a stop sign if the intersection is clear, and to proceed through a red light after stopping, if the intersection is clear—this is known as the “Idaho stop law”. This is a matter of education and enforcement rather than whether to invest in infrastructure. ACHD will work with cities and police departments on ways to improve bicyclist compliance with applicable traffic laws.