

## IV. APPLICATION SUPPLEMENTAL

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FY2025-2031 COMPASS Application Guide

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# 2025 COMPASS Funding Application Phase I All Projects

All applications must be submitted in Word format by email to [ssader@COMPASSidaho.org](mailto:ssader@COMPASSidaho.org). This phase of the application page limit is 10 pages.

### DETAILS

**Sponsor Name (agency):** Ada County Highway District

**Main Agency Contact:** Tom Ferch

**Project Title:** Purchase and Installation of Four (4) Permanent Bicycle and Pedestrian Counters in Ada County

### PROJECT DETAILS

**Briefly describe the location of the project:**

Four locations along the following multiuse/off street pathways, in Ada County: Federal Way Pathway at TK Avenue, Main Street (Meridian Speedway Pathway), Anderson St Pathway between 35<sup>th</sup> and 34<sup>th</sup> Streets) and Highlander Road (east of Five Mile Road).

**Does the sponsor own the right-of-way for this project?**

- Yes
- No
- N/A

If no, a letter of support from the owner(s) **is required** to ensure their involvement and approval prior to submission.

Explain:

**Does the project include improvements to the public transportation system?**

- Yes
- No

If yes, a letter of support from the public transportation agency where the project is located **is required** to ensure its involvement and approval is required prior to submission

## PURPOSE AND NEED

**Describe the complete project in detail including why this project is important to your agency and to the region** (please reference [Communities in Motion 2050](#) goals and objectives as well as performance measures and targets):

The Ada County Highway District is installing permanent bicycle and pedestrian counters along multi-use pathways to collect data on the use of such facilities. The goal of ACHD's counter program is to measure the benefit of investing in pathways, by counting the number of people who bike and walk on our new pathways. Having this data will allow ACHD and partner cities and agencies to target the best locations for investing funding for future pathway improvements and to improve pathway designs. COMPASS and partner agencies will have access to the counter's reporting dashboard to examine counts in real time, run reports, and monitor trends.

Collecting data by adding permanent bicycle and pedestrian counters along multi-use pathways will support ACHD and COMPASS' goals of improving bike and pedestrian infrastructure and the following Communities in Motion 2050 goals:

1. Economic Vitality – collecting and using data for pathway designs will support travel and tourism by improving the experience for bicycle and pedestrian users.
2. Convenience – collecting and using data for pathway designs will support a safer, more convenient option for bicyclists and pedestrians.
3. Quality of Life – collecting and using data for pathway designs will support improved connectivity for people who walk and ride bikes.

The District has installed four (4) permanent bicycle and pedestrian counters, which are actively capturing data on bicycle and pedestrian use on new and established multi-use pathways. ACHD needs historical data to better plan bike and pedestrian facilities on roads that are scheduled to be widened. Many of the roads that are being widened do not have complete sidewalks or bike lanes, and without relevant data, it is not easy to infer what type of facilities would best serve the residents.

To ensure that the District collects data that provides an equitable picture of bike and ped use in Ada County, the bike/ped counters will be placed in a variety of locations throughout Ada County. Locations that have a separated bike/ped facility and ties into ACHD's existing network will be prioritized for site locations.

ACHD has recently installed four permanent counters to measure the use of multi-use pathways and bikeways. An example of ACHD's efforts to count bikes and peds on a multi-use pathway are the counters that were installed on Eagle Road, between Amity Road and Victory Road. Prior to the Eagle Road widening project, ACHD had no bike facilities and a 5' meandering sidewalk. The new counters have shown an average weekday count of 5 cyclists a day and 44 pedestrians on the West side, and 19 pedestrians and 4 cyclists on the East side. On the weekends, the counters are showing a higher average of cyclists (9 on the West and 6 on the East). The Shamrock Bikeway is a low stress bikeway that serves West Valley and West Boise Bench. ACHD has seen an average of 36 peds on the weekday and 43 on the weekend. The counts show 11 cyclists on the weekdays and 9 on the weekends. The Cassia Bikeway counter is located near the newly constructed bike/ped bridge that connects Cassia Park, both to the East and West and with the Cassia Bikeway. The Cassia Park location has nearby attractors and a denser population. The counters have shown an average of 102 peds on the weekdays and 151 on the weekends, and 21 cyclists on the weekdays and 32 on the weekends.

For 2024 ACHD will be installing one counter on the Dona Larsen Pathway and on an 8', separated pathway on Capitol Boulevard at Crescent Rim and Vista Avenue. The Dona Larsen Pathway connects college students to the East End and the university sports fields. The counters will allow ACHD to collect counts on pathway use by college students and residents accessing downtown. The Dona Larsen Pathway data alongside the Capitol Boulevard data will be used during the planning process of the Capitol Boulevard improvement project, which includes adding pathways on both sides of Capitol Boulevard. Finally, in 2024, ACHD will be installing two counters on a recently built multi-use pathway on Locust Grove Road, which is like the application of counters on the Eagle Road multiuse pathway.

This application will fund four counters for the following locations:

1. Federal Way Pathway at TK Avenue, in Boise.
2. Main Street (Meridian Speedway Pathway), in Meridian.
3. Anderson St Pathway (between 35<sup>th</sup> and 34<sup>th</sup> Streets) in Boise.
4. Highlander Road (east of Five Mile Road), in Ada County.

## FUNDING REQUEST / PROJECT TYPE

**What type of funding are you applying for? (select all that apply)** If you're unsure, contact COMPASS staff.

- Project Development Program (PDP)** – consultant cost of up to \$50,000
- CIM Implementation Grant Program** – reimbursement of up to \$50,000
- Federal Funds** – this option will require further information provided in Phase II
- Staff Assistance Only** – this option will remove the application from the priority ranking but include it in the Resource Development Plan for funding support

**What type of project are you applying for? (select all that apply)**

- Capital/Construction:** Road / Bridge / Design / Signs, etc.
- Public Transportation:** Vehicles / Equipment / Maintenance / Operations
- Active Transportation:** Bicycle / Pedestrian
- Planning:** Plans / Studies / Education / Outreach
- Special Groups:** Youth / Seniors / Disabled / Underserved Area
- Technology / Data**
- Other**

If other, please describe:

## PROJECT BUDGET

**Provide a total cost estimate and amount requested for the following project tasks or activities:** If you continue in the process for federal-aid funding, you will be required to provide a much more detailed budget in Phase II. If needed, costs may be adjusted at that time.

**Total Project Cost:** \$35,000

**Amount Requested** (total cost minus any local match): \$32,430.

**Proposed local match** (amount): \$2,570.

**Proposed local match** (percentage): 7.34%.

Please describe how you arrived at the cost estimates (previous similar project, design complete, etc.):

In 2023, each counter with shipping cost ACHD \$6,178. The cost to install will vary, but the cost to install four counters in 2023 was \$7,700, which included traffic control for two sites. Based on these costs, with a small increase for inflation and installation variables, ACHD is asking for \$35,000 in CIM funds for four (4) counters.

**What is the source of the match?**

**Is this a project that can be phased** (segmented into sub-units; does not include splitting out design from construction)?

- Yes
- No

If yes, indicate how your project can be phased and provide amounts:  
Installation of the counters individually rather than as a package.

**PARTNERS/SUPPORT**

**Are other jurisdictional agencies or partners involved in this project?**

- No
- Yes

If yes, list the jurisdictional agencies and other partners and their role in the project:  
All COMPASS member agencies will have access to the reporting dashboard to monitor and track all counters.

**Has any public involvement been conducted for this project?**

- No
- Yes

If yes, describe the results of those public involvement initiatives:

**READINESS TO PROCEED**

**Has any work been completed on this project?** (Mark all phases that are complete)

- Not applicable
- Nothing is complete
- Preliminary Design (concept) – 30% of design
- Final Design
- Environmental Review
- Utilities
- Right-of-Way

Explain, if necessary:

**If design has been started, does it meet federal standards?** Federal standards are described in the [Local Public Agency Projects Guide](#)<sup>1</sup> within the Idaho Transportation Department's Manual.

- Yes
- No
- N/A -Not seeking federal assistance.

Explain, if necessary:

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<sup>1</sup> <https://apps.itd.idaho.gov/Apps/manuals/ManualsOnline.html>

## PLANNING DOCUMENTS

### Does this project conform to a local or regional plan?

- Yes
- No

Explain: (reference the plan(s) with title/link and provide approval dates)

The project conforms with ACHD's Roadway to Bikeways Plan (2018 Addendum) and supports the goal of "Complete and maintain a bicycle facility network that maximizes safety, provides connectivity, and supports the bicycle as a viable transportation option among the residents of Ada County and its six cities." Boise Pathways Master Plan (January 2022).

### ATTACHMENTS:

**Attach no more than two map/sketch pages** (if applicable).

**Attach required one-page support letters if the conditions below are applicable** (otherwise optional).

- A support letter is required:
  - From the right-of-way jurisdiction if the sponsor does not own the right-of-way
  - From the land-use agency if the project is not the same as the roadway jurisdiction
  - From the public transportation agency if the project includes improvements to public transportation operations/facilities and the sponsor does not have jurisdiction

**Attach match commitment document for applications for possible future federally funded projects.**

- Match commitment document for applications for possible funding through CIM Implementation Grants or the Project Development Program may be submitted with Phase I in December but is not required until the second-round deadline in May.

