

## RESOLUTION NUMBER 895

BY THE ADA COUNTY HIGHWAY DISTRICT BOARD OF COMMISSIONERS:  
CAROL A. MCKEE, SHERRY R. HUBER, REBECCA W. ARNOLD, JOHN S.  
FRANDEN, AND SARA M. BAKER.

A RESOLUTION PROVIDING FOR THE APPROVAL AND ADOPTION OF THE  
COMPLETE STREETS POLICY.

**WHEREAS**, Ada County Highway District ("ACHD") is the single countywide highway district in and for Ada County, Idaho created pursuant to Idaho Code, Chapter 14, Title 40, and has exclusive jurisdiction over the public right-of-way; and

**WHEREAS**, pursuant to Idaho Code Sections 40-1310 and 40-1415, the Ada County Highway District is provided with full power to establish design guidelines for all highways and public rights-of-way within Ada County; and

**WHEREAS**, the Complete Streets Policy is one of three products of the Transportation Land Use Integration Plan ("TLIP") that was developed to (1) clearly state ACHD's commitment to all users of the public right-of-way, (2) provide a policy foundation for several other TLIP products and the Bicycle Master Plan, and (3) inform project level decisions regarding the need for a multimodal transportation network; and

**WHEREAS**, the primary purpose of the Complete Streets Policy is to ensure that streets, bridges, and transit stops within Ada County are designed, constructed, operated and maintained so that pedestrians, bicyclists, transit riders, motorists and people of all ages and abilities can travel safely and independently; and

**WHEREAS**, the Complete Streets Policy supports ACHD's commitment to balance all users' needs and its willingness to work with partnering agencies to create attractive corridors that meet the needs of the traveling public and accomplish the goals of the county's and the cities' comprehensive plans; and

**WHEREAS**, Resolution 895 will amend Section 3100, Development of Projects, of the ACHD Policy Manual, and establish a new Section 3110 of the ACHD Policy Manual entitled "Complete Streets Policy" and;

**WHEREAS**, ACHD staff has prepared the Complete Streets Policy for the District Board of Commissioner's consideration, approval, and adoption, as set forth in Exhibit "A" attached hereto; and

**WHEREAS**, it is in the best interest of the citizens of Ada County, Idaho, for the Ada County Highway District Board of Commissioners to approve and adopt the Complete Streets Policy as set forth in Exhibit "A" attached hereto; and

RESOLUTION 895 – APPROVAL AND ADOPTION OF COMPLETE STREETS  
POLICY

**NOW, THEREFORE, BE IT RESOLVED**, by the Ada County Highway District Board of Commissioners that it does hereby approve and adopt the "Complete Streets Policy" as set forth in Exhibit "A" attached hereto.

**BE IT FURTHER RESOLVED** that the Complete Streets Policy shall be incorporated into Section 3110 of the ACHD Policy Manual and shall be in full force and effective immediately upon adoption and approval.

**ADOPTED AND APPROVED** by the Board of Commissioners of the Ada County Highway District at its regular meeting held on this 27<sup>th</sup> day of May, 2009.

ADA COUNTY HIGHWAY DISTRICT  
BOARD OF COMMISSIONERS

By: Carol A. McKee  
Carol A. McKee, President

By: Sherry R. Huber  
Sherry R. Huber, 1<sup>st</sup> Vice President

By: Rebecca W. Arnold  
Rebecca W. Arnold, 2<sup>nd</sup> Vice President

By: John S. Franden  
John S. Franden, Commissioner

By: Sara M. Baker  
Sara M. Baker, Commissioner

## 3110 ACHD COMPLETE STREETS POLICY

### 3110.1 Introduction

A “complete” street addresses the needs of all users. Motorists, pedestrians, bicyclists, and transit riders of all ages and abilities can be safely accommodated within the overall street network. Planning for this diverse user group requires consideration of the following elements:

1. Appropriately-sized travel lanes for cars, trucks, and delivery/emergency service vehicles;
2. Sidewalk space for pedestrians;
3. Bike lanes or bike routes;
4. Transit vehicles, facilities and routes;
5. On-street parking where applicable;
6. Median use for traffic flow, safety, and pedestrian refuge;
7. Adequate buffer areas for pedestrian safety, utility placement, and possible landscaping;
8. Landscaping or hardscaping adding pedestrian protection; and
9. The general land use context of a roadway or corridor.

Future streets within Ada County will be designed to balance user needs and incorporate those elements that match the land use context. Some corridors will be oriented to vehicle mobility but should always safely accommodate other modes. Through context sensitive design, a “complete” street can accomplish greater public benefits, improve safety, increase transportation options, strengthen the overall benefit of transportation investments and enhance air quality.

ACHD supports the creation of “complete” streets by establishing the following policies.

### 3110.2 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.

### 3110.3 Policies

#### 3110.3.1 Bicycle and Pedestrian Ways

Bicycle and pedestrian ways should be established in new construction and reconstruction projects in all urbanized areas and areas identified for urban levels of development in adopted land use plans unless one or more of the following conditions are met:

- a. Significant safety or other challenges exist that make bicycle and pedestrian facilities dangerous to potential users.
- b. The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable future use.
- c. Where current and projected future population is sparsely forecasted or other factors indicate an absence of need.

Where bicycle and pedestrian facilities are omitted from a roadway project, it may be necessary to accommodate bicyclists and pedestrians elsewhere within a nearby transportation corridor.

#### 3110.3.2 Paved Shoulders

In rural areas, paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders of adequate size have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians.

#### 3110.3.3 Pedestrian Facilities

All pedestrian facilities, including sidewalks, shared-use paths, street crossings (including over- and undercrossing), pedestrian signals, signs, transit facilities, and all connections within the public right-of-way, should be designed, constructed, operated and maintained so that all people, including children, the elderly and people with disabilities, have safe usage.

#### 3110.3.4 Transportation Infrastructure

The design and development of the transportation infrastructure should improve conditions for all likely users through the following steps:

- a. Plan projects for the long-term. Transportation facilities are long-term investments that should be designed and constructed to anticipate future demand and connectivity needs for bicycle, pedestrian, and transit facilities. Transportation projects should not preclude accommodations for bicycle, pedestrian, and transit facilities, except as outlined in Section 3110.3.1.

- b. Coordinate with transit agencies to ensure that planned transit services and facilities are accommodated within the street network. Identifying transit corridors that are accessible and connected to surrounding neighborhoods requires close coordination between transit agencies, municipalities and ACHD in all phases of design and development. Installation and maintenance of transit facilities would be funded through cooperative cost sharing agreements between ACHD and the applicable municipality or transit provider.
- c. Address the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections, interchanges, and overpasses should accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
- d. Consider enhancements such as landscaping, specialized pavement treatments, decorative lighting, public art and other aesthetic features in new construction and reconstruction projects in appropriate land use contexts. Funding for installation and maintenance of enhancements will be specified in cooperative cost sharing agreements between ACHD and its partners as outlined in ACHD Policy Manual, Section 3109, "Interagency Cost Share Policies And Procedures." In new development, these enhancements may be required by the land use agencies through development approval.
- e. Get material exceptions approved by the commission. Removal of bikeways or walkways from an existing facility or design should be approved by the Commission or their designee in consultation with the relevant land use agency and be documented with supporting data that indicates the basis for the decision. The decision process and supporting documentation should be open to the public for review and comment.