Garden City
Livable Streets Plan

FINAL for Review—September, 2013

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GARDEN CITY
NESTLED BY THE RIVER

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Acknowledgments

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Chapter 1: Livable Streets Plan Objectives

Garden City, Idaho, is a community primed for a rebirth through mostly redevelopment projects delivering to it a more vibrant and unique sense of place. To attract the types of development sought by the Garden City Comprehensive Plan, specific steps are needed to bolster market conditions and the existing transportation network. By addressing the needs of current residents through a series of improvements by both Ada County Highway District and Garden City, it is anticipated that the very market conditions necessary for larger investments will be met. *The Garden City Livable Streets Plan* is a plan identifying the necessary projects and implementation methods needed to complete Garden City's transportation network and match the existing or future land use context.

Between 2006-2009, ACHD embarked on an ambitious and comprehensive planning endeavor unlike any in its history in a countywide evaluation of complete streets. The intent was to generate new roadway cross sections and typologies to optimize surrounding land uses, both existing and future. The result was the *ACHD Livable Streets Design Guide* and *Master Street Map*. The Design Guide contained a myriad of new designs which were generated based on land uses and related urban form throughout Ada County. While the Master Street Map identified both typology of existing roads and identified future connections or extensions. Garden City's conditions are unique when compared to the balance of Ada County cities and are addressed in this Plan recognizing that 1) most Garden City roadways under the authority of ACHD are classified as collectors or locals 2) the majority of development taking place is redevelopment and unique in scale and form and 3) additional roads are only possible through redevelopment rather than greenfield development

The needs for a Garden City-specific Livable Streets Plan include several:

- **Active Transportation:** Garden City contains several residential areas, the greenbelt, and numerous places which can be easily accessed with a complete bicycle and pedestrian network—all within a footprint of relatively flat terrain with some semblance of a historical grid pattern of streets. The Plan identifies gaps in sidewalks, crosswalk placement, bicycle facility placement, and wayfinding signage as part of recommendations.
- **New Street Connections:** Connecting additional segments of roadway to gain a more complete grid network by utilizing a new cross section for local residential streets and "skinny streets" is vital. A narrower street section concept was crafted in previous planning efforts and is recommended in this plan in recognition of the sensitivity to balancing street function between both motorists and people. An enhancement to the existing grid system would promote new development or redevelopment within older areas of Garden City, reduce reliance on the limited few connecting streets for all types of users including emergency services, and decrease walking/biking distance while providing more options for access to destinations and the greenbelt.

The Waterfront District in Garden City ushered in a new development type for the City in the mid-2000s that precipitated a re-thinking of how Garden City could grow. The planned mixed use development is situated along the Boise River with easy access to Chinden Boulevard, the Greenbelt, the new urban whitewater park, and downtown Boise.

Photo: Don Kostelec

- **Land Use Optimization:** The City has numerous land use goals established through the 2006 Comprehensive Plan. The 2006 Plan seeks to create zones, corridors, and districts achieving different land use patterns. The Comprehensive Plan and municipal code call out Transit Oriented Development, Green Street Corridors, a Technology Park, a Live-Work-Create District and Mixed Use Residential/Commercial land uses. The Livable Streets Plan contains new Garden City specific cross sections which facilitate the City's goals by determining the use of appropriate facilities, widths, and placement.
- **Implementation Plan:** To address the unique objectives of the Plan, tools and strategies are needed to usher in the changes recommended by the public, partner agencies and stakeholders. The elements included in the Livable Streets Plan which are unique from most others include features such as development incentives, significant active mode considerations, stormwater treatment, and the greenbelt/roadway interface. The steps, partnerships, and funding mechanisms necessary to bring the Plan to reality is contained in an implementation section developed by participants responsible in Garden City operations.

Garden City's name originated from the dominance of gardens maintained in the area by Chinese immigrants, who were supplying food to the valley residents and mining communities in Idaho's mountains. According to the *Idaho Statesman*, Louie Do Gee (above) delivered fresh produce from his gardens along the river in what is now Garden City. Before he got this Model-T truck, he delivered his produce with a horse and wagon.

Photo: Idaho Historical Museum

Garden City History and Context

Garden City was established due in large part to the migration of Thomas Davis. Mr. Davis moved to the area like many other prospectors in search of gold. However, Mr. Davis purchased a large swath of land which he sought to protect, and called upon the United States Army to provide assistance. The Army then sent a sizable contingent to the area to construct Fort Boise a few miles east of present-day Garden City.

The area that is now defined as Garden City was used as a staging place for troops until the land was auctioned off and procured by the Davis family. Mr. Davis set out to make the formerly known "Government Island" into a regional agricultural hub to feed the growing population of the valley and mining communities in Idaho's mountains. To aid in this quest, he helped attract Chinese immigrants who excelled in making the rich lands into flourishing gardens.

These conditions in Garden City continued for several decades until the same Army constructed Arrowrock Reservoir. By doing so, the annual flooding that saturated Garden City's soils with nutrient rich sediment was no longer, making gardening much more difficult. The post-World War II era brought new ownership for most of the city when two bankers purchased the Davis' land from a local bank and subdivided the land with an eye for riverside residential development.

Don Eagelson and Robert Randall are the two individuals most responsible for bringing Garden City into the modern era of development when they subdivided property between 29th Street and Kent Street.

Soon after subdivision activities occurred, residential and business development began to take shape, especially along the state highway spanning the length of the town—US Highway 20/26 – Chinden Boulevard.

With development taking place in the village of Garden City, a new and controversial activity would become prominent: gambling. In 1949, Idaho adopted provisions to allow gambling with city approval. Neighboring Boise opted out, and some in Garden City saw an opportunity for the nearby village to prosper. Soon after, a group championed the village towards incorporation to allow gambling, thus the Village of Garden City was founded. The new community was 100 acres in size and included the area where the Riverside Hotel is located up to 37th Street. The next year the Village doubled in size through annexation to encompass 200 acres. With revenues climbing, the Village leaders built a sewer and water system, many municipal facilities and community assets like parks and fields.

In 1953, just five years into the new community, the early colorful history ended after a resident sued the state on the claim that gambling was unlawful and won, thus outlawing the practice in Garden City.

Despite the changes, the village thrived for some time as it began to attract light industrial development as an easier and cheaper alternative to nearby Boise. Roads were paved, streets were renamed to make it easier on travelers confused with Boise's street numbering system, and a new connection to the Boise Bench and river crossing were constructed.

This aerial image of Garden City shows its location between the Boise River and the Boise Bench, as well as the land form that predominates much of its development history. Note the way in which core areas have developed with much less green space or tree coverage than areas outside the city limits. The Livable Streets Plan is intended to help guide implementation of street and land use investments to help create a greater sense of place and help Garden City neighborhoods resemble their counterparts nearby in the City of Boise.

Photo: Idaho Airships

The initial connection of 44th Street was constructed with the Curtis Road Bridge. With a bridge spanning the Boise River and a connection to the Boise Bench, Garden City finally had points of ingress and egress in all directions.

In 1979, the Ada County Commissioners approved a series of bicycle routes which would become "the Boise River Greenbelt". The system is an integral part of the transportation network for Garden City today and is still expanding with addition of the recent pedestrian bridge area.

"From a past history of frantic and haphazard gathering in of side-by-side residential and business construction, Garden City has progressed to a serious Comprehensive Land Use Plan that will guide Garden City through a rapid and long term growth."

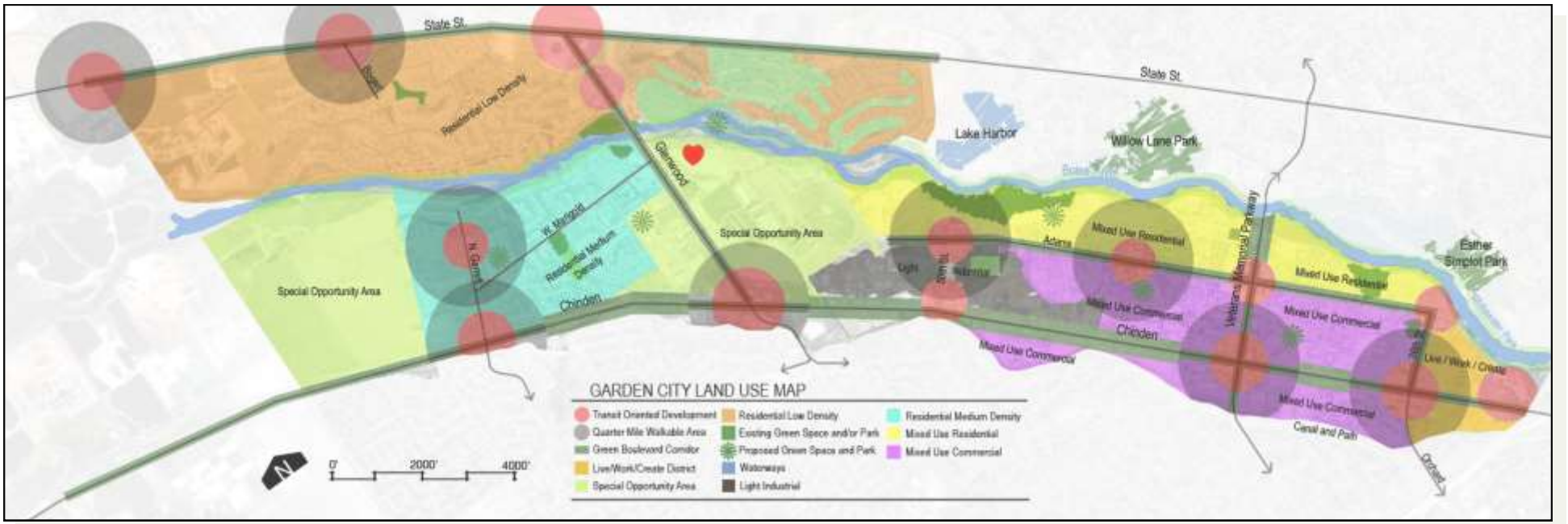
Source: Garden City History- 1990, *Volume One*, D.J. Conn, 1990.

Recent Trends

In recent years, Garden City has again begun to earn reconsideration as a desirable locale for local and out-of-area residents and developers. The community is recognized as one rich with assets and worthy of investment. This is due to its proximity to the Boise River, downtown Boise, nearby historic and eclectic neighborhoods, and a budding arts and craft libations culture. With the River as a redevelopment lifeline, Garden City is viewed as a centralized location for commerce with its proximity to a regional downtown and Boise State University, as well as more affordable land prices when compared to riverfront properties in adjoining cities. With this also comes challenges related to brownfield redevelopment, floodplain issues, and retrofitting of old urban infrastructure.

This trend is demonstrated by the construction of the Waterfront District near 36th Street, the new white-water rafting park (In the City of Boise but on the Garden City limit boundary), the reinvestment in the River-

Exhibit 1-1: **Garden City Land Use Map—2006 Comprehensive Plan**



side Hotel, and many new businesses using existing facilities practicing adaptive reuse of older buildings and structures throughout Garden City.

The magnitude of the trend toward adaptive reuse was not initially envisioned for Garden City through its Comprehensive Plan *(Exhibit 1-1)* or through ACHD's planning efforts. The region enjoyed an era of widespread greenfield development from the early 1990s through the mid-2000s. The common practice for non-greenfield development still followed a greenfield practice of wiping the land clean and constructing new buildings. Since the economic downturn of the mid-2000s, investors and businesses in Garden City have recognized a value in re-furbishing the city's existing urban fabric.

This approach is one that continues to grow in the region and has helped create a new vibe for the city, making it an emergent cultural hub for artists, artisans and residents interested in fully integrating their lives into the area near the greenbelt and Boise River.

Some recent examples of adaptive reuse include:

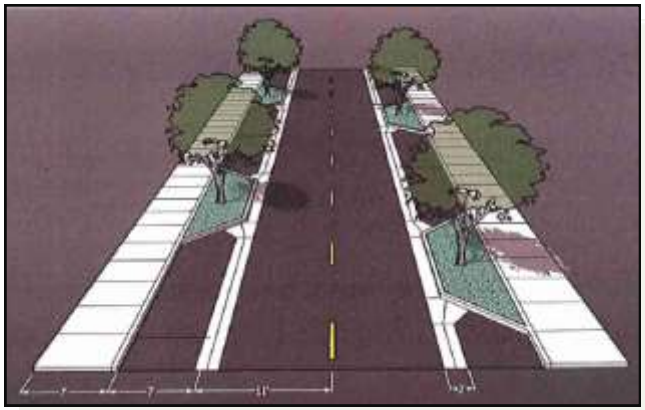
- Payette Brewery, Crooked Fences Brewery, and Kilted Dragon Brewery;
- Telaya, Periple, Cinder and Syringa wineries;
- The Revolution Concert House;
- The Visual Arts Collective;
- Anaya Climbing Wall;
- Companions Dog Resort;
- Reuseum;
- Gem State Solar;
- Simple LED;
- Solar Cascade;
- Point Architects; and
- Enso Art gallery.

Even with these more recent growth trends, there still exist market and perception challenges for Garden City to overcome. Unusual lot sizes and configurations, a high water table, stormwater management and collection barriers, and infrastructure improvement limitations continue to hamper growth and redevelopment. Specifically these types of conditions make development and redevelopment difficult propositions and particularly challenging when compared with other communities.

It is with all of these considerations in mind that this Garden City Livable Streets Plan is crafted. The Plan is a document to guide implementation of projects, programs and policies to help Garden City's land uses and street network reach full potential, bolster economic development, and provide for a quality of life that continues to attract and promote new business and residential development.

A big box complex near the intersection of Glenwood Street (SH44) and Chinden Boulevard (US 20/26) has seen a re-birth. An old grocery store that saw many interim tenants, has been re-furbished as a concert hall and event center.

Photo: The Revolution



A 2008 study identified a preliminary concept of what a Main Street cross-section could look like along Adams Street in Garden City. The Livable Streets Plan utilized the study and some of the identified design features to help inform and craft final designs found in subsequent sections.

In the transportation realm, agencies such as ACHD have looked at ways of improving neighborhoods, school zones, park areas, and access to the greenbelt by retrofitting streets through repaving, adding sidewalks, incorporating bicycle facilities into existing street sections, and other endeavors such as partnerships with other agencies to provide landscaping.

This growth has the added benefit of improving land use opportunities by making places more attractive, and creating a safer and more accessible network for all types of transportation system users, which in turn garners the attention of the development community and other private interests. Added emphasis has also been placed on the value of increased street connections to promote an urban form desired in the Garden City Comprehensive Plan.

Taking advantage of these concepts, the Garden City Livable Streets Plan balances the needs and goals of both the land use and transportation worlds by maximizing investment, generating ideas from residents and business owners within Garden City, and creating or enhancing partnerships among the numerous agencies in the area who are charged with managing Garden City 's physical, cultural and environmental infrastructure.

Public & Stakeholder Involvement

Public involvement for the Garden City Livable Streets Plan included several input and vetting mechanisms including an agency kick-off meeting, agency interviews, two public involvement meetings, on-line comment gathering, a BSU Capstone project which centered on the neighborhood area at 42nd/Adams Street, and continual monthly project meetings. The Plan was produced over a nine month period and included three working papers which both captured the project happenings and results at given points and were used to craft the final plan. An in-depth summary of public and stakeholder outreach elements of this plan is included in Appendix A.

Participating groups in addition to ACHD and Garden City staff included:

- Garden City Residents
- ITD
- Garden City Urban Renewal Agency
- Garden City Planning & Zoning Committee
- Boise State University (The BSU contribution was in the form of a Graduate Degree required capstone project described in greater detail on page 87 in Appendix A)

Chapter 2: Implementation Zones & Project Priorities

Early in the planning process the project team crafted a way to help focus efforts in a refined fashion by creating five planning areas inside Garden City limits. The area boundaries were defined by:

- Neighborhood characteristics and context;
- Significant roadways or streets; and
- The Boise River.

To better depict the recommended projects in a manner that is both useful and at a geography that is manageable for public input, the implementation portion of this plan also uses the zone concept. By using this approach, Garden City may opt to also consider such neighborhood or zones in its Comprehensive Plan update to unite both Plans as many of the features considered for project evaluation are also important to consider when formulating land use recommendations unique for each neighborhood.

The five planning and implementation areas include:

- **Zone 1: Old Town Garden City:** East of Veterans Memorial Parkway to I-184.
- **Zone 2: Central Garden City:** 48th Street to Veterans Memorial Parkway.
- **Zone 3: West Central Garden City:** East of Glenwood Street (SH 44) to 48th Street.
- **Zone 4: West Garden City:** West of Glenwood Street (SH 44), south of the Boise River.
- **Zone 5: Northwest Garden City:** Areas north of the Boise River.

The Implementation Zone sections in this chapter include a written description including boundaries, unique places or businesses identified by the public, and a list of recommended projects. Following the written description is a planning area map that illustrates the geographic boundaries of the zone and the project recommendations. Finally, the project tables for each zone provide details regarding lead agency, implementation steps, estimated cost (where applicable), other agency support and a conceptual timeline. (*Note: If a street on the area map does not show an associated project recommendation assume that no significant change is identified. However, new development will likely be required to make improvements such as installation of sidewalks along property frontage as part of development approval as per ACHD)*

The projects included in the individual tables are those that were vetted through the Public Involvement Meeting and were determined to be the most significant or supported projects within each Implementation Zone. The ultimate priority of individual projects will be determined by the lead agency. ACHD will prioritize the capital improvements through its various programs contained in the Integrated Five-Year Work Plan (I-FYWP). Other improvements such as crosswalk enhancements may be handled through annual operating funds and constructed as time allows.

A majority of the implementation concepts contained in this chapter were generated through results of the stakeholder and public workshops in November 2012 and refined through the Public Involvement Meeting in May 2013. The project team also discussed projects and conducted field analysis within each implementation zone to document system gaps and needs.

Photo: Don Kostelec

ACHD Priority Projects

Projects identified through the planning process are depicted throughout this chapter. Implementation of the identified projects will in some cases fall to partnering agencies and the development community. ACHD led project types recommended by the project team and vetted through the public input process include: sidewalk construction, restriping of existing crosswalks or striping of new crosswalks, pedestrian signal timing adjustments, installing wayfinding signage, and Greenbelt/street interface improvements (when within ACHD right of way). When combining both public comments and technical considerations, the following list of projects are the highest in priority to implement.

Project Description	Zone	Implementation Timing
Glenwood Street (SH 44)/Gary Lane & State Street, Enhance Crosswalks	5	Short Term
Glenwood St (SH44)/N. Glenwood St & Chinden Blvd (US 20/26) Enhance Pedestrian Facilities at Intersection	3	Short Term
Glenwood Street (SH44) & Marigold Street– Enhance Existing Crosswalks	4	Short Term
Marigold Street & River Point Drive-Install New Crosswalk	4	Short Term
State Street (SH 44) & Horseshoe Bend Road- Enhance Existing Crosswalks	5	Short Term
49th Street & Alworth Street– Install New Crosswalk	4	Short Term
Community Wayfinding Signage	All Zones	Medium Term
Garrett Street Upgrade– Fill Sidewalk Gaps & Install Bicycle Facilities	4	Medium Term
Arney Lane Upgrade- Fill Sidewalk Gaps & Install Bicycle Facilities	5	Medium Term
Coffey Street Upgrade– Fill Sidewalk Gaps & Install Bicycle Facilities	4	Medium Term
Address Greenbelt/Street Interfaces	All Zones	Long Term
38th Street- Fill Sidewalk Gaps	1	Long Term

Indicates Highest Public Support
Indicates Moderate Public Support

Zone 1: Old Town Garden City—East of Veterans Memorial Parkway to I-184

Context: This section is the original town site area of Garden City. It is the location where the City's Live-Work-Create District is located and has been the subject of recent redevelopment through both adaptive reuse of properties and development of the Waterfront District. Nodes at Veterans Memorial Parkway (VMP) and Chinden, as well as VMP and Adams are designated for Transit-Oriented Development. Similar nodes are designated at 36th Street near the River and Chinden Boulevard, as well as at Garden Street near the Riverside Hotel.

Features	Magnitude
Redevelopment potential	●
Traffic growth	○
Pedestrian / bicyclist demand	●
Partnerships	●
Street System Completeness	○

High Degree ● | Moderate Degree ◘ | Low Degree ○

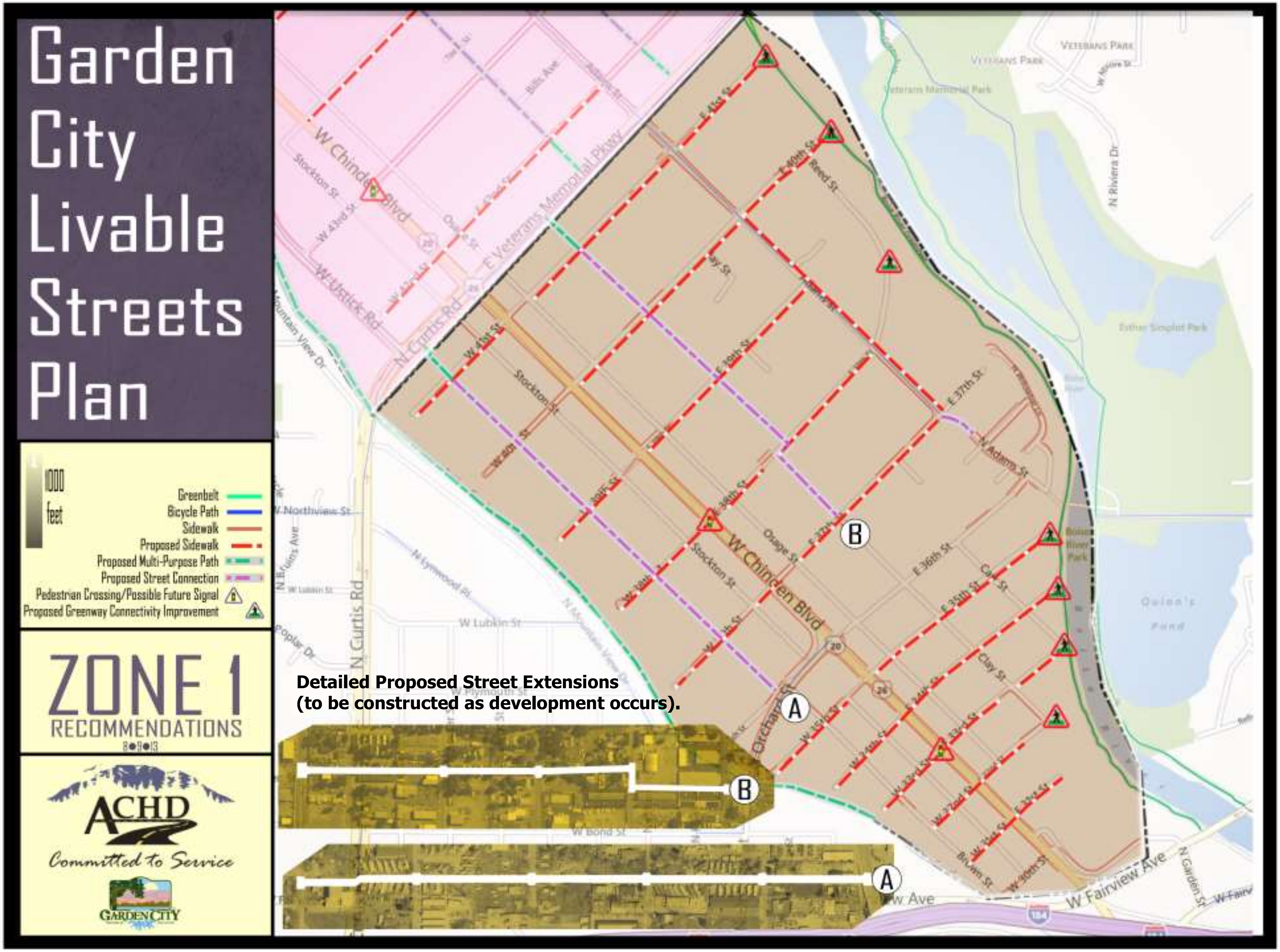
Existing land uses along Chinden Boulevard maintain a resemblance to the old urban core, with many buildings located near the streets. Several industrial and institutional land uses dot the area, as do mobile home parks.

Destinations identified by the public for this area of Garden City include:

- Waterfront District;
- Riverside Hotel;
- Urban whitewater park;
- Senior center;
- Access routes to downtown Boise;
- Small medical clinics;
- Payette Brewing;
- Asana Climbing Gym;
- Quinn's Pond (on north side of river);
- ACHD;
- The Learning Lab
- Chevron Gas Station & Store; and
- Artist studios / galleries.

Priority Projects

- Extend Adams Street from 36th Street to 37th Street.
- Construct pathway along Settlers Canal.
- Extend Clay Street from 37th to 47th Street.
- Fill sidewalks gaps:
  - ◊ 31st Street;
  - ◊ 32nd Street;
  - ◊ 33rd Street;
  - ◊ 34th Street;
  - ◊ 35th Street;
  - ◊ 37th Street;
  - ◊ 38th Street;
  - ◊ 39th Street;
  - ◊ 40th Street and
  - ◊ 41st Street.
- New pedestrian crossing in vicinity of Chinden/33rd.
- New pedestrian crossing in vicinity of Chinden/38th.
- Extend Brown Street from 36th to 41st Street.
- Enhance Greenbelt connections and install wayfinding;
- Construct pathway along Thurman Mill Canal
- Improve flow of traffic along Chinden Blvd.;
- Enhance bus stops for both school & transit buses;
- Upgrade Osage St. to facilitate safer use; and
- Realign micro-path in Waterfront District to create line of sight from street to pedestrian bridge.


Garden City Livable Streets Plan
1000 feet
Greenbelt
Bicycle Path
Sidewalk
Proposed Sidewalk
Proposed Multi-Purpose Path
Proposed Street Connection
Pedestrian Crossing/Possible Future Signal
Proposed Greenway Connectivity Improvement
ZONE 1
RECOMMENDATIONS
ACHD
Committed to Service
GARDEN CITY
Detailed Proposed Street Extensions
(to be constructed as development occurs).
A
B
W Chinden Blvd
E Veterans Memorial Pkwy
N Curtis Rd
W Northview St
W Lubkin St
W Fairview Ave
Stockton St
Osage St
Orchard St
E 37th St
E 36th St
E 35th St
N Adams St
Clay St
Reed St
Veterans Park
Esther Simplot Park
Quinn's Pond
N Riviera Dr
N Garden St

Zone 1 Projects-Listed From High to Minor Support

Extend Adams Street from 36th Street to 37th Street
Construct new collector street

Lead Agency & Role:	Triggers:	Cost Estimate:
Developers, otherwise ACHD lead.	If development occurs in 3-5 years	Total: $380,000 *RW: $100,000; CN: $280,000*

Support:	Recommended Implementation		
	Near-Term (2014-2018)	Mid-Term (2018-2028)	Long-Term (2028+)
High Public Support	←	—	—

Other Roles:	Evaluation & Monitoring:
ACHD: Proceed with construction if development does not occur within 5 years *Garden City & URA*: Assist with cost-sharing and acquisition.	- Begin monitoring timeframe requirements related to development and prioritization of project in FYWP.

Extend Clay Street from 37th to 41st Street
Construct new local residential street

Lead Agency & Role:	Triggers:	Cost Estimate:
Developers	As development occurs.	Development driven.

Support:	Recommended Implementation		
	Near-Term (2014-2018)	Mid-Term (2018-2028)	Long-Term (2028+)
Moderate Public Support	—	—	→

Other Roles:	Evaluation & Monitoring:
URA & Garden City: Seek to fund a land trust for potential consolidation of parcels. *ACHD:* Develop in-house design concept; construct gaps when determined appropriate	- Communicate development activity among agencies. - Evaluate for potential gaps and alignment needs based on development.

Multi-Use Trail Along Settlers Canal
Pursue use agreement & construct pathway

Lead Agency & Role:	Triggers:	Cost Estimate:
Garden City: Pursue agreement	Identify connections, needs when agreement is in place.	Varies based on length of segment; Generally $100,000 per mile for a paved multi-use trail

Support:	Recommended Implementation		
	Near-Term (2014-2018)	Mid-Term (2018-2028)	Long-Term (2028+)
High Public Support	←	—	—

Other Roles:	Evaluation & Monitoring:
ACHD & Developers: Assist with canal access points at canal/local street interface; improve connections by paving or upgrading.	- Conduct counts to identify priorities for upgrade of connections to streets and incorporation of amenities.

40th Street & 41st Street
Fill sidewalk gaps between Chinden and the Greenbelt

Lead Agency & Role:	Triggers:	Cost Estimate:
ACHD: Construct *URA:* Cost-share	None	Varies based on length of segment; Generally $300,000 per mile.

Support:	Recommended Implementation		
	Near-Term (2013-2015)	Mid-Term (2015-2020)	Long-Term (2020–2028)
Moderate Public Support	—	→	—

Other Roles:	Evaluation & Monitoring:
Garden City: Assist with cost-sharing	- Before and after pedestrian counts.

31st Street, 32nd Street, 33rd Street: Fill sidewalk gaps between Chinden and the Greenbelt

Lead Agency & Role:	Triggers:	Cost Estimate:
ACHD: Construct *URA:* Cost-share	None	Varies based on length of segment; Generally $300,000 per mile.

Support:	Recommended Implementation		
	Near-Term (2014-2018)	Mid-Term (2018-2028)	Long-Term (2028+)
Moderate Public Support			

Other Roles:	Evaluation & Monitoring:
Garden City: Assist with cost-sharing	- Before and after pedestrian counts.

Chinden Blvd. (US 20/26) & 33rd Street Vicinity New pedestrian crossing & HAWK signal

Lead Agency & Role:	Triggers:	Cost Estimate:
ITD & ACHD: Locate *ITD:* Construct	Counts must demonstrate need.	Total: $80,000 to $85,000 *RW: $0 to $5,000; CN: $80,000*

Support:	Recommended Implementation		
	Near-Term (2014-2018	Mid-Term (2018-2028)	Long-Term (2028+)
Moderate Public Support			

Other Roles:	Evaluation & Monitoring:
Garden City: Assist with cost-sharing *ACHD:* Maintain signal per ITD/ACHD agreement	- Understand counts & induced demand potential related to warrants. - Before and after pedestrian and bicy-clist counts.

34th Street & 35th Street: Fill sidewalk gaps between Chinden and the Greenbelt

Lead Agency & Role:	Triggers:	Cost Estimate:
ACHD: Construct *URA:* Cost-share	None	Varies based on length of segment; Generally $300,000 per mile.

Support:	Recommended Implementation		
	Near-Term (2014-2018)	Mid-Term (2018-2028)	Long-Term (2028+)
Moderate Public Support			

Other Roles:	Evaluation & Monitoring:
Garden City: Assist with cost-sharing	- Before and after pedestrian counts.

37th Street, 38th Street, 39th Street: Fill sidewalk gaps between Chinden and the Greenbelt

Lead Agency & Role:	Triggers:	Cost Estimate:
ACHD: Construct *URA:* Cost-share	None	Varies based on length of segment; Generally $300,000 per mile.

Support:	Recommended Implementation		
	Near-Term (2014-2018)	Mid-Term (2018-2028)	Long-Term (2028+)
Moderate Public Support			

Other Roles:	Evaluation & Monitoring:
Garden City: Assist with cost-sharing	- Before and after pedestrian counts.

38th Street Vicinity along Chinden Blvd (US 20/26)
New pedestrian crossing or traffic signal

Lead Agency & Role: *ITD & ACHD:* Locate *ITD:* Construct	**Triggers:** Counts conducted. Warrants just below thresholds.	**Cost Estimate:** Total: $80,000 to $85,000 *RW: $0 to $5,000; CN: $80,000*
Support: **Moderate Public Support**	**Recommended Implementation**	
	Near-Term (2014-2018)	**Mid-Term (2018-2028)** / **Long-Term (2028+)**
		
Other Roles: *Garden City*: Assist with cost-sharing *ACHD:* Maintain signal per ITD/ACHD agreement		**Evaluation & Monitoring:** - Understand counts & induced demand potential related to warrants. - Before and after pedestrian counts.

Extend Brown Street from 36th to 41st Street
Construct new local residential street

Lead Agency & Role: *Developers*	**Triggers:** As development occurs.	**Cost Estimate:** Varies based on length of segment; Generally $750,000 per mile.
Support: **Minor Public Support**	**Recommended Implementation**	
	Near-Term (2014-2018)	**Mid-Term (2018-2028)** / **Long-Term (2028+)**
		
Other Roles: *URA & Garden City:* Seek to fund a land trust for potential consolidation of parcels. *ACHD:* Develop in-house design concept; construct gaps when determined appropriate		**Evaluation & Monitoring:** - Communicate development activity among agencies. - Evaluate for potential gaps and alignment needs based on development.

Zone 2: Central Garden City— 48th Street to Veterans Memorial Parkway

Context: Similar to East Garden City, Central Garden City contains a gridded network of streets and several land uses where conflicts occur among modes. Most notably, the 42nd Street Corridor, which includes Anser Charter School, Grasmick Produce, UPS and the Boys & Girls Club is an activity zone for several modes.

Land between the Bench and Adams is zoned for Mixed Use Commercial while land between Adams and the Boise River is planned for Mixed Use Residential. Garden City's Comprehensive Plan designated the area along Adams near 46th Street as a Transit-Oriented Development node, conceptual area for a Main Street district., and a new park.

The area contains an blend of mobile home parks, small industrial businesses and some large industrial parcels.

Destinations identified by the public for this area of Garden City include:

- Anser Charter School;
- Boys & Girls Club;
- Willow Lane and Veterans Memorial Park (north of the Boise River);
- Pocket parks;
- Cobby's Sandwich Shop;
- UPS & Grasmick Produce; and
- Wineries at 44th Street.

Features	Magnitude
Redevelopment potential	●
Traffic growth	○
Pedestrian / bicyclist demand	●
Partnerships	○
Street System Completeness	○

High Degree ● | Moderate Degree ○ | Low Degree ○

Priority Projects

- Extend Clay Street from 42nd Street to 48th Street with micro-path to VMP.
- Extend Reed Street from 42nd to 48th Street
- Fill sidewalks gaps with micro-path to VMP.
  - ◊ 42nd Street
  - ◊ 44th Street
  - ◊ 45th Street
  - ◊ 46th Street
  - ◊ 47th Street
- Construct new Greenbelt bridge over Boise River between 44th Street and 48th Street.
- New pedestrian crossing in vicinity of Chinden/43rd Street.
- Construct pathway along Settlers Canal.
- Enhance Greenbelt connections and install wayfinding;
- Improve flow of traffic along Chinden Blvd.
- Enhance bus stops for both school & transit buses.
- Complete sidewalks along Chinden Blvd.

Garden City Livable Streets Plan

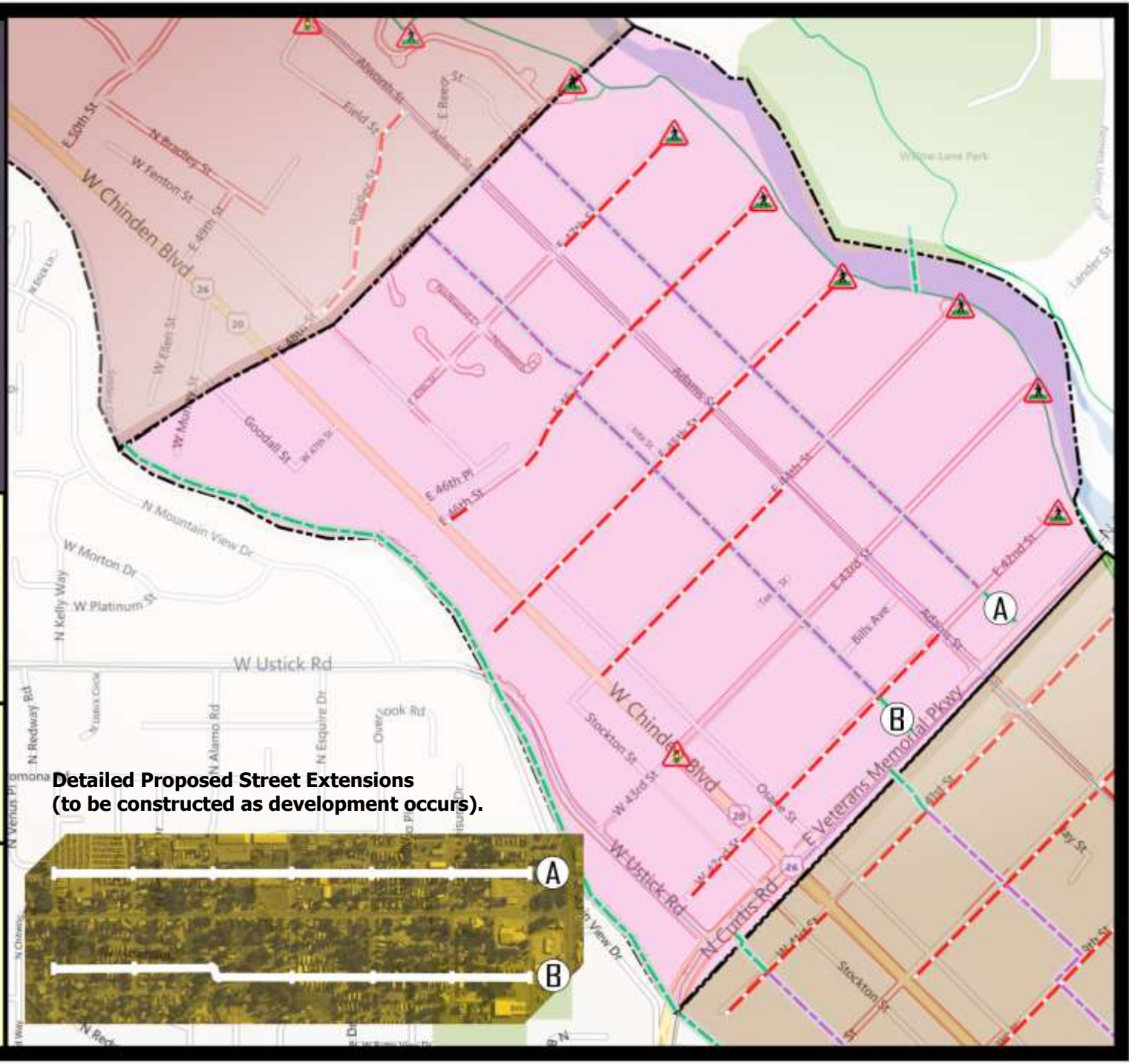
1000 feet

- Greenbelt
- Bicycle Path
- Sidewalk
- Proposed Sidewalk
- Proposed Multi-Purpose Path
- Proposed Street Connection
- Pedestrian Crossing/Possible Future Signal
- Proposed Greenway Connectivity Improvement

ZONE 2 RECOMMENDATIONS

ACHD Committed to Service

GARDEN CITY



Detailed Proposed Street Extensions (to be constructed as development occurs).

Zone 2 Projects- Listed From High to Minor Support

Extend Clay Street from 42nd to 48th Street

Lead Agency & Role:	Triggers:	Cost Estimate:
Developers	As development occurs.	Development driven.

Support:	Recommended Implementation		
High Public Support	Near-Term (2014-2018)	Mid-Term (2018-2028)	Long-Term (2028+)

Other Roles:	Evaluation & Monitoring:
URA & Garden City: Seek to fund a land trust for potential consolidation of parcels. *ACHD:* Develop in-house design concept; construct gaps when determined appropriate	- Communicate development activity among agencies. - Evaluate for potential gaps and alignment needs based on development.

Multi-Use Trail Along Settlers Canal
Pursue use agreement & construct pathway

Lead Agency & Role:	Triggers:	Cost Estimate:
Garden City: Pursue agreement	Identify connections, needs when agreement is in place.	Varies based on length of segment; Generally $100,000 per mile for a paved multi-use trail.

Support:	Recommended Implementation		
High Public Support	Near-Term (2014-2018)	Mid-Term (2018-2028+)	Long-Term (2028+)

Other Roles:	Evaluation & Monitoring:
ACHD & Developers: Assist with canal access points at canal/local street interface; improve connections by paving or upgrading.	- Conduct counts to identify priorities for upgrade of connections to streets and incorporation of amenities.

New Greenbelt Bridge between 44th Street & 48th Street
Construct new bridge across Boise River

Lead Agency & Role:	Triggers:	Cost Estimate:
Garden City: Funding, construction.	Enhance street connections concurrently.	$1,000,000 +

Support:	Recommended Implementation		
High Public Support	Near-Term (2014-2018)	Mid-Term (2018-2028)	Long-Term (2028+)

Other Roles:	Evaluation & Monitoring:
City of Boise: Jointly fund and support. *ACHD*: Pave or upgrade street to greenbelt connection, if needed at determined location.	- Construct counts before and after in vicinity of new bridge on both sides of the Boise River. - Conduct user survey to determine popular origins and destinations

Extend Reed Street from 42nd Street to 48th Street
Construct new local residential street

Lead Agency & Role:	Triggers:	Cost Estimate:
Developers	As development occurs.	Development driven.

Support:	Recommended Implementation		
Moderate Public Support	Near-Term (2014-2018)	Mid-Term (2018-2028)	Long-Term (2028+)

Other Roles:	Evaluation & Monitoring:
URA & Garden City: Seek to fund a land trust for potential consolidation of parcels. *ACHD:* Develop in-house design concept; construct gaps when determined appropriate	- Communicate development activity among agencies. - Evaluate for potential gaps and alignment needs based on development.

Chinden Blvd. (US 20/26) & 43rd Street Vicinity
New pedestrian crossing & HAWK signal

Lead Agency & Role:	Triggers:	Cost Estimate:
ITD & ACHD: Locate *ITD:* Construct	Counts must demonstrate need.	Total: $80,000 to $85,000 *RW: $0 to $5,000; CN: $80,000*

Support:	Recommended Implementation		
Moderate Public Support	Near-Term (2014-2018)	Mid-Term (2018-2028)	Long-Term (2028+)

Other Roles:	Evaluation & Monitoring:
Garden City: Assist with cost-sharing *ACHD:* Maintain signal.	- Before and after pedestrian and bicyclist counts.

42nd Street
Fill sidewalk gaps between Chinden and Adams

Lead Agency & Role:	Triggers:	Cost Estimate:
ACHD: Construct	None	Varies based on length of segment; Generally $300,000 per mile.

Support:	Recommended Implementation		
Minor Public Support	Near-Term (2013-2015)	Mid-Term (2015-2020)	Long-Term (2020–2028)

Other Roles:	Evaluation & Monitoring:
Garden City: Assist with cost-sharing	- Before and after pedestrian counts.

44th Street & 45th Street:
Fill sidewalk gaps between Chinden and the Greenbelt

Lead Agency & Role:	Triggers:	Cost Estimate:
ACHD: Construct *URA:* Cost-share	None	Varies based on length of segment; Generally $300,000 per mile.

Support:	Recommended Implementation		
Minor Public Support	Near-Term (2014-2018)	Mid-Term (2018-2028)	Long-Term (2028+)

Other Roles:	Evaluation & Monitoring:
Garden City: Assist with cost-sharing	- Before and after pedestrian counts.

46th Street & 47th Street
Fill sidewalk gaps between Chinden and the Greenbelt

Lead Agency & Role:	Triggers:	Cost Estimate:
ACHD: Construct	None	Varies based on length of segment; Generally $300,000 per mile.

Support:	Recommended Implementation		
Minor Public Support	Near-Term (2014-2018)	Mid-Term (2018-2028)	Long-Term (2028+)

Other Roles:	Evaluation & Monitoring:
Garden City: Assist with cost-sharing	- Before and after pedestrian counts.

Zone 3: West Central Garden City—East of Glenwood St. (SH 44) to 48th St.

Context: Roughly half of the land within this area is owned by Ada County as the Expo Idaho complex and Fairgrounds. Previously, this area had been viewed as ripe for redevelopment when discussions were occurring about relocating Expo Idaho. The downturn in the economy has caused those discussions to cease. The area between Chinden and Alworth / Adams is zoned for Light Industrial Uses. The 50th Street Corridor has developed as a business / government services hub that includes the Garden City Police Department. Areas around 50th / Chinden and 50th / Alworth are designated as Transit-Oriented Development nodes.

Expo Idaho is shown as a Special Opportunity Area in the City's Comprehensive Plan, as are areas along Glenwood Street. Much of the area east of Expo Idaho is developed.

Features	Magnitude
Redevelopment potential	●
Traffic growth	⭘
Pedestrian / bicyclist demand	⭘
Partnerships	⭘
Street System Completeness	⭘

High Degree ● | Moderate Degree ⭘ | Low Degree ○

Destinations identified by the public for this area of Garden City include:

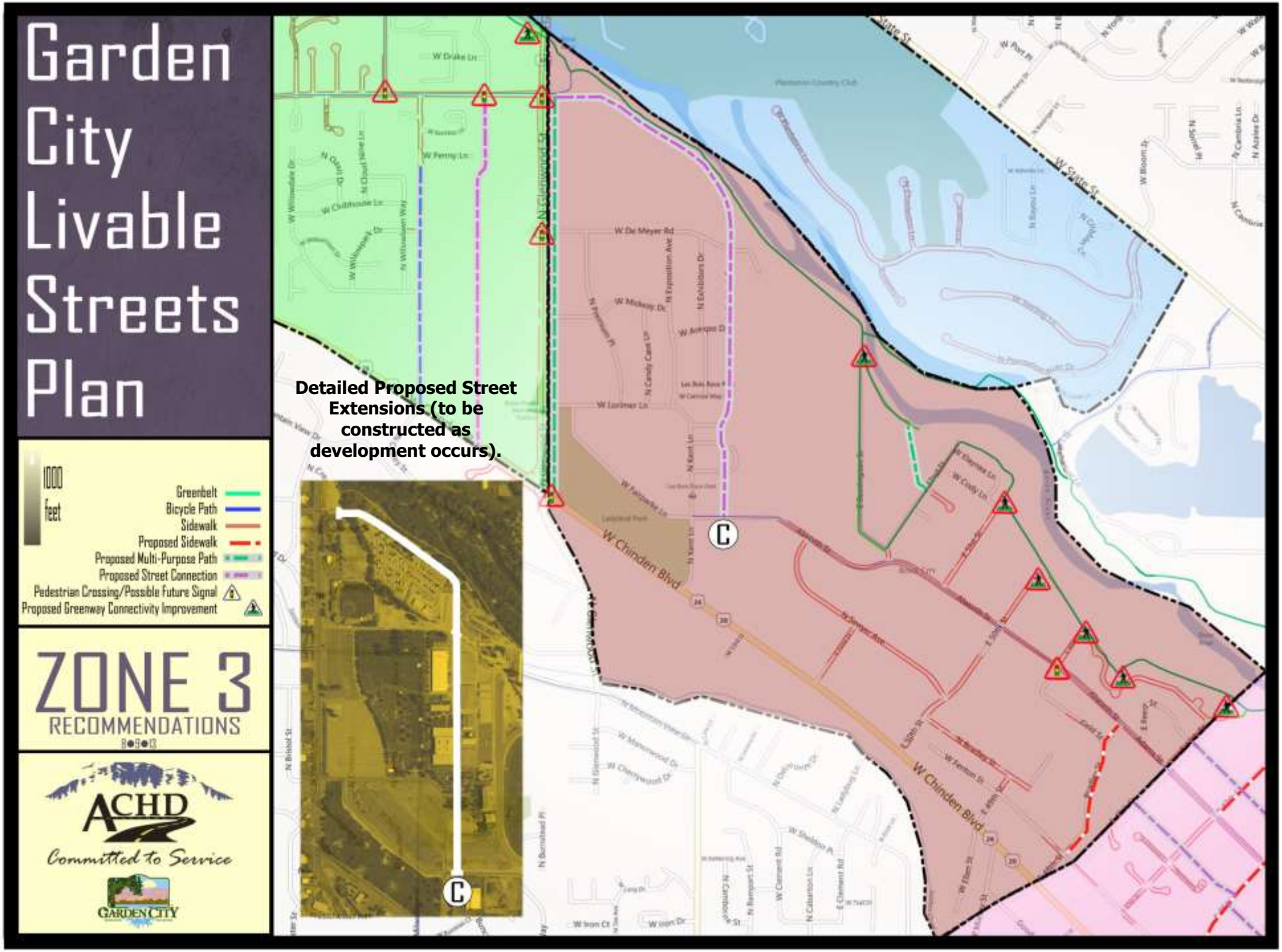
- Expo Idaho, Fairgrounds & Lady Bird Park;
- Boise Hawks Memorial Stadium;
- Garden City Policy Department;
- The Vineyard Church;
- Fred Meyer Shopping Center;
- Westy's Bowling Alley;
- Crooked Fence Brewing;
- Moxie Java at 50th Street; and
- Animal Emergency Hospital.

Priority Projects

- Construct Main Street along Backstretch Blvd / DeMeyer St., connect with Marigold St.
- Enhance pedestrian features at Glenwood St. (SH 44) / Chinden Blvd. (US 20/26) Intersection.
- Repave and widen multi-use pathway / sidepath* along Glenwood St (SH 44) along Fairgrounds frontage.
- Add pedestrian crossing/signal at Glenwood St (SH 44) and DeMeyer St. (Ballpark Access Road)
- 52nd Street: Extend Greenbelt to make new pathway connection.
- Bradley Street Sidewalks—fill gaps between Fenton St. and Adams St.
- Install new crosswalk at 49th St. & Alworth St.
- Improve wayfinding to, from and along Greenbelt.
- Upgrade technology to improve flow of traffic along Chinden.
- Enhance bus stops for both school and transit buses.
- Increase connectivity around Creation Way.

** "Sidepath" is a term used by AASHTO to describe a pathway adjacent to a street, outside the driving surface.*

Garden City Livable Streets Plan



Zone 3 Projects- Listed From High to Minor Support

New Main Street along Backstretch Blvd. & DeMeyer St.
Construct new street

Lead Agency & Role:	Triggers:	Cost Estimate:
Developers	As development occurs.	Development driven.

Support: High Public Support

Recommended Implementation

Near-Term (2014-2018)	Mid-Term (2018-2028)	Long-Term (2028+)

Other Roles:	Evaluation & Monitoring:
Garden City: Seek to create public/private partnership with developers if/when Fairgrounds redevelops.	- Communicate with Ada County regularly to gauge potential Fairgrounds redevelopment.

Glenwood St (SH 44) / Fairgrounds Multi-use Trail
Repave multi-use trail along Fairgrounds frontage

Lead Agency & Role:	Triggers:	Cost Estimate:
Ada County: Repave segment.	None.	$50,000

Support: High Public Support

Recommended Implementation

Near-Term (2014-2018)	Mid-Term (2018-2028)	Long-Term (2028+)

Other Roles:	Evaluation & Monitoring:
ITD: Allow use of materials left from resurfacing of area streets, consider working with County repave pathway as part of these projects.	None.

New Greenbelt Connection at 52nd Street
Create new pathway connection to fill gap

Lead Agency & Role:	Triggers:	Cost Estimate:
Garden City: Acquire property & construct	Project fills long-standing gap in Greenbelt.	$30,000 +

Support: High Public Support

Recommended Implementation

Near-Term (2014-2018)	Mid-Term (2018-2028)	Long-Term (2028+)

Other Roles:	Evaluation & Monitoring:
ACHD: Assist with paving section once acquired, install wayfinding. *Ada County/Development:* Grant easement for new connection.	- Conduct pre-construction and post-construction counts

Glenwood St (SH 44)/Glenwood St
& Chinden Blvd (US 20/26)

Lead Agency & Role:	Triggers:	Cost Estimate:
ITD & ACHD: Repaint crosswalks, evaluate pedestrian signal timing.	None.	$15,000

Support: High Public Support

Recommended Implementation

Near-Term (2014-2018)	Mid-Term (2018-2028)	Long-Term (2028+)

Other Roles:	Evaluation & Monitoring:
None.	- Document past/future pedestrian crashes at intersection.

Glenwood St. (SH 44) & DeMeyer St.
Add pedestrian crossing and signal

Lead Agency & Role:	Triggers:	Cost Estimate:
Developers:	Concurrent with nearby development, meeting warrants or joint agreement	Development driven.

Support:	Recommended Implementation		
	Near-Term (2014-2018)	Mid-Term (2018-2028)	Long-Term (2028+)
High Public Support			

Other Roles:	Evaluation & Monitoring:
ITD/Garden City: Make condition of approval of development at location.	- Understand counts & induced demand potential related to warrants. - Before and after pedestrian and bicy-clist counts.

49th Street & Alworth Street
Install new crosswalk

Lead Agency & Role:	Triggers:	Cost Estimate:
ACHD: Install	None	$20,000

Support:	Recommended Implementation		
	Near-Term (2014-2018)	Mid-Term (2018-2028)	Long-Term (2028+)
Minor Public Support			

Other Roles:	Evaluation & Monitoring:
Garden City: Install, with ACHD approval, signage to promote nearby destinations. Seek joint use agreements with private destinations.	- Before and after pedestrian counts.

Bradley Street
Fill sidewalk gaps between Fenton St. & Adams St.

Lead Agency & Role:	Triggers:	Cost Estimate:
ACHD: Construct and/or require from development	None	Varies based on length of segment; Generally $300,000 per mile.

Support:	Recommended Implementation		
	Near-Term (2014-2018)	Mid-Term (2018-2028)	Long-Term (2028+)
Minor Public Support			

Other Roles:	Evaluation & Monitoring:
None.	- Before and after pedestrian counts.

Zone 4: West Garden City—West of Glenwood St (SH 44), south of Boise River

Context: This area within existing Garden City limits is mostly built-out with medium density residential uses with some higher density residential uses along the Greenbelt near City Hall. The land uses along Glenwood Street are designated as a Special Opportunity Area for redevelopment of commercial uses along the corridor. Opportunities for Transit-Oriented Development nodes are shown along Garrett. The undeveloped area within the City's Area of Impact west of Garrett is designated as a Special Opportunity Area for master-planned development.

Features	Magnitude
Redevelopment potential	○
Traffic growth	○
Pedestrian / bicyclist demand	○
Partnerships	○
Street System Completeness	●

High Degree ● | Moderate Degree ○ | Low Degree ○

Coffey Street and Garrett Street were not completed to Collector Street standards once collectors were removed from impact fee eligibility in the early 2000s. They remain incomplete sections along some blocks.

Destinations identified by the public for this area of Garden City include:

- City Hall & Library;
- Boise Bible College;
- Greenbelt access;
- ITD Division 3 offices;
- Hyatt Wetlands (south of Chinden);
- DMV offices;
- New greenbelt section on south side of River;
- Eagle Island (potentially); and
- Revolution concert venue & other commercial destinations along Glenwood and at Chinden;

Priority Projects

- Fill sidewalk gaps and add bicycle facilities along Garrett Street from Chinden Blvd (US 20/26) to Chelan Avenue.
- Construct new Greenbelt bridge across Boise River near tip of Eagle Island.
- Construct new Main Street, north-south, along eastern edge of ITD District 3 headquarters when property is redeveloped.
- Install crosswalk at Marigold Street / River Pointe Drive.
- Install new crosswalk at Marigold Street / Strawberry Glen Drive.
- Enhance crosswalks at Glenwood St (SH 44) and Marigold St.
- Complete street cross-sections along Coffey Street;
- Enhance Greenbelt connections and install wayfinding.
- Better wayfinding to, from and along Greenbelt;
- Improve flow of traffic along Chinden;
- Enhance bus stops for both school and transit buses;
- Designate a future Greenbelt access / parking area west of Garrett Street near gravel pits;

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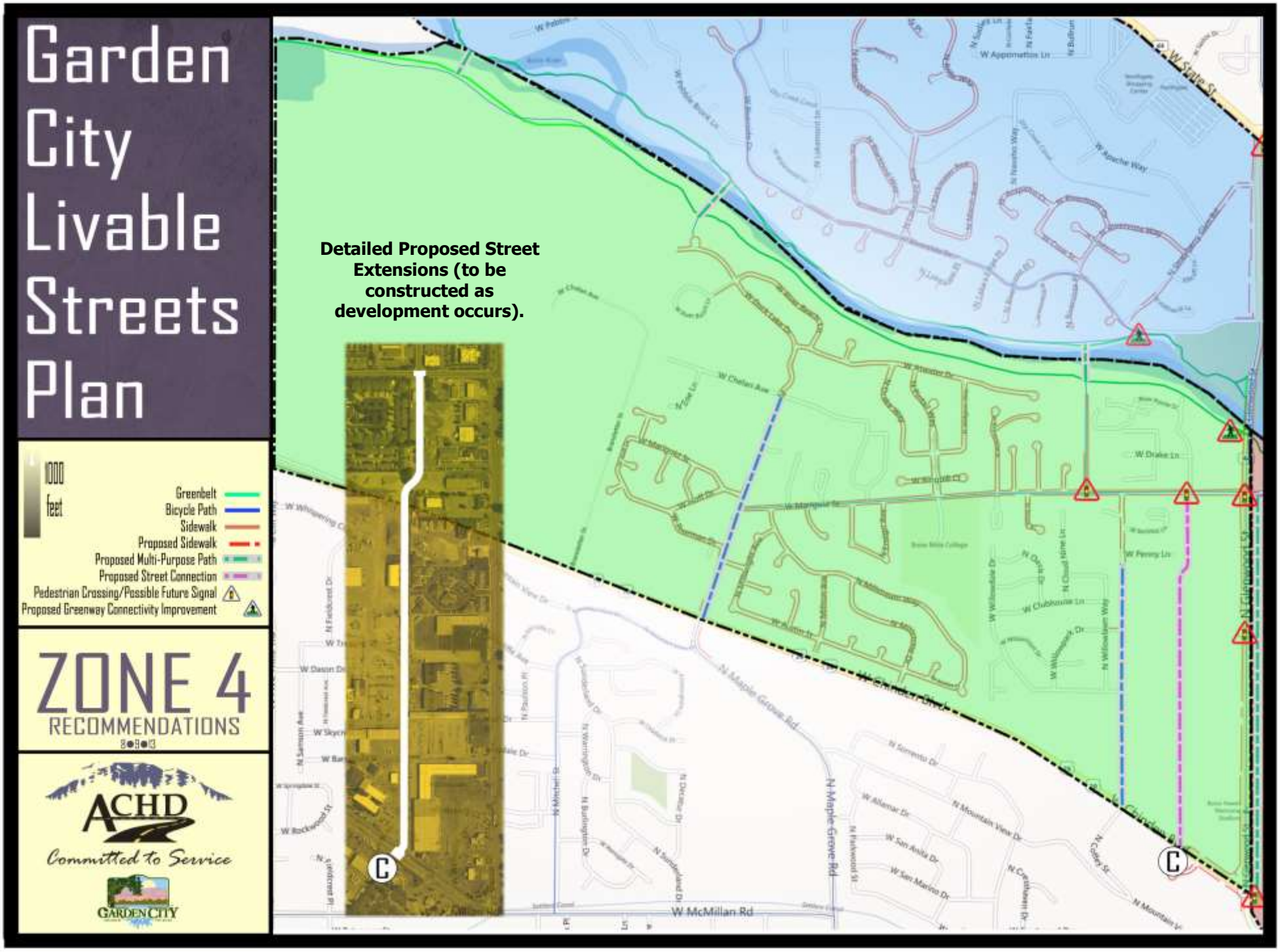


Zone 4 Projects- Listed From High to Minor Support

Garrett Street Upgrade
Fill sidewalk gaps & install bicycle facilities

Lead Agency & Role: *ACHD:* Acquire r/w, construct. *Developers:* Construct	**Triggers:** Program for IFYWP and require as development occurs.	**Cost Estimate:** Up to $100,000
Support: High Public Support	**Recommended Implementation**	
	Near-Term (2014-2018)	**Mid-Term (2018-2028)** / **Long-Term (2028+)**
Other Roles: *Garden City:* Identify upgrades outside right-of-way to enhance streetscape.	**Evaluation & Monitoring:** - Conduct pre-construction and post-construction counts.	

Glenwood Street (SH 44) / Marigold Street
Enhance existing crosswalks

Lead Agency & Role: *ITD & ACHD:* Repaint crosswalks, evaluate signal timing.	**Triggers:** None.	**Cost Estimate:** $15,000
Support: Moderate Public Support	**Recommended Implementation**	
	Near-Term (2014-2018)	**Mid-Term (2018-2028)** / **Long-Term (2028+)**
Other Roles: *None.*	**Evaluation & Monitoring:** *None.*	

New Greenbelt Bridge to Eagle Island
Construct new bridge across Boise River

Lead Agency & Role: *Garden City:* Construct, maintain	**Triggers:** None.	**Cost Estimate:** Construction to begin in 2013
Support: High Public Support	**Recommended Implementation**	
	Near-Term (2014-2018)	**Mid-Term (2018-2028)** / **Long-Term (2028+)**
Other Roles: *Garden City:* Enhance with wayfinding. *ACHD:* Install signage to direct users to new bridge. *Development:* Create new public connections.	**Evaluation & Monitoring:** - Conduct pre-construction and post-construction counts along connecting Greenbelt linkages.	

New Main Street near ITD District 3 Headquarters
Construct new street as property redevelops

Lead Agency & Role: *Development:* Construct	**Triggers:** ITD moves District 3 headquarters to new location.	**Cost Estimate:** Development driven.
Support: Moderate Public Support	**Recommended Implementation**	
	Near-Term (2014-2018)	**Mid-Term (2018-2028)** / **Long-Term (2028+)**
Other Roles: *Garden City:* Seek public/private partnership to secure alignment through redevelopment. *ITD:* Inform Garden City of timeline and intentions to move District 3 offices as decisions are made.	**Evaluation & Monitoring:** - Track ITD actions/decisions regarding property.	

Marigold Street & River Point Drive
Install new crosswalk

Lead Agency & Role: *ACHD:* Install cross-walk, upgrade ramps as needed.	**Triggers:** Demonstrated need	**Cost Estimate:** $20,000
Support: **Moderate Public Support**	**Recommended Implementation**	
	Near-Term (2014-2018)	**Mid-Term (2018-2028)** / **Long-Term (2028+)**
		
Other Roles: *Garden City:* Install, with ACHD approval, promotional signage for nearby activity sites.	**Evaluation & Monitoring:** - Before and after pedestrian counts.	

49th Street & Alworth Street
Install new crosswalk

Lead Agency & Role: *ACHD:* Install cross-walk, upgrade ramps as needed.	**Triggers:** Demonstrated need	**Cost Estimate:** $20,000
Support: **Moderate Public Support**	**Recommended Implementation**	
	Near-Term (2014-2018)	**Mid-Term (2018-2028)** / **Long-Term (2028+)**
		
Other Roles: *Garden City:* Install, with ACHD approval, promotional signage for nearby activity sites.	**Evaluation & Monitoring:** - Before and after pedestrian counts.	

Coffey Street Upgrade
Fill sidewalk gaps & install bicycle facilities

Lead Agency & Role: *ACHD:* Acquire r/w, construct. *Developers:* Construct	**Triggers:** Program for FYWP and require as de-velopment occurs.	**Cost Estimate:** Up to $100,000
Support: **Moderate Public Support**	**Recommended Implementation**	
	Near-Term (2014-2018)	**Mid-Term (2018-2028)** / **Long-Term (2028+)**
		
Other Roles: *ACHD:* Consider coupling with Garrett Street upgrade.	**Evaluation & Monitoring:** - Before and after pedestrian and bicy-clist counts.	

Zone 5: Northwest Garden City—North of the Boise River

Context: The area is the least likely area to redevelop in Garden City as it has been the focus of new green-field development since the 1980s. Low density residential areas dominate the area west of Glenwood, with the exception of commercial areas along Glenwood. East of Glenwood is the Plantation Country Club golf course and associated residential areas.

The street system in the area is complete with most streets containing curb, gutter and sidewalk. Arney Lane is planned for shoulder widening and the addition of bicycle facilities.

Much discussion has occurred related to the use of the Greenbelt on the north side of the River west of Glenwood. It is restricted to pedestrian use only. The south side of the river, as well as bicycle routes on local streets offer alternative routes to the restricted area.

Destinations identified by the public for this area of Garden City include:

- Shopping areas along Glenwood and State Street, including Northgate, Walmart and D&B Supply;
- Plantation Golf Course;
- Foothills Church;
- St. Luke's Eagle Medical Center;
- Nature trail (restricted use Greenbelt); and
- Lake Harbor area.

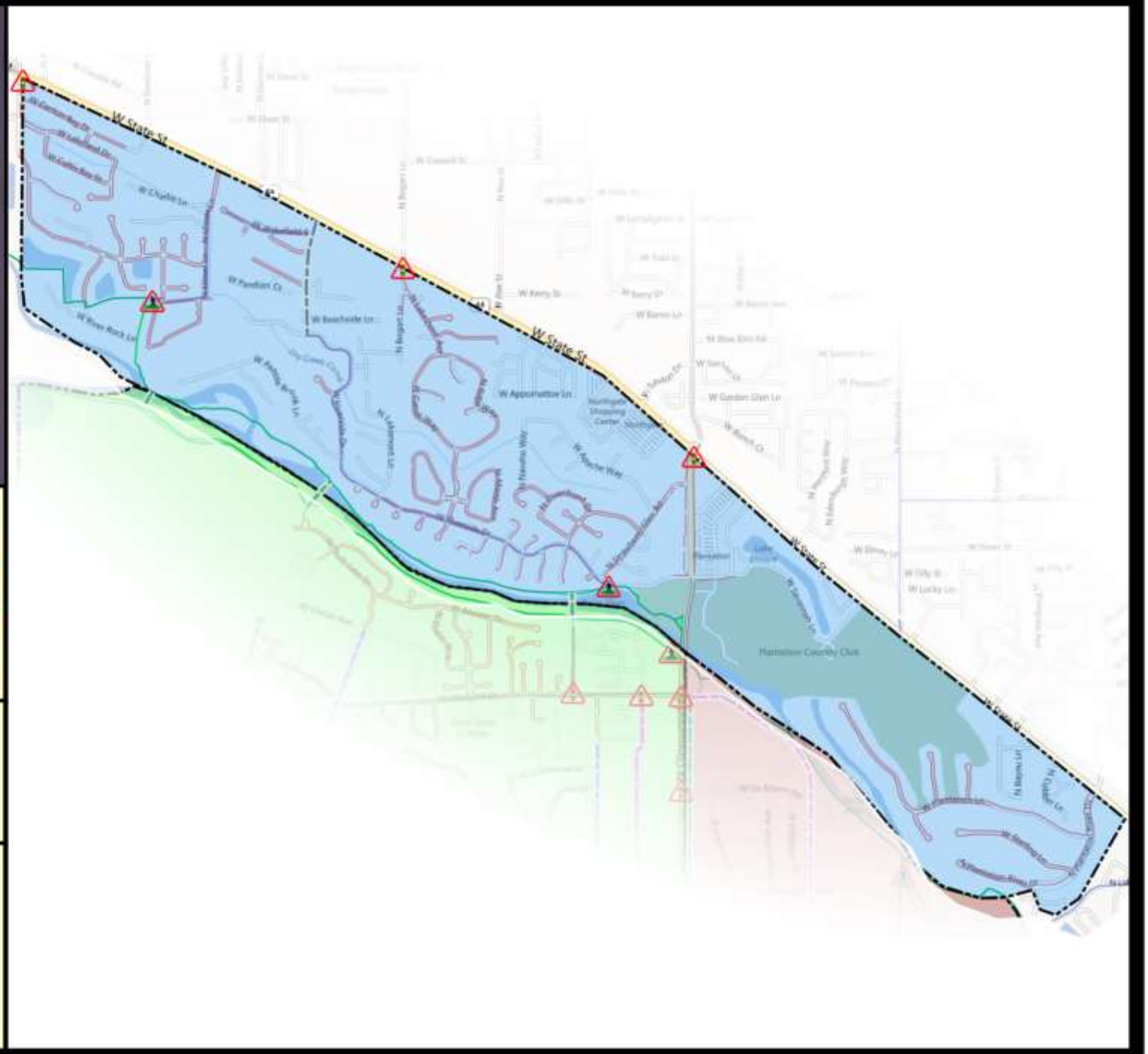
Features	Magnitude
Redevelopment potential	○
Traffic growth	●
Pedestrian / bicyclist demand	◉
Partnerships	○
Street System Completeness	●

High Degree ● | Moderate Degree ◉ | Low Degree ○

Priority Projects

- Install signal and crosswalks at State Street (SH 44) and Bogart Lane;
- Enhance crosswalks at Glenwood Street (SH 44) and State Street intersection.
- Fill gaps in sidewalks and bicycle facilities along Arney Lane between State Street and Riverside Drive.
- Enhance crosswalks at State Street (SH 44) and Horseshoe Bend Road.
- Fill sidewalks gap along Glenwood Street (SH 44) from Riverside Drive to existing sidewalk on west side of street near Greenbelt access.
- Add sidewalks on State Street from Glenwood Steet to Collister Drive. (FYWP, PD)
- Widen bicycle lanes to standard width along Riverside Drive or install shared lane markings.
- Enhance street / Greenbelt connections for standardized design & access;
- Connect new pedestrian bridge route with new signalized crossings of SH-44 (Horseshoe Bend and eventually Bogart.); and
- Enhance bus stops for both school and transit buses.

Garden City Livable Streets Plan



1000 feet

- Greenbelt
- Bicycle Path
- Sidewalk
- Proposed Sidewalk
- Proposed Multi-Purpose Path
- Proposed Street Connection
- Pedestrian Crossing/Possible Future Signal
- Proposed Greenway Connectivity Improvement

ZONE 5 RECOMMENDATIONS

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Zone 5 Projects- Listed From High to Minor Support

State Street (SH 44) & Bogart Lane
Install signal & crosswalks

Lead Agency & Role: *Development:* Install with development *ITD & ACHD:* Pursue signal if development does not Materialize and meets warrants.	**Triggers:** 1. New development application. 2. ACHD/ITD progress by 2015 if no development.	**Cost Estimate:** $750,000
Support: High Public Support	**Recommended Implementation**	
	Near-Term (2014-2018)	**Mid-Term (2018-2028)** / **Long-Term (2028+)**
Other Roles: *Garden City:* Identify upgrades outside right-of-way to enhance streetscape.	**Evaluation & Monitoring:** - Understand counts & induced demand potential related to warrants. - Conduct pre-construction and post-construction counts.	

Glenwood Street (SH 44)/Gary Lane & State Street
Enhance crosswalks

Lead Agency & Role: *ITD & ACHD:* Repaint existing crosswalks, evaluate pedestrian signal timing.	**Triggers:** None.	**Cost Estimate:** $25,000
Support: High Public Support	**Recommended Implementation**	
	Near-Term (2014-2018)	**Mid-Term (2018-2028)** / **Long-Term (2028+)**
Other Roles: *None.*	**Evaluation & Monitoring:** *None.*	

Glenwood Street (SH 44) Sidewalk Gaps
Install sidewalks between Riverside Drive & Boise River

Lead Agency & Role: *ITD:* Install sidewalk segments.	**Triggers:** None.	**Cost Estimate:** $20,000
Support: High Public Support	**Recommended Implementation**	
	Near-Term (2014-2018)	**Mid-Term (2018-2028)** / **Long-Term (2028+)**
Other Roles: *Garden City:* Potential cost-share with ITD.	**Evaluation & Monitoring:** - Before and after pedestrian counts.	

Arney Lane Upgrade
Fill sidewalk gaps & install bicycle facilities

Lead Agency & Role:	Triggers:	Cost Estimate:
ACHD: Construct.	None.	$170,000
Support: Moderate Public Support	**Recommended Implementation**	
	Near-Term (2014-2018)	Mid-Term (2018-2028) / Long-Term (2028+)
Other Roles: *ACHD:* Reassess original planned improvements, consider project in IFYWP.	**Evaluation & Monitoring:** - Conduct pre-construction and post-construction counts.	

State Street (SH 44) & Horseshoe Bend Road
Enhance existing crosswalks

Lead Agency & Role:	Triggers:	Cost Estimate:
ITD & ACHD: Repaint existing crosswalks, evaluate pedestrian signal timing.	None.	$25,000
Support: Moderate Public Support	**Recommended Implementation**	
	Near-Term (2014-2018)	Mid-Term (2018-2028) / Long-Term (2028)
Other Roles: *None.*	**Evaluation & Monitoring:** *None.*	

Chapter 3: Goals and Project Types, Agency How-To Guide

This chapter describes the broad project categories and the specific projects identified through the planning process. The chapter also describes necessary steps to consider in order for the Plan elements to be constructed or implemented.

Potential project types include:

- Construct new connections
- Complete existing streets
- Improve Greenbelt/Street interface
- Wayfinding
- Policy amendments
- Stormwater treatments
- Canal pathways
- Land use and Comprehensive Plan language
- Crossing and bike/ped infrastructure
- Promotion of community assets

Implementation of the Garden City Livable Streets Plan requires continual dialogue amongst project team members and the private development community. The ideal forums through which such conversation can occur would be both joint meetings between the District and Garden City or the annual IFYWP request list.

New Street Connections

A key theme of the Livable Streets Plan was identifying new local street connections and realizing Garden City's vision for a Main Street as identified in the 2006 Comprehensive Plan. These are likely to be some of the most impactful projects for Garden City's future. The goals of establishing these new street connections are to:

1. Establish a town center for Garden City along a Main Street or among more than one town center / Main Street district;
2. Connect the grid of streets within Garden City east and west, similar to the well-established street system of north-south (numbered) streets;
3. Provide better circulation for pedestrians, bicyclists and motorists, allowing them to travel between neighborhoods and destinations without having to access Chinden Boulevard;
4. Optimize and stimulate new land use investment as envisioned in the City's Comprehensive Plan; and
5. Increase land values, thus increasing property tax revenues for both Garden City and ACHD.

In some locations the streets are anticipated to be constructed along parcel lines with existing parking lots or will take place within existing neighborhoods along property lines of current residential units or multi-dwelling unit properties.

Much of the construction of these proposed street connections will be driven by development, thus meaning

New Street connections have been envisioned for Garden City through past planning efforts such as the Comprehensive Plan and a Circulation Network Plan for the Original Town Site. The Livable Streets Plan examined these concepts in more detail to carry them forward and to guide new development.

Rendering: Garden City

Garden City has been desirous of establishing a Main Street town center along one or more routes in the City since adoption of its Comprehensive Plan. Above is a potential cross section for a Main Street route.

Rendering: J. Scott Lane

the development community is an invaluable partner in the implementation of the recommended projects.

The proposed street connections are:

New Main Street(s). The Garden City Comprehensive Plan (2006) identify the need to create new "Main Streets" along several existing routes or at nodes near key intersections. A Main Street for Garden City is intended to create a town center as the hub of the community and provide a place for activity, economic growth, social cohesion, and cultural promotion. Several locations are identified as suitable or ideal locations for a Main Street.

At this stage and with the local economy going through a recovery phase, it is premature to prescribe a single Main Street for Garden City. Good local examples include Bown Crossing, Hyde Park, and downtown Eagle. Ultimately, the development market will determine the creation of a Town Center for Garden City based on factors related to commercial demand, residential growth and influences such as nearby traffic generators. With that, there remains a possibility that more than one node could be developed as a town center for the community given its geographic features and linear development pattern along the Boise River.

The potential Main Street areas identified through both the Comprehensive Plan and the Garden City Livable Streets Plan include:

- **Current Fairgrounds / Expo Idaho Property.** The Comprehensive Plan envisioned a potential Main Street within a redeveloped Fairgrounds property when Ada County was actively seeking an alternative location for the facility. These pursuits by Ada County are not currently active and redevelopment by a new property owner unknown. This circumstance means that the establishment of a Main Street within the bounds of the current Fairgrounds property is predicated on future actions by the County and construction of such a street a condition of approval for a development application.

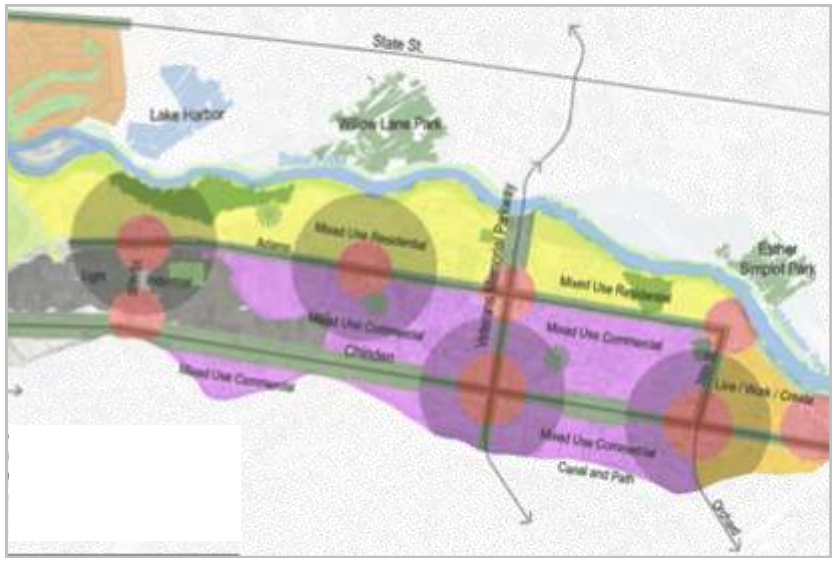
  Being a sizeable property and at the center of Garden City, constructing a Main Street beginning approximately east of Glenwood Street (State Highway 44), connecting with Marigold Street, then following the curvature of the Boise River before turning south to connect with Alworth Street is one possibility. Redevelopment of the Fairgrounds property as a mixed-use node would seem to have the highest potential of all the Main Street options to create a cohesive town center district and provide the most options to developers. This section could become a hub of activity, connect with the Greenbelt, capture the essence of the river and scenery, link to nearby residential neighborhoods and be near City Hall, the Post Office and the Library. From a mobility standpoint, this new roadway would allow more localized trips, allowing motorists and other road users to avoid the Glenwood/Chinden intersection.

- **Current ITD District 3, North-South Connection**. Another significant parcel in the heart of Garden City is the current site of the ITD District 3 campus and equipment yard west of the Glenwood Street (SH 44) intersection along Chinden Boulevard. Discussions amongst ITD leadership has occurred about the District potentially moving its facilities elsewhere translating into a significant parcel becoming available for private development.

  If such a transaction occurs and the property transferred to a private developer, a Main Street connecting Chinden Blvd to the south and Marigold Street to the north within or along the eastern edge of the ITD property line is recommended. The advantage of this street connection is that citizens can access multiple parcels from behind the properties located on the west side of Glenwood by driving, walking or biking without having to rely on the highway or its busy intersections. Additionally, the street would connect the town center development to City Hall, the Post Office, the Library, and the Greenbelt at its northern terminus.

  While not as large as the Fairgrounds property, the marketability of this property provides more options for developers with the potential to re-purpose, re-orient or provide dual orientation to the Main Street for existing commercial uses along Glenwood Street.

- **Adams Street Nodes**. Garden City's Comprehensive Plan and corresponding Land Use Map shows several nodes anticipated to be centers for mixed use development, thus creating the potential for smaller mixed-use nodes to develop along the street. As part of new or re-development, nodes are to be constructed using the Main Street cross section identified in the Livable Street Plan. However adjustments to that cross section may be necessary to accommodate the street segments within existing roadway geometry and in consideration of cost to adjacent development given parcel configurations.



Garden City's Land Use Map indicates a desire for transit-oriented development nodes along Adams Street. The Livable Streets Plan recommends these node be renamed "mobility oriented development" to better reflect transportation system impacts and recognize trip-making along the Greenbelt.

The proposed Main Street cross-section shown in greater detail on Page 54, can be modified to match the existing footprint of Adams Street by eliminating the 16-foot bioretention area and the 10-foot width for bike lanes. Instead, shared lane markings could be located within travel lanes and landscaping features accommodated within the 15-foot pedestrian way. Shared lane markings can be used through the balance of the corridor depending on how the street section is reconfigured to include on-street parking.

Nodes would likely span from the property lines at the intersection in all four directions until meeting with the next adjacent property. The ideal distance is between 150'-200' meaning that in some instances multiple parcels may be impacted. Intersections to be improved and identified through the comprehensive plan include: 50th Street, 45th Street, 42nd Street, and 36th Streets.

Garden City's Comprehensive Plan specifically identified these nodes as "transit oriented development." Through the planning process the term "mobility oriented development" was coined and supported. By considering a revision to the City's Comprehensive Plan to reflect this slight change in thinking, the two Plans would be better aligned and reflect the realities of the development generating as many walking and bicycling trips while also supporting future transit services. This is based on potential development density in combination with proximity to the Greenbelt.

The cross section for Limited Residential Local Streets, shown above, accommodates parking using on-street stalls thereby reducing parking demand on-site, is limited in width and is similar to street sections within the Waterfront District. The design promotes slow and safe usage by all modes and provides more street connectivity in Old Town areas of Garden City

Rendering: J. Scott Lane

Clay Street Extension. The land uses along the proposed Clay Street extension are primarily residential with some industrial parcels. The Clay Street extension will provide a new street connection and use the Limited Residential Local design discussed in Chapter 4. The connection is to be located between and run parallel with Adams Street and Chinden Boulevard and connect 37th Street to 41st Street and 42nd Street to 48th Street, with the only gap being at Veterans Memorial Parkway, which was designed to reduce vehicular access points. Therefore Clay Street will terminate at 41st east of the Parkway and 42nd west of the Parkway. A pedestrian and bicycle connection to Veterans Memorial Parkway, on both sides may be constructed as the property develops to emulate the grid system for non-motorized users.

The street construction would likely be driven by redevelopment of residential properties to create a local street improving circulation between both Adams Street and Chinden Boulevard. The Clay Street cross section is designed so vehicular use is limited by utilizing narrow travel lanes, angled on-street parking and sidewalks. This will promote local vehicle circulation while providing a safe place for bicyclists and pedestrians. Instead of the road connecting with the Parkway, mobility will be maintained for both walking and bicycling by installing a short multi-use pathway connection.

Brown Street Extension. Neighborhoods in Garden City south of Chinden Boulevard include a mixture of residential and industrial land uses with virtually no east-west street connecting numbered streets translating into poor circulation for both motorized and non-motorized travel. New service-based businesses are emerging in the neighborhoods and there is a desire among citizens who reside in this area to travel within their neighborhood on foot, by bike or in a vehicle without having to access Chinden Boulevard. The Brown Street Extension between 36th Street and 41st Street would provide for this function while also allowing school bus, emergency services, and commercial vehicle access within the neighborhood. Currently, school buses must board and queue students along Chinden Boulevard.

Like the Clay Street extension, roadway access to arterials would not be provided but multi-use pathways constructed to provide a link in the non-motorized system. The Brown Street Extension is to be constructed to ACHD's existing 36-foot Commercial Local street standard. This Commercial Local cross section would accommodate traffic for the commercial and industrial uses in the neighborhood while accommodating bicyclists and pedestrians without notable impacts to redevelopment potential in the area.

Reed Street Extension. An extension of Reed Street parallel to Adams Street and the Boise River is also proposed between 42nd Street and 47th Street. The Reed Street extension would serve a similar function within the local street system as what is proposed for the Clay Street Extension on the south side of Adams, with the same Limited Residential Local cross section configuration. The street would allow local trips on foot and by bike while providing property access to motorists and promoting circulation within the neighborhood to destinations such as the Boys and Girls Club, pocket parks and the Greenbelt.

Agency Roles Beyond New Street Connections

ACHD: Engaged and Able

Garden City's context from a transportation standpoint is unique among Ada County cities. Its core transportation system capacity is almost solely dependent upon the state highway system and future growth is based on infill rather than greenfield development. Because of this, ACHD embarked on the Garden City Livable Streets Plan to address these unique factors that led to recommendations focused more on neighborhood priorities, local circulation, personal mobility and providing alternatives to the state highway system for all modes.

Sidewalk Corridors. Many of Garden City's residential areas east of Glenwood Street were built prior to the establishment of ACHD and sidewalk construction requirements which has created a need to retrofit streets to complete an urban cross section with curb (can be both ribbon or vertical), gutter and sidewalks being mindful of stormwater issues which have been a continual challenge in the community. ACHD has partnered over the past 20 years with Garden City and the Urban Renewal Agency to upgrade several existing streets while requiring developers to build sidewalks along their property frontage.

Completing the remaining streets in Garden City is necessary and further detailed in the subsequent section. In some instances entire block lengths may require improvements while others need only gaps filled in between parcels that were subject to current development requirements. The ACHD funding mechanism for such projects is the "Community Projects" program where sidewalk segments are prioritized with other requests from across the county for inclusion in the Integrated Five-Year Work Plan. Higher priority projects may be funded through Community Projects while others will continue to evolve as properties are developed.

Sidewalk needs were identified by the participants at the May 2013 Public Involvement Meeting but note that the ultimate ranking and implementation of these segments requires additional analysis for prioritization and opportunities to incorporate upgrades with future utility work or other major street projects. Continued partnership from the Garden City Urban Renewal Agency to accomplish sidewalk projects within the agency's boundaries.

ACHD, Garden City, and the Urban Renewal Agency have partnered with each other as well as developers to complete streets throughout Garden City with curb, gutter and sidewalk. Several additional street sections are identified for sidewalk installation in the Livable Streets Plan.

Photo: Don Kostelec

Streetside drainage treatments that mimic natural conditions are desirable throughout Garden City due to flat terrain, soils and other limitations related to drainage to the Boise River. ACHD could explore piloting such treatments with the Urban Renewal Agency and developers to determine best-fit solutions that could become Highway District policy.

Photo: Harmony Engineering

Bikeways. The Livable Streets Plan is inclusive of all modes of transportation including bicycling. Improvements to bike facilities are recommended along numerous routes including the new Main Street sections, every Greenbelt interface location, and the Adams Street, Garrett Street, Arney Lane, and Coffey Road corridors. Bicycle facilities already exist on Adams Street, the newly improved 36th Street, Marigold, and Veterans Memorial Parkway. The remaining roads of Garden City are either state facilities or local roads. In the case of state facilities, both specific intersection treatments and bike facilities will need to be thoroughly examined with ITD. As for local roads, future facilities would likely be limited to shared lane markings and wayfinding due to the presence of on-street parking, low vehicle volumes, and low posted speeds. Two particular changes that may prompt the creation of additional routes in the future would be significant land use changes or improvements to the Greenbelt that increase demand of local roadways. In both cases working toward the identification of necessary street facilities and wayfinding or promotional tools justified by such change will be necessary.

Crosswalks. Numerous crosswalk locations were identified to help pedestrian circulation in Garden City. In most instances, the recommended crosswalks are located in places that link residential areas to activity centers, or are needed to accommodate crossings on streets where existing crosswalks are separated by long distances. Implementation of new crosswalks may require reconstructed curb ramps to meet current design standards, installation of signage, and painting the crosswalk. Additional analysis may be needed at the time of installation for any supplemental wayfinding signage to help pedestrians more efficiently and safely reach their destination.

Wayfinding Signage. Signage became a major theme of this plan as a lack of it was identified by numerous stakeholders and a major need throughout the community. Giving street users a sense of where they are within the City, where they are in proximity to local attractions, and direction and distance to those attractions is paramount. By installing such a holistic system, the community can stand to benefit by increased economic activity, maximum return on public infrastructure investment and more informed system users. Determining which destinations are to be included on signage is the first step for a wayfinding system, being aware of locations within Garden City at the center of focus but mindful of nearby popular destinations in the City of Boise or Eagle which may be important to identify. The destinations could be common public or institutional destinations such Greenbelt, parks, schools, civic sites, colleges and popular business areas. Private businesses will not be identified on wayfinding signs, rather directing users to a “Shopping District” or “the Live Work Create District” is more appropriate so signs do not become obsolete as businesses turnover.

Stormwater. The in-street stormwater management system would mimic natural conditions as much as possible by using infiltration and long flow paths so that water quality, quantity and flow rates remain unchanged after development. Subsequent chapters describe recommended methods, which are also support-

Steps to Implement New Street Connections

While the timeframe for construction of these street extensions and Main Street concepts will be market-driven and constructed (mostly) by the development community, there are several implementation actions to be undertaken:

Garden City:

- Consider recommendations when updating Comprehensive Plan and modify the zoning ordinance, as necessary, to reflect these recommendations.
- Communicate regularly with major landowners in the vicinity of these proposed street extensions to better determine when development or re-development may occur.
- Communicate with other public agencies when new information becomes known about properties along these proposed streets.
- Assist ACHD and the Urban Renewal Agency in identifying solutions to fill potential gaps in these street extensions if full-scale development does not occur along the proposed extensions.

ACHD:

- Update and adopt the Master Street Network Map to include the new street extensions.
- Communicate regularly with major landowners and public agencies that have other roles in implementing these street extensions to help them gain a better understanding of what is expected and what is required through redevelopment in the vicinity of these streets via joint meetings or annual development forum.
- Assist Garden City and the Urban Renewal Agency in identifying solutions to fill potential gaps in these street extensions if full-scale development does not occur along the proposed extensions.
- Determine, at the time of development, what modifications could be made along Adams Street / Alworth Street west of VMP to fit Main Street recommendations identified at the intersections of 50th Street, 45th Street and 42nd Streets.

Garden City Urban Renewal Agency:

- Assist Garden City and ACHD in communicating with major landowners and public agencies within the URA's boundaries to gain a mutual understanding of desired roles and responsibilities.
- Provide funding support within the URA's boundaries for street improvements and non-motorized system linkages.

Others:

- **Ada County**: Inform Garden City and ACHD of potential relocation of the Fairgrounds and work with these agencies prior to the relocation and sale of the Fairgrounds to ensure transportation network will be accommodated.
- **ITD*:*** Communicate with Garden City and ACHD as to potential relocation of the District 3 Headquarters and assist these agencies in communicating with potential buyers of the property to gain an understanding of the expectations of a Main Street within the bounds of the property.
- **Development Community:** Understand the expectations and the need for providing these transportation linkages that will help promote the marketability of new development and plan for transportation efficient land uses along these routes.

ed by the ACHD Policy Manual, to do just that in an urban street setting. This includes:

- Using bioretention swales and basins to retain and infiltrate stormwater runoff;
- Replacing impervious surfaces with pervious surfaces; and
- Disconnecting impervious areas directly connected to the stormwater system.

In order for Low-Impact Development (LID) stormwater management techniques to become more common, they need to be promoted to developers, accepted by engineering and design professionals, and perfected and proven by ACHD and, potentially, Garden City's public works maintenance personnel. ACHD can help improve stormwater knowledge and practice by taking the following implementation steps:

- Distributing informational brochures;
- Sponsoring educational sessions on design and benefits;
- Installing LID test projects locally with interpretative signage;
- Monitoring and maintaining local test projects over a minimum one-year period;
- Promoting flexibility and commitment to LID; and
- Adjusting policies and providing incentives for LID installations.

As more LID projects are tried, tested, and proven, the techniques will become more widely used and accepted. Including integrated stormwater management with the projects listed in this section is a key first step. It is for all of these reasons that the cross sections and policy amendments suggested through the planning process were identified as steps towards implementation.

The interface between the Greenbelt and Streets will be closely examined for universal design needs. The pathway shown above includes a ramp from the street to the pathway that is the same width as the trail, includes detectable warning surfaces, and ADA-compliant running slope to reach the grade of the trail.

Photo: Don Kostelec

Policy Manual. ACHD's governing policies will have an impact on implementing the Livable Streets Plan recommendations as it will guide future development requirements and inform future District actions in Garden City. Implementation steps with respect to the policy manual include making adjustments to the following sections:

- *Local Street Requirements 7207.5* Old Town area streets are recommended to have sidewalks built to finish the street section. Once this happens, drainage of stormwater will need to be accommodated in a way that does not add to the existing system. With this in mind, the buffer area or utility strip currently described in the policy manual needs to also include language allowing pervious treatments such as crushed rock, pervious pavers, or other such appropriate materials.
- *Standard Drawing for Greenbelt/Street Interface.* With ACHD's role on the Idaho Standards for Public Works Construction committee, the District may recommend ISPWC create a design standard for ramps at the interface of multi-use trails and streets to meet ADA standards.
- *On-Street Parking 7207.3.9* The current manual states that on-street parking on local streets is not permitted any closer than 75' from an intersection. The language needs to instead state that 25' is the toler-

able distance as was learned has historically been the normal practicing policy.

- *Bikeway Design 5101.0.* Amend reference to the AASHTO Guide for the Development of Bicycle Facilities to reflect the most current edition which was completed in 2012. The current policy manual references the 1991 version.

Greenbelt to Street Linkages. The connection between ACHD-managed streets and the Greenbelt is important as each connection can encourage or discourage use if not constructed or maintained to accommodate non-motorized traffic.

Four common situations and the steps to implement improvements to the connections are listed below:

1. *Paving Existing Connections*. Where streets connect to the Greenbelt along an unpaved surface, and if determined to be within ACHD right of way, preparing and paving the segment at a recommended 10-foot width (8-foot if constrained) between the nearest street and the Greenbelt was recommended by the project team. Additionally, the connection will be seamless from the roadway surface, allow for proper curb ramp slopes and landing areas for ADA compliance, and be constructed with features to prevent motorists from gaining access by using decorative obelisks, reflective traffic posts or bollards. Locations where this condition exists are at the following locations:
   - 33rd Street;
   - 35th Street; and
   - Reed Street between the Garden City Senior Center & ACHD Maintenance Yard.
2. *Repaving Deteriorated Connections.* Five locations have paved connections but the condition of that pavement is in a deteriorated state. These sections can be hazardous for pedestrians and bicyclists, leading to slip and falls, pinch flats for bicyclists, and problems with accessibility for all users. Locations where this condition exists are at the following locations:
   - 34th Street;
   - 45th Street;
   - 46th Street;
   - Remington Street; and
   - Strawberry Glen Road.
3. *Rebuild or Upgrade Existing*. Several connections of the Greenbelt connect with a sidewalk that does not easily transition to the street but instead meanders several feet before a ramp or driveway is provided. For a pedestrian this condition is generally benign but for a bicyclist this can pose a safety risk. When a person on a bicycle is required to either ride off the edge of a sidewalk or ride along a narrow pedestrian walkway, unsafe conditions result. By removing the section of sidewalk and constructing a transition

Connections to the Greenbelt from nearby streets are in need of upgrades at various locations. Many of these connections are within existing street right-of-way and will require paving of the connection.

Photo: Chris Danley

ramp that is at least 10-feet wide (8-feet in constrained areas) that allows for a transition from the street to the Greenbelt, the condition will be improved. A flat landing area at the top of the transition ramp will be provided similar to what is constructed for ADA compliant curb ramps. This allows "through" traffic on the sidewalk to continue along an unimpeded route. Locations where this condition exists are at the following locations:

- Mystic Cove Way (two locations);
- 43rd Street;
- 50th Street;
- 52nd Street;
- River Pointe Drive;
- Atwater Drive (three locations); and
- West Riverside Drive.

Steps to Implement Greenbelt and Street Linkages

Roles and Responsibilities. The gradual improvement of the 40+ interfaces will take continued dialogue and correspondence as improvements are made and priority locations updated. Steps to implement such improvements include:

ACHD:

- Identify available right-of-way at Greenbelt/Street linkages to determine available space. In most locations, design options will be available to accommodate the upgrade within the existing footprint of the street and/or Greenbelt.
- Determine which locations require minimal design and may be suitable for ACHD crews to construct or upgrade.
- Determine which locations require more formal design efforts and whether or not they are best suited for contract work or ACHD crews.
- Work with Garden City and the Urban Renewal Agency to determine appropriate entryway treatment, understanding that the desired treatment may not be possible at the time of the upgrade but space to be allowed for future enhancement (e.g. decorative fencing, obelisk (will require cost share)

Garden City:

- Work with ACHD to prioritize Greenbelt/Street linkage upgrades based on usage and proximity to area destinations.
- Determine the type of enhancement features that are desired at each location and work with the Urban Renewal Agency and others to identify funding sources for the enhancements.
- Construct transition features within the Greenbelt easement to connect to updates on the streetside.

Urban Renewal Agency:

- Work with ACHD and Garden City to prioritize Greenbelt/Street linkage upgrades based on usage and proximity to area destinations and identify appropriate funding sources.

Barrier Removal or Policy Enforcement. Over time, through policy or as a response, several temporary barriers have been placed by the City that create different types of conflicts for ingress and egress from the Greenbelt. Conditions intended to be temporary have become permanent as "Jersey Barriers" and other types of vehicular traffic barriers have been installed to prevent vehicles accessing the Greenbelt. Some restrict the required clearance width for multi-use travel for such barriers (e.g. 4-feet clearance between bollards or other vertical barriers). For visitors or novice users unfamiliar with access points, these barriers could imply that the connection is somehow off limits or use is discouraged. Removal of the barriers by Garden City combined with placement of a more aesthetically pleasing and effective solutions is necessary to improve linkages and use. Locations where this condition exists are:

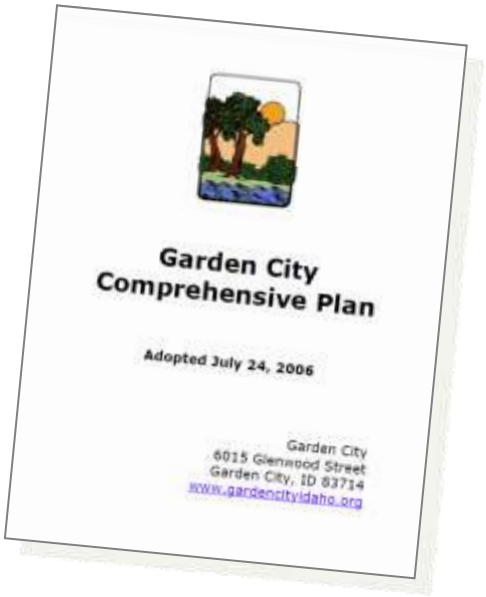
- 40th Street;
- 42nd Street (Boys and Girls Club);
- 46th Street; and
- 47th Street.

Garden City- Vision into Reality

Garden City has opportunities, through promotion of Livable Street principles, to continue re-inventing itself as a cultural destination and active community within the Treasure Valley. To build upon the vision established in the 2006 Comprehensive Plan, the implementation steps listed in this section are necessary. Some may rely solely on Garden City actions and policies, while others may necessitate Garden City to identify partners and stakeholders within other agencies and non-profit organizations to fully realize.

Comprehensive Plan. The Garden City Comprehensive Plan is planned for an update in the coming years. The updated Comprehensive Plan could include language and policies that support the findings of the Livable Streets Plan to help Garden City plan for growth based on these finding and ensure city and ACHD efforts are done in accord. *Steps to complement transportation network for Garden City to consider:*

- Endorse the Livable Streets Plan, by reference, in the Comprehensive Plan update as a guiding document for the future transportation system in Garden City.
- Considering mirroring the Implementation Zones contained in the Livable Streets Plan as distinct Planning Areas for the Comprehensive Plan update to reflect each area's uniqueness and planning needs.
- Consider adding language and concepts for a Main Street that includes the both the Fairgrounds, and ITD District 3 properties when redeveloped, and identified nodes along Adams Street.
- Orienting future land uses toward Limited Local Residential roadway alignments and cross sections.
- Supporting the desire for a new local commercial roadway along the Brown Street alignment.



Garden City is poised to update its Comprehensive Plan once the Livable Streets Plan is adopted. Several policy and land use changes are recommended in the Livable Streets Plan for consideration in the Comprehensive Plan update.

To some degree, Garden City is already reaping the benefits of "Trail-Oriented Development" along the Greenbelt. Considering special uses and policies to promote proper residential and commercial development to take place through the Comprehensive Plan update will help take advantage of the Greenbelt's popularity.

Photo: Don Kostelec

- Support innovative stormwater capturing techniques to further augment new ACHD strategies.
- Develop robust economic development goals tied to roadway performance.
- Change designation of "transit oriented development" nodes to "mobility oriented development" nodes and identify additional locations where such development could be considered.
- Consider the Greenbelt as a major transportation corridor and recommend orienting structures, land uses and corresponding design standards towards the direction of the Greenbelt.

Policy. An important action step recommended for Garden City to make the Livable Streets Plan a reality is to ensure future corridors and nodes envisioned are zoned accordingly. Changing zoning ordinances and other associated policies to reflect recommendations contained in the Livable Street Plan will codify its findings. Improving upon the basic elements of the Form-Based Code would also further strengthen the recommendations of the Livable Street Plan and meld them with the Comprehensive Plan update.

Whichever methods the City chooses, a critical element to recognize is that the Livable Street Plan can only be implemented if land uses are supportive of the transportation system and vice versa. Investment in the transportation system is as much of a land use endeavor as the land use itself, as new streets, amenities and enhancements are only warranted through supportive land uses. Specific policy areas for consideration are:

- **Main Street**: Main Street sections or nodes need significant vertical presence in the urban design realm; contain a variety of civic, residential, office and residential uses; be designed at a pedestrian scale; and promote a vibrant setting year round to be successful. This likely means 2+ story buildings that include mixed land uses (not multiple land uses), ground floor windows and doors oriented toward the street and pedestrian realm, signage oriented toward pedestrians while also being visible to motorists and bicyclists, allowances for special events such as street fairs or markets, and parking located behind buildings (or beside, if constrained otherwise).
- **Redeveloped Residential Areas:** For the Limited Local Residential street sections to be built, development must occur primarily in the form of medium to high density patterns (>7 dwelling units per acre average). To justify requiring developers to fund a new connection for the community, the community must allow the developer to optimize their investment, namely by being allowed to increase density but in a way where the design is compatible with nearby or desired land uses. Further, to help entice development, on-site parking requirements may be reduced or eliminated (based on use) and accommodated by providing on-street parking stalls. This is by design so developers can maximize their investment in the community and not be subject to dedicated parking areas taking up developable space. It is with these objectives in mind that rezoning areas which fall under the proposed alignment for the new roadway segments need consideration. By taking such possible action the higher density pattern and policies to

meet these requirements will be aligned. It is important to note that this is not a widespread occurrence within Garden City and could be considered as a type of overlay zone.

- **Trail-Oriented Development (TrOD)**: An implementation step to maximize connectivity to future development abutting the Greenbelt in Garden City, is to consider an acceptable standard pathway connecting to new or existing local streets. These future connections can be determined now and declared through the municipal code with basic design standards detailed. From a land use perspective, Garden City may seek to consider policies that orient new development toward the Greenbelt and work with developers to identify commercial uses adjacent to the Greenbelt that are also convenient to on-street connections to take advantage of generating business from the trail and nearby neighborhoods.

  Trail-compatible land uses may include:
  - High density residential as well as affordable or senior housing;
  - Specialized services, such as personal fitness and yoga;
  - Private or non-profit recreational / community facilities;
  - Coffee shops, cafes, delis and other small foodservice outlets;
  - Food trucks in parking areas adjacent to the Greenbelt;
  - Rental shops for bicycles, canoes, kayaks and other outdoor equipment;
  - High density office;
  - Schools;
  - Arts, craft, and creative industries (e.g. microbreweries, wineries) and
  - Parks and open space.

  Land uses that are considered incompatible with trail-oriented development are:
  - Any use that is heavily dependent on automobile access;
  - Industrial uses (except for specialized industries related to the trail, such as bicycle components, canoe/kayak manufacturing, where occupants may test equipment on the trail);
  - Commercial uses that are not likely to generate non-commuter Greenbelt use;
  - Low density office or commercial development; and
  - Low density (< 3 units per acre) residential development and estate lots.

Joint Use Agreements & Promotion of Activity Sites. Garden City residents access several places within the community that are owned and maintained by private entities. (Three such entities used as an example and focal point in this Plan include: Boise Bible College, Vineyard Church, and Anser Charter School.) Research has indicated most walking and bicycling trips are rooted in recreational endeavors. These locations are all places citizens identified as where go to be physically active due to existing facilities or nature of the destination.

Joint use agreements can be pursued with popular private, faith-based, and institutional land uses with Garden City. Joint use agreements allow public usage of certain facility features and indemnifies the owner from liability for public use. Several locations, including the Vineyard were identified as popular public gather spaces.

Photo: Chris Danley

Promotional signs such as above as well as wayfinding can highlight community assets and demonstrate community pride. They are not considered traffic control devices, and will not obstruct other MUTCD-related signage.

A full menu of options for Greenbelt enhancements are illustrated in other sections of the Livable Streets Plan. Enhancing the Greenbelt at the many gateways is another way to recognize the trail and to promote more and safer usage.

Photo: Don Kostelec

Being a livable street implies not only that motorized and non-motorized features of area streets be configured in a manner that safely delivers users to the destinations, but the City could formally enter into agreements with such entities to allow public use of the sites during certain hours. This is referred to as a "joint use agreement." Such agreements are negotiated between two parties and are typically focused on indemnification of liability related to personal injury that could occur due to a public use of the facility. Municipalities that own and manage parks already are exposed from a liability perspective to the maximum extent possible through umbrella insurance policies; but carefully negotiating such terms for agreements is necessary.

Further, Garden City may seek to install (with ACHD partnering) additional promotional and wayfinding signage that not only indicates where the sites are located but also celebrate their existence as another asset of the community. The purpose of this step is to officially recognize these assets and to mesh them into the fabric of Garden City. (Note: Taking such an official action may require some negotiation as the property owners may see the potential increased use as a future maintenance issue, which could be addressed through numerous solutions with the City.)

Expand the concept of a Main Street to the Greenbelt. A community's Main Street is part of the iconography of American life. It's a place where people interact, businesses thrive and visitors want to stay and explore. The Livable Streets Plan identified potential locations for formal Main Street corridors for Garden City. Beyond the typical Main Street concept, it is important to view the Greenbelt as another type of Main Street—the people's Main Street.

Already emergent in Garden City--particularly with the Waterfront District—is trail-oriented development where the proximity to the Boise River and Greenbelt is just as much of the attraction as the development. New development along the river may be encouraged to turn its attention to the Greenbelt and its back to the street (or promote dual orientation for commercial development).

New development policies aimed at orienting residential, commercial and office development, preferably in a mixed use setting, is worth considering through the course of the Comprehensive Plan update. Defining a more cohesive vision for the Greenbelt as a non-motorized Main Street, can help take advantage of nearby destinations and identify opportunities for "anchor tenants" along the route.

Greenbelt Enhancements. Improving the visibility, efficiency, safety and general use of the Greenbelt is recommended to help Garden City fully realize the potential of the pathway as another type of Main Street for the community. The themes for design of Greenbelt enhancements could change throughout Garden City to promote the uniqueness of each neighborhood along the route while providing for basic amenities. Enhancements may include several elements such as:

- Gateway features, with priority given to connections that link key destinations;
- Restrooms, located near existing public uses or parks;
- Trash cans at locations easily accessible by municipal service trucks;
- Public art at key vantage points and linkages to destinations;
- Wayfinding, including key destinations, distance and ;
- Historical features that tell the story of Garden City;
- Lighting, with emphasis on low-profile solar lighting;
- Bicycle racks at key destinations and Greenbelt/park locations;
- Benches, at designated intervals to allow for resting spots;
- Landscaping; and
- Adjunct uses such as pocket parks.

A comprehensive systematic approach taken by the City could be taken in the form of a Greenbelt Master Plan to further refine the appropriate locations for such amenities and gain additional public insight into features they would prefer to see implemented. This will also help guide development projects in the area related to requiring features and allowing development to make their own entryway unique to enhance the attractiveness of the development while meeting Garden City's needs.

Wayfinding Signage. Though mentioned as an amenity, Wayfinding Signage on the Greenbelt and on the street is recommended and described in greater detail on page 63.

- *Greenbelt Signage.* Since the pathway falls under City jurisdiction, signage is only approved by the City. The City could seek to highlight key business districts or community sites they know users likely are trying to access. Determining such places and designs may be included in the Greenbelt Master Plan.
- *Roadway Signage.* ACHD is responsible for on-street wayfinding and has to adhere to MUTCD guidelines. Another type of wayfinding possible is that of street sign toppers. The City has developed several self guided tours which highlight various community features such as the budding art and brewing communities. Sign toppers have been used in other parts of Ada County to denote particular neighborhoods. The same type of approach can be taken to help mark tour sights or tour direction. Agreement on the look and locations for both systems requires further discussions and financial agreement.

Greenbelt Bridges. Garden City has three vehicular river crossings citywide each separated by several miles with some type of pedestrian and/or bicycle facility. Recently, multi-use non-motorized bridges spanning the river have improved circulation for citizens living in and outside the city. Strong public support helped usher in the Greenbelt bridge near 36th Street along with the construction of the new white water rafting park on the Boise side of the river. Another soon-to-be-constructed Greenbelt bridge will connect the western reaches of Garden City to the southeastern tip of Eagle Island.

Wayfinding can mean more than vehicular or bicycle-related signage stemming from highway-based design manuals. Garden City can enhance the visitor and user experience with vehicle-grade and pathway wayfinding to direct visitors and others to popular destinations that may not appear on highway signage.

Photo: Don Kostelec

Pedestrian signals, such as the Pedestrian Hybrid Beacon (PHB) were identified for several locations along Idaho Transportation Department routes. ITD staff is generally in agreement with installation of these signals, but they will likely require cost-share with the City and possible maintenance by ACHD with an agency agreement.

Photo: Chris Danley

Canal pathways like the one pictured in Meridian are a major theme to the Meridian Pathways Mater Plan (2010) and can be a valuable addition In Garden City.

Photo: City of Meridian

As a result of public input on the Livable Streets Plan and subsequent research, a third pedestrian bridge is desired and of community benefit in the area between 44th Street and 48th Street. This bridge would connect the Willow Lane Athletic Complex area on the north side of the Boise River and provide non-motorized linkages to routes that cross State Street to access nearby neighborhoods, popular bicycle routes and foothills trails. The bridge would connect residential areas of Garden City with the Greenbelt and the Willow Lane complex, which was identified in almost every map generated through public input as a popular destination.

The bridge would be a joint project between Garden City and the City of Boise with possible limited support from ACHD coming in the form of street connection improvements such as wayfinding signage.

Canal Trail. Settlers Canal is an irrigation canal that runs along Garden City's southern limits abutting the Boise Bench neighborhood. The banks of the canal are legally off limits to pedestrians and bicyclists as with many other canals in the region, yet walkers, joggers and some bicyclists use the canal banks for recreation as the access restrictions are not usually enforced.

Due to liability concerns, the canal company is reticent to open the canal banks for non-motorized public access. This historical aversion appears to be changing among some canal companies due to increased demand, urbanization and settling of contractual obligations and maintenance agreements with municipalities who see them canals as a desirable setting for recreation.

Garden City could consider negotiating with Settlers Canal to allow and promote public access to the canal as a significant opportunity to move people by walking or bicycling, particularly given the canal's location south of Chinden Boulevard where non-motorized linkages are not as prevalent. Once the agreement and subsequent improvements are made, improvements to local accessing streets are needed including ramps, signage and support facilities similar to those along the Greenbelt.

Establish an Urban Land Trust. To integrate the Greenbelt with new streets and redevelopment of areas of Garden City, the City could seek to identify a local non-profit that is willing to take on the role of a land trust for urban parcels. Land trusts typically work to preserve large tracts of open space (typically several hundred acres) in natural or pristine areas, however there is a growing trend in cities and on brownfield sites to have land trust step-in to secure easements on urban parcels. These urban parcels acquired through an easement for land trust purposes are typically 1 to 6 acres in size and allow for uses related to: Greenbelt access, acquisition of urban parcels of open space, re-establishment of riparian buffers and placement of river access points for canoes and kayaks. Urban land trusts work with the same goals in mind as a traditional land trust as they look to secure properties that enhance or conserve natural environment features such as the Boise River.

ITD Partnership Projects

As discussed, Garden City and state highways operated and maintained by Idaho Transportation Department are integrally linked. The following projects along or crossing highways managed by ITD were identified as high priority during the Livable Streets Plan public and stakeholders meetings. These projects will require partnership between ITD, ACHD and/or Garden City and evaluation for warrants and/or induced demand potential.

Highway Pedestrian Crossings.

- *Chinden Boulevard (US 20/26) Pedestrian Signal Crossings:* Based on discussions during the Livable Streets Plan ITD's District 3 staff has indicated a willingness to install Pedestrian Hybrid Beacons (PHB) at three separate locations along Chinden Blvd (US 20-26) in the vicinity of 33rd Street, 38th Street and 43rd Street. The cost to design and construct the pedestrian ramps and signals for these projects is the responsibly of ITD and Garden City with potential sponsorship for project funding coming from ACHD. In addition to a painted and signalized crossing, adding a pedestrian refuge island is necessary to provide safe crossing of pedestrians. This treatment is one that helps to elevate the profile of pedestrians and to help calm traffic. The islands can look similar, if not identical, to those used along the Ustick Road corridor just south of Chinden Boulevard. The PHB's will improve pedestrian safety and the much-needed pedestrian continuity along Chinden Blvd from north to south.
- *State Street (SH 44) / Bogart Lane Traffic Signal.* This project at the intersection of State Street (SH 44) and Bogart Lane would include the installation of an actuated coordinated traffic signal, pedestrian facilities and turn lanes on Bogart. This project was one of the most highly requested projects at both open houses for the Livable Streets Plan. ACHD is desirous of installing a traffic signal at the intersection though a condition of development approval. Currently the intersection traffic does not meet the traffic signal warrants per the MUTCD to justify a traffic signal installation. As a result ITD does not want a traffic signal installed on SH-44 that does not meet warrants. Since the intersection does not warrant a full traffic signal there was discussion of installing a Pedestrian Hybrid Beacons (PHB) signal to provide safe accommodations for pedestrian crossing SH-44 accessing the Greenbelt south of SH-44. There is a planned development under way on the northwest corner of the intersection. It has been indicated that as part of the development agreement the development may "trigger" the signal warrant and a traffic signal installed as a requirement of the development. However, this particular site has been the subject of numerous potential development ideas/plans, yet to date, none have come to fruition.
- *Glenwood Street (SH 44) Boise River Bridge Sidewalk.* Working collaboratively, Garden City and ITD could complete the sidewalk connection on the west side of Glenwood Street between the Greenbelt access on the Glenwood Bridge and Riverside Drive. This linkage is essential for safe movement of pedestrians

New pedestrian or signalized crossings were identified along Chinden Boulevard (US 20/26) within the Implementation Zones. These upgrades will require coordination with ITD, ACHD and Garden City.

Photo: Don Kostelec

in the area due to its proximity to residential areas, shopping, civic uses and the Greenbelt. The project spans approximately 650 feet and requires a section on the bridge landing as well as frontage along a currently undeveloped property. The project could be as a standalone project between ITD and Garden City or required via future development of the vacant parcel northwest of the bridge and Boise River.

The multi-use trail (or sidepath) along Glenwood Street (SH 44) on the Fairgrounds Property was cited throughout the Livable Streets Plan effort as in need of upgrade to repair the surface of the pathway. The pathway is managed by Ada County.

Photo: Chris Danley

Additional Roles: Community Partners

Ada County—Glenwood Pathway. The County Fairgrounds area is a significant presence within Garden City and includes nearly 3,700 feet of frontage along Glenwood Street (SH 44). A multi-use pathway (or sidepath) for pedestrians and bicyclists exists along the entire length of the Fairgrounds frontage of Glenwood. The pathway requires both resurfacing due to root heaves and general deterioration of the pathway's surface and widening to 10' to meet AASHTO guidelines for sidepaths. The pathway provides a significant connection from the intersection of Chinden and Glenwood to the Fairgrounds, the Greenbelt and destinations along the Greenbelt, including City Hall and the Library.

Urban Renewal Agency. The Garden City Urban Renewal Agency has recently been created around new boundaries centering on the Old Town area of Garden City east of Veterans Memorial Parkway. Though in its infancy, the URA for the Old Town area will continue to grow in its influence and abilities with increases in funding capacity. Many of the projects determined through the process fit well into the mission of the URA and could be funded in total or in part through URA resources as was done in other sections of Garden City prior to establishment of the Old Town tax increment financing district. Small but high impact projects such as wayfinding, Greenbelt enhancements, and lighting are some potential investments for the URA. Parcel acquisition, if reasonable and necessary for new local construction, may also be considered for URA investment as well as continued partnership on sidewalk projects with ACHD to complete the streets.

Chapter 4: Conceptual Street Cross-Sections

The major task of Garden City Livable Streets Plan is to evaluate how and where to add new street connections, particularly in the Old Town area. The idea is to identify roadway design standards that are flexible in order to facilitate partnerships and maximize land use investment potential on old, mostly smaller lots throughout Garden City.

ACHD's Livable Streets Design Guide was originally created to generate new designs for both new and existing streets based around land use context and road demands. The challenge in Garden City is creating specific designs that marry the land use vision and work with the high number of local streets and differing lot configurations. Short street segments, new alignments in redevelopment zones and existing right-of-way constraints are common throughout Garden City and, unlike most development, all of the existing land within the study area of this effort have been previously subdivided.

The roadways cross sections contained in this chapter were developed through dialogue among numerous stakeholders, technical evaluation by design professionals, and practical application to develop the concepts. They are also based on the goals for livable streets identified by the citizens and stakeholders who participated in the November 2012 workshops.

The goals of developing new cross sections were to:

1. Optimize adjacent envisioned land use;
2. Provide for a complete and considerate environment for all user types;
3. Minimize costs to public agencies, and
4. Contextualize ACHD's Livable Streets Design Guide portfolio for Garden City streets.

Implementation step one: ACHD and Garden City identify at least one pilot location (perhaps one or two blocks long) for each cross section, particularly those containing non-traditional stormwater management techniques, to test the best combination of materials and design treatments. This would likely occur as new development applications are received and developers are willing to help pilot the treatments. Once the pilot locations were evaluated, step two is for ACHD and Garden City to refine the street cross-section requirements related to materials and stormwater management.

ACHD's Livable Streets Design Guide (2009) set the standard for new cross sections throughout Ada County. The design guide cross sections, such as the Town Center Collector shown above, were primarily intended for greenfield development to accommodate new development types. To fit the context of Garden City, adjustments were identified to supplement the Design Guide with three new cross sections.

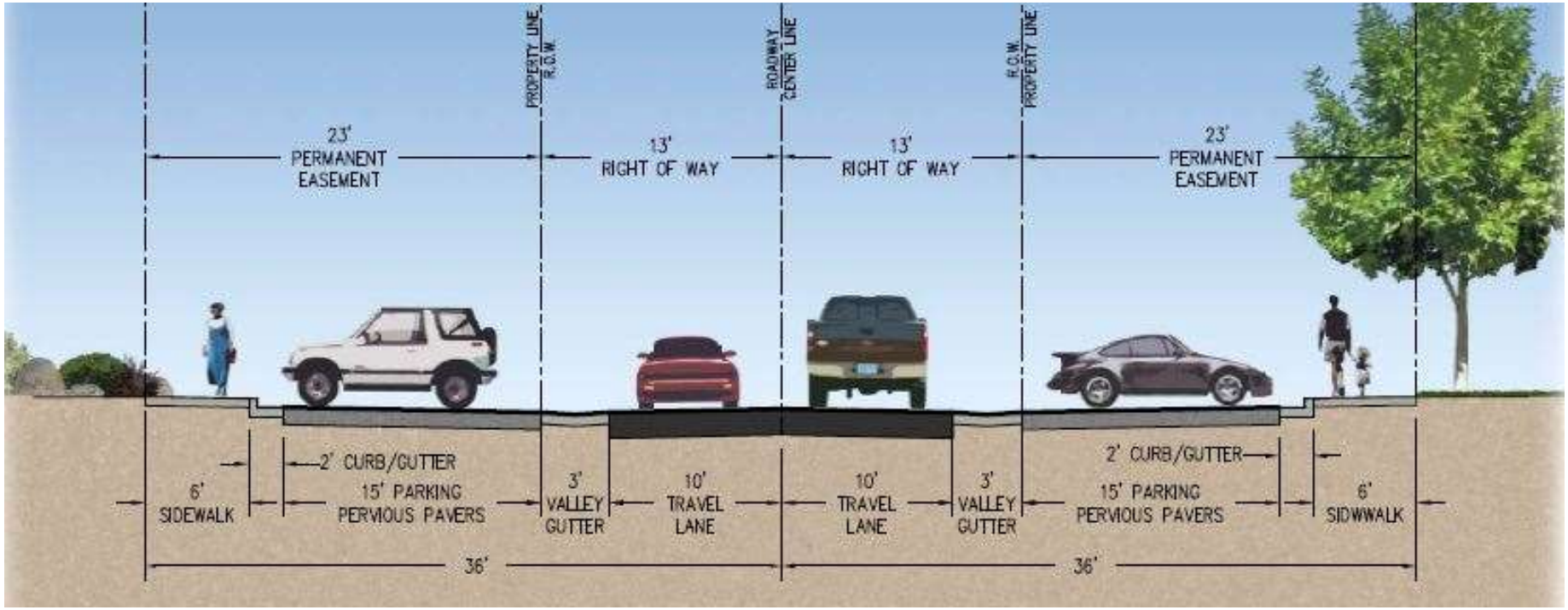
Limited Residential Local

Areas of Garden City east of 50th Street are void of connections oriented for east-west movement. Many local streets are loops, dead ends or cul-de-sacs, which limits users—both motorized and non-motorized--to only a few options. As an outcrop of the 2008 Old Town study, increasing this density of connections in these areas was deemed significant to realize the goals of Garden City's Comprehensive Plan. The Limited Residential Local (LRL) street cross-section, as shown below (and in greater detail on Page 36), is a manifestation of those goals to help facilitate development without and limited traffic movement without over-burdening ACHD with excessive right-of-way to maintain.

The LRL is a narrow roadway with two 10-foot travel lanes and two 3-foot valley gutters, for a total right-of-way width of 26 feet. These dimensions promote slower travel speeds, making them safer for bicyclists, pedestrians and motorists; they require less maintenance due to reduced pavement widths and smaller storm drain systems, reducing both the direct and life cycle costs. With the additional use of intersection and mid-block curb extensions to capture runoff, existing stormwater systems likely will not see net increases.

Additionally, the LRL is designed to provide 15 foot on-street angled parking stalls for adjacent development. This feature allows for nearby properties to utilize more acreage for square footage of residential or retail

Limited Residential Local



space rather than dedicating space to parking. The narrow, small lots typical in the Old Town area of Garden City necessitate this type of creative solution to help promote redevelopment. By putting more of the lot into a taxable use, the construction of the LRL in some areas could also lead to increased property tax return for Garden City and ACHD, increased commercial space to generate sales taxes, and greater return on investment for developers.

The use of pervious surfaces in the parking areas outside of public right-of-way translates to less stormwater conveyed to the on-street systems when compared to a conventional design. When developers accommodate on-site parking in Garden City, oftentimes the stormwater runoff can be managed through multifunctional methods, either through bioswales or pervious surfaces.

For pedestrians, a 6-foot sidewalk—also accommodated within an easement-- along with a narrower vehicular travel lane and low traffic volumes, allows for a safer and more direct route, thereby allowing pedestrians—and bicyclists—alternatives to busier or circuitous routes.

Garden City Main Street

The public and stakeholder involvement efforts produced several comments related to the City's name and use of the term "Garden" and the interest to capture the essence of Garden City past and future. Citizens value the history of the community which was in part founded with the presence and impact felt from Chinese Gardens. Citizens clearly indicated through both the Livable Streets Plan and Comprehensive Plan that a central Main Street , full of vibrant streetscapes, events and appealing businesses which evoke the tenants of "quality of life" are sought. Those desires were first affirmed and stated in Garden City 's Comprehensive Plan which aim to facilitate the construction of such places by identifying nodes and corridors suitable for a the Main Street concept. To achieve these ends a cross section concept merging the ideas that is both possible and practical is what was developed.

Another asset of the Main Street cross-section was that it was developed to guide the City as it identifies possible nodes where the town center area could be developed at more of a neighborhood scale rather than the development that typifies what exists adjacent to the state highways. The Main Street concept was vetted through the public and stakeholder input process, whereby participants provided their vision for what such a street could look like.

The Garden City Main Street design has numerous elements which attempt to achieve what was heard throughout the process. The first significant feature is a 15-foot activity zone that accommodates walking, outdoor dining and seating areas, or space for limited bicycle travel. The 15-foot area can be all encompassing or divided into two distinct zones--a 5-7 foot frontage area and a 8-10-foot sidewalk. The 15' space can

Though not in Garden City, neighborhood Main Street development patterns are becoming increasingly popular due to economic viability, their social and cultural appeal, and the uniqueness when compared to typical development patterns of the past 40 years.

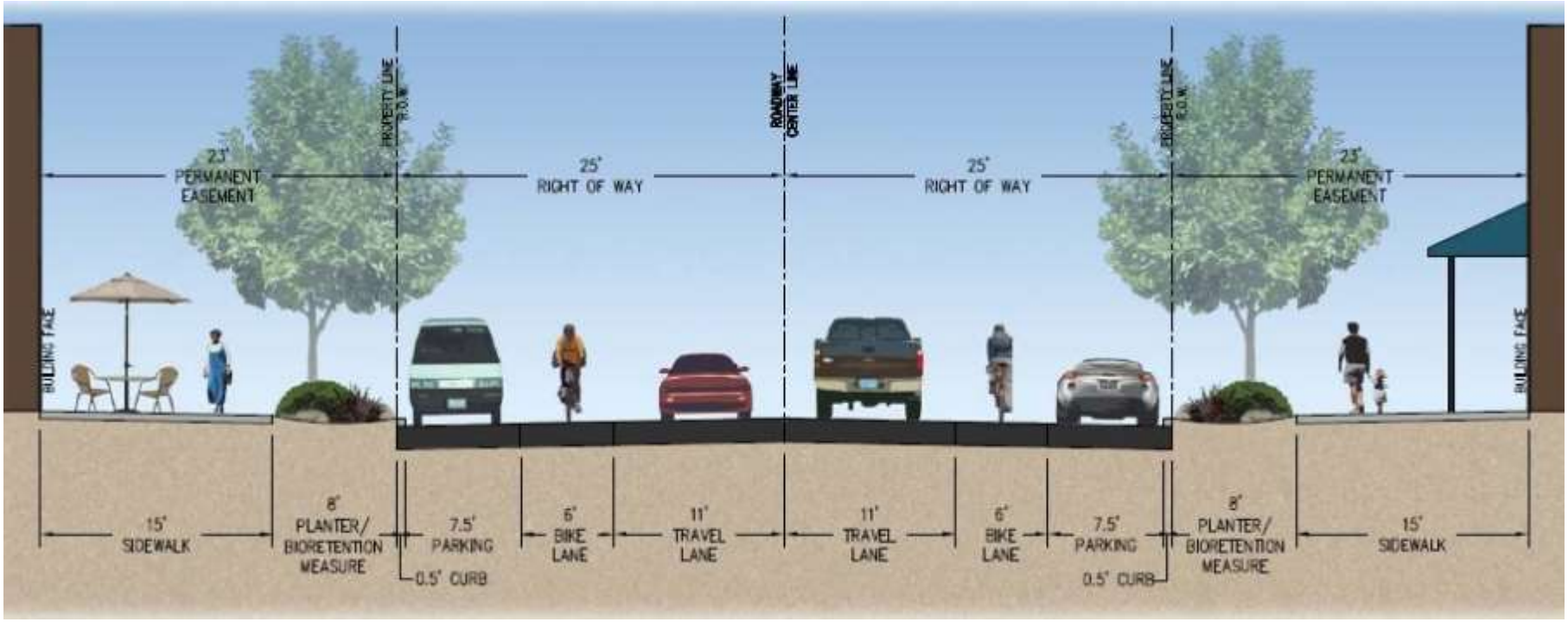
be constructed with pervious materials or can sheet stormwater into the 8' planter strip.

The intent of the zone is to provide space for all users, make the city scape more lively with various types of activity and allow certain business types to attract more customers by permitting outdoor dining, small displays, or sidewalk sales. The larger than normal sidewalk is useful to give adequate space and design flexibility for anticipated conditions including heavier volumes of pedestrians, families using strollers, or those with limited mobility needing wheelchairs or scooters.

Another feature of the section is an 8-foot buffer strip that captures stormwater from the roadway surface. The planter strip could include xeriscaping, minimal landscaping, street trees or artificial materials but with the past garden presence in the community, maximizing this space with colorful floral opportunities will be considered. This area is not intended for maintenance by ACHD, rather a maintenance and/or cost share agreement may be negotiated with Garden City or adjacent property owners.

The roadway area of the cross section includes two 7.5 foot parallel parking lanes, two 11 foot travel lanes and two 6 foot bike lanes. By not using a commonly used two way left turn lane it is important that future access points from new development are minimized. To accommodate left hand turns, mini-roundabouts at intersections can be used. By using the 7.5 foot on-street parking dimension, certain delivery vehicles can temporarily park to off-load products. The impact will be a minimizing to the bike lane for the duration of the delivery, but due to slow design speeds and likely

Main Street



low volume, use of the travel lane by bicyclists would not pose significant safety conditions. The final added value of on-street parking is that it not only provides added buffer space to the pedestrian realm but also optimizes land use investment. While on-street parking is vital on Main Street areas, most parking will still need to be accommodated through reduced parking lots located behind the fronting buildings.

Old Town Modifications

The "Old Town" section of Garden City is bound by Chinden Boulevard to the south, Veterans Memorial Parkway to the west, the Boise River to the north, and the I-184 Connector/Fairview to the east. The numbered streets which span from Chinden to the Boise River (32nd through 41st) were of particular interest to workshop participants and are the streets along which this modified existing cross-section is most intended.

The current configuration of many of the streets within this area includes on-street parking (sometimes in a soft shoulder) and two vehicular travel lanes. What was clear from comments made by community members is that "finishing" or completing the streets with curb, gutter and sidewalk is greatly desired.

Sidewalks are sporadic in this area and are located primarily along the frontage of parcels developed since sidewalk construction requirements were made policy by ACHD. Most segments consist of 36-feet of pavement and a total right-of-way width of 50 feet.

If sidewalks were installed along these streets, either as individual projects through ACHD's capital programs or as development occurs, the issue of stormwater management will continue to pose challenges and contributed to increased project costs. Adding 10-feet of sidewalk and 4-feet of curb and gutter can greatly in-

ACHD's Policy Manual (Section 7207) contains several concepts for Standard and Reduced Width Local Streets. The Old Town Local concept is a slight modification of these cross-sections with additional consideration given to the prospects of stormwater management techniques to address drainage issues in the Old Town area of Garden City.

Road/RW	Walk to P/L	Walk	Curb	Park Lane	Thru Lane	Thru Lane	Park Lane	Curb	Walk	Walk to P/L
Standard Local										
36/50	2	5	.5	8	9.5	9.5	8	.5	5	2
Reduced Width Local (1)										
33/50	3.5	5	.5	7	9	9	7	.5	5	3.5
Reduced Width Local (2)										
29/42	1.5	5	.5	-	10	10	8	.5	5	1.5

crease the amount of runoff entering existing or future stormwater management systems. A full-scale urbanization of streets in this area would likely require large-scale infrastructure investments to pipe and remove water unless some type of pervious surface or bioretention areas are provided.

The ACHD Policy Manual (Section 7207.5.2) allows for a local street section to include two 5-foot sidewalks, two 1.5-foot utility strips, two 2-foot curb and gutter sections, two 7-foot parallel parking lanes, and two 9.5-foot travel lanes. This design is the reduced width standard local roadway cross section.

Instead of creating a new cross section to essentially add curb, gutters and sidewalks, modifications to the reduced width local roadway are needed so it can be the standard design standard in the area and accommodated stormwater runoff sheeting from the new sidewalk space. To accommodate the runoff from adding sidewalks, two design alternatives are possible:

1. New sidewalks can be constructed using pervious materials such as pavers, rubber tiles, or pervious asphalt. This could accommodate stormwater runoff from the sidewalks and reduce the amount of runoff transmitted to a subsurface conveyance system.

2. Using the 1.5-foot utility strip as a retention site from the sidewalks that includes porous materials, lava rock, gravel, or similar material has the potential to off-set the impact of additional runoff.

In either case, language permitting one or both scenario to unfold is necessary to avoid increasing the stormwater problems synonymous with the Old Town section of Garden City. Under both scenarios however, adding curb and gutter will also force sheeting stormwater from the roadway towards stormwater inlets, thus increasing water flowing into the system.

To mitigate this, curb extensions with minimal bio-retention swales could be employed and instead of full traditional curb, ribbon curbing installed. Adding curb extensions would dovetail with ACHD's on-street parking standards near intersections, calm traffic, limit crossing distances for pedestrians, and of course, retain stormwater from the roadway.

Chapter 5: Activity Connection Plan®

The Activity Connection Plan is a concept that seeks to capitalize on existing activity sites within a community to identify the linkages critical to generating walking and biking trips, then making recommendations to improve upon the conditions of the principal corridors utilized to access community assets that promote physical activity.

In transportation planning, the "arterials" for pedestrians and bicyclists are not necessarily the same as arterials for motorized traffic. By the nature of their means of movement, pedestrians and bicyclists are more flexible than motorists in terms of what routes they can take, where they cross streets, and how they access schools, parks and other community gathering places. They are not bound by the tight conventions of conventional traffic engineering and transportation facility design.

Facilities such as the Greenbelt could be considered a "principal arterial" for bicyclists and pedestrians. The Activity Connection Plan model prioritizes such routes recognizing the linkages to and from them to access popular destinations in the same way an interstate highway or principal arterial links popular motorist destinations. Secondary routes—the "collectors" for bicyclists and pedestrians—are also important as to their function within the system.

The Boise River Greenbelt is the activity arterial for Garden City. It connects neighborhoods and destinations to provide both a recreational and commuter function for the community. Older adults living in the Mallard Points Senior Apartments on East 50th Street are frequent users of the nearby Greenbelt as it promotes active living and improved physical and mental health

Photo: Don Kostelec

Since many popular destinations were planned and built, historically, with pedestrian and bicycle access as a secondary consideration, the types of action items required to effectively link non-motorized transportation to destinations differ from how we would solve a demand issue in the vehicular realm.

Many destinations that promote physical activity were placed along major vehicular routes and, unless properly planned for, do not allow for easy access for those wishing to access them via an active mode. Places such as Veterans Memorial Park and the Willow Lane Sports Complex are placed near major transportation corridors that would be difficult to access on foot or by bike due to nearby intersections and wider roads if they were not located near the Greenbelt.

To achieve the goals of linking sites that promote physical activity by active modes, a focus on project *and* programmatic improvements is needed. The intent is to identify easier, timelier projects than can have an impact sooner, rather than later, with a goal of minimizing cost and maximizing benefit.

By increasing safety and awareness among all users of the street system, active transportation will be more attractive for recreational opportunities and commute trips. Over time, community members will

recognize the value of such active travel modes and perhaps begin increasing trip-making for utilitarian purposes as well.

Improvement examples can include signage, use of roadway paint, temporary asphalt pathways, addressing sidewalk gaps, lighting, or crosswalk installation. For the activity-based destinations, improvement can include providing support elements for walkers and bicyclists such as water fountains, visible and secure bicycle parking, air/fix-it stations for tires, park benches, or shade, as well as promotional elements such as flags, kiosks, "Bicycle Benefits", and frequent walker cards.

Bicycle "fix-it" stations can be placed at intervals along the Greenbelt and at city parks.

Photo: Don Kostelec

During the public and stakeholder workshops, participants were asked where they either go to be active or where they would like to go to be active on-foot or by bike. The places identified by participants include:

- The Boise River Greenbelt
- Boise Bible College
- Garden City Library/City Hall
- Ada County Fairgrounds
- Vineyard Boise Church
- Willow Lane Athletic Complex
- Garden City Boys and Girls Club
- Settlers Canal

The Boise River Greenbelt

Without question the facility which draws the most Garden City users is the Boise River Greenbelt. In many ways, the Greenbelt is just as much a gateway corridor for Garden City as Chinden Boulevard. At just over 10 miles in length, the Garden City section of the Greenbelt is a vital link for citizens choosing to walk or bicycle. The pathway connects dozens of streets to neighborhoods, commercial districts and employment sites, thereby allowing citizens to access the numerous attractions and facilities in Garden City and beyond the city limits in Boise.

Over the years, ACHD and the Garden City Urban Renewal Agency have prioritized east-west streets that link the Greenbelt to many destinations. This partnership has increased walkability throughout the neighborhoods and the City has seen more "trail-oriented development" in that timeframe.

Improving the connections and the overall awareness of such linkages was the subject of the Greenbelt interface section of the Plan (Chapter 7) . Future connections will be made with careful consideration given to how each interface works within the system, the types of treatments necessary and appropriate features and the anticipated intensity of use.

One area of the Greenbelt which needs specific attention by ITD is the access ramp located on the northwestern portion of Glenwood Bridge (Hwy 44), just south of the Riverside Subdivision. Currently, there is no sidewalk located between the Riverside/Glenwood intersection and the access point, only a roadway shoulder.

On top of the bridge however, the sidewalk begins and continues south to the Marigold intersection where it links to sidewalks and sidepath. ***Implementation Step: though the shoulder space is less than ideal in width and buffer space, this gap needs filling with a sidewalk or clearly marked space as soon as possible***. Mentioned by several citizens during the public workshop, this piece is a vital link to both the Greenbelt and roadway system.

Wayfinding to and from the Greenbelt a need for Garden City and addressed later in this chapter. Users come upon many linkages to local streets without getting a bearing on where they are located. Few street interfaces have signs noting the name of the connecting street and proximate destinations. Without a full-scale investment in wayfinding, the City and its partners could pursue a method of low cost wayfinding (shown on Pg .64) where corrugated signs—similar to political yard signs—are installed at Greenbelt intersections to point users toward destinations assuming they comply with ordinances and placed in proper rights of way.

Garden City Library/City Hall

The civic complex including City Hall, the Garden City Library, the Post Office, River Pointe Park, and two Greenbelt connections attracts many area residents, as does the nearby recently-paved parking lot on the east side of Glenwood.

Though this attractor is not necessarily a place that generates physical activity within its bounds, the site does offer numerous attractors to residents. Both kids attending programs and older adults live in nearby apartment complexes are common users during weekday periods. The principal roads that access the site are River Pointe Drive, Marigold Street and Glenwood Street--all of which include sidewalks.

The site is very accessible currently and there exists potential for a possible Main Street section directly across River Pointe Drive from this complex with a connection to Chinden (Pg 35). ***Implementation Step: If this street segment is constructed as development occurs, upgrades such as new crosswalks, signage and bicycle lane connectivity would be necessary to connect both street segments and the attractors.***

Boise Bible College

The Boise Bible College is a private campus but generally accessible to the public along Marigold Street, a 5 to 10-minute walk to nearby Greenbelt connections and ½-mile west of the Marigold/Glenwood intersection.

The campus has a large grass area including a walking pathway, a softball field and sand volleyball court. Marigold Street provides the only public street access to the campus and is a street that requires no additional facilities as it is outfitted with sidewalks, bicycle lanes, and a crosswalk directly in front of the campus.

While not a destination that promotes physical activity, the institutional hub at Marigold and Glenwood where Garden City Hall, the Library, River Pointe Park and the Post Office is a destination with convenient Greenbelt and nearby street sidewalk and bike lane linkages.

Photo: Waymarking.com

Implementation Step: An additional crosswalk that could be useful for residents is at the intersection of Strawberry Lane or Coffey Street. This crosswalk not only improves connections to and from the college, but also to the Greenbelt at a more visible access point than the one along Atwater Drive. Currently there is half mile spacing between the crosswalk at Pintail and the crosswalk at Glenwood, which is excessive for a residential and civic node.

ExpoIdaho / Ada County Fairgrounds

Glenwood Street (An ITD facility) along the ExpoIdaho frontage includes a sidepath, wide shoulders, and bus stops. Bicycle commuters use access roads within ExpoIdaho as cut-through routes to access neighborhoods in Garden City west of Glenwood and north of the Boise River, as well as the Greenbelt.

Photo: Don Kostelec

The ExpoIdaho / Fairgrounds complex includes park space, Lady Bird Park, the Boise Hawks stadium, Expo Center and racetrack. The property is currently accessed via Glenwood Avenue and Chinden, with internal access via Alworth Street, Kent Lane; Larimer Lane and Backstretch Boulevard are signed but are not public streets under the purview of ACHD or ITD. Several of these streets are already outfitted with active mode facilities.

Alworth Street has sidewalks and shared lane markings. Chinden Blvd has sidewalks intermittently placed and due to significant traffic volume bicycle facilities are not advised. Glenwood is outfitted with crosswalks, sidewalks and a sidepath along the Expo frontage. The intersection of Glenwood and Marigold Boulevard includes sidewalks and crosswalks. The sidewalk terminates just inside the fairgrounds entrance where the *On the River RV Park* entrance begins.

Backstretch Boulevard may eventually be reconstructed into the Main Street concept depicted in subsequent chapters if and when the ExpoIdaho site is ever sold and redeveloped by new private developers and be outfitted with sidewalks and bicycle facilities as per standard development requirements.

The access roads within the Expo property are used by bicycle commuters to avoid Chinden and Glenwood and link to Marigold and the Greenbelt on the northern boundary of the property, even though bollards are placed along some routes to discourage vehicular traffic.

The sidepath along Glenwood Street is owned and maintained by Ada County but is in disrepair, with root heaves and debris covering portions of it year-round. Enhanced maintenance and upkeep of this route is critical to make linkages to the Fairgrounds and bus stops along Glenwood.

Implementation Step: If Backstretch Boulevard is ever constructed and tied into the Marigold intersection, there may be a need to significantly enhance the crossing of Glenwood Avenue with features such as pedestrian refuge islands, longer crossing phases, and automatic pedestrian countdown signals.

Vineyard Boise Church

Another privately held space, the Boise Vineyard Church contains a large open field near the rear portion of the property. If a joint use agreement, most likely one indemnifying the church of liability related to this joint use,

was in place between the church and the City, this site could make an excellent and centralized recreation site for the residents living in the general area.

The site is accessed primarily by 49th Street (which turns into Creation Street, and eventually East 48th Street.) An additional connection and city-owned lot is accessible via Bradley, which intersects Creation. The small parcel of land on the east side of Bradley is one that the City would like to be made into an additional civic site with a sitting area or small garden.

Between both the Bradley and 49th Street sections, only one short segment of sidewalk is in place (located on the south side near the perimeter of the church property). ***Implementation Step: Rather than continuing the sidewalk, constructing a temporary asphalt pathway and extruded curb combination providing for a walkable space and minimal stormwater treatment will be determined when the project is assessed in greater detail. In addition to improving Bradley Street, a new crosswalk would likely be necessary at the intersection of Adams St. /East 49th or Adams St./Bradley St. to allow safe crossing for residents living in the adjacent subdivisions.*** The crosswalk would also be useful since the nearest crosswalk to this intersection is found at 44th Street, located .75 miles to the east.

Even though it is not a public facility, the Vineyard Christian Fellowship was listed by many Garden City residents as a popular destination. A joint use agreement with Garden City for use of outdoor facilities and new linkages to the site could increase physical activity for residents in nearby neighborhoods.

Photo: Don Kostelec

Willow Lane Athletic Complex

During the workshops, city residents cited the Willow Lane Athletic Complex as a community destination. The park is on the north side of the Boise River within the Boise city limits and links Garden City via the Greenbelt to the south via Veterans Memorial Parkway and to the north at a Greenbelt bridge near the Fairgrounds.

The route citizens have to take to avoid driving includes a sidepath along the Veterans Memorial Parkway Bridge. For residents living on the south side of the river directly across from the park, this means upwards of 1.5 miles each way rather than.25 miles if a more direct route was available via a new bridge.

Not under the authority of ACHD, a long-term though costly solution worth future consideration by Garden City is the construction of a multi-use pathway bridge connecting Garden City to Willow Lane Athletic Complex. Eventual on-street facilities leading to bicycle routes in the Collister Neighborhood and mountain biking and hiking trails in the foothills will then be explored by ACHD. The bridge would foster active travel and emulate the connectivity desired in a street system through an active transportation system. It has the potential to eliminate short distance vehicular trips at nearby intersections and economic development within Garden City and nearby neighborhoods in Boise.

A logical connection is at the current terminus of 48th Street. This location takes advantage of being more centralized to Garden City residents, has the presence of a sizable pocket park, and a narrow river crossing distance when compared to other sites.

Implementation Step: On-street projects in support of such a bridge could include wayfinding from 48th Street and both Chinden and Adams Street and potential shared lane markings connecting Chinden to the end of 48th Street near the Greenbelt. Additionally, there is a short gap between two sections of East 48th Street approaching Chinden Boulevard that could be connected for pedestrians and bicyclists by constructing a small multi-use pathway bridge over the Davis Drain.

Boys and Girls Club

The Boys and Girls Club on 42nd Street is the only facility of its type in Garden City and it co-located with a city park. The nearby Greenbelt connection, the Veterans Parkway underpass and crossings of Adams Street promote active mode access to the site.

Photo: Don Kostelec

The Garden City Boys & Girls Club has the largest playground in the City. The park space is co-located with the Club and is accessible from the Greenbelt at 42nd Street—which is the only street access to the site and includes sidewalks and a crosswalk at Adams Street.

Implementation Steps: As identified in the BSU capstone project, curb extensions or a pedestrian refuge island could help traffic calming and pedestrian safety at the intersection of 42nd Street and Adams. Bicycle facilities on 42nd Street could include shared lane markings due to the presence of children and Greenbelt users.

This is also necessary because of the underdeveloped lots on the east side of the road which, once redeveloped, will increase traffic volumes. Additional features may include wayfinding signage at the Adams/42nd intersection to alert both pedestrians and bicyclists to the park, Club and Greenbelt. Wayfinding is also advised at the Greenbelt given that 42nd Street is the first link north of the Veterans Memorial Parkway bridge.

Settlers Irrigation District

Currently, the Settlers canal located along the southern boundary of Garden City is an unofficial place of recreation and mobility. Formal policy by the canal company prohibits use by pedestrians or bicyclists due to liability concerns or interference with canal operations and maintenance.

Policy and practical application do not always mesh, however, as most canals are generally used by nearby residents to walk or jog. Policy or otherwise, communities are looking at canals and flat access routes along them as viable facilities for both active utilitarian and recreational trip-making. The canal banks have limited interaction, particularly along the Boise Bench in Garden City with vehicles and provide a scenic route for walkers and joggers in areas that lack amenities such as street trees, parks and other green spaces.

Garden City is also looking at such uses for the Settlers Canal, and if an agreement made, residents would be permitted to use the facilities in a similar capacity as the Greenbelt. If such an agreement is made with Settlers Irrigation Company, the interfaces and connecting streets will be assessed in a similar manner as what is depicted in the Chapter 7 since the canal will serve a near identical purpose. The Canal could be viewed as a “rim” route for Garden City, that when combined with the Greenbelt and safe crossing along Chinden, would allow for recreational loops of several distances to accommodate a variety of user types.

Garden City Artistic Tour

Garden City has recently been recognized for its budding art culture and local breweries. Both industries are unique to the Treasure Valley and can be promoted to improve the local economy, increase awareness of the culture and the community and attract more brewers or artisans in the future. To further bolster the presence of such community assets, the City has developed a walking tour which gives participants a better sense and exposure to both industries.

The tour can be promoted by utilizing any number of methods including roadside monuments, artistic lighting marking the path, or perhaps a placard system which when placed at certain intervals keeps users on the correct path.

Ales to Trails

To enhance the economic attractiveness of Garden City's budding micro-brew and wine industry, the City could organize an "Ales to Trails" brochure that draws users of the urban whitewater park or downtown visitors to Garden City via the Greenbelt. A brochure including route recommendations—particularly for the best places to cross Chinden—would be useful and help attract business to the sites.

This is not intended to encourage drinking while bicycling and relaying that message is important on information when relayed to potential users.

Wayfinding and Community Promotion

An extensive wayfinding system is needed in Garden City, as noted previously, with orientation toward getting to and from the Greenbelt and making connections beyond the city limits via safe routes to nearby Boise neighborhoods and business districts. The system could inform users by identifying where community facilities such as the Greenbelt are located, orient users as to where within the city they are, and provide information as to services available within close proximity.

The wayfinding system can be implemented using three steps:

1. On-street traditional way-finding signs oriented towards bicyclists compliant with the MUTCD.
(ACHD install at agreed to locations)
2. A Garden City developed and community-themed wayfinding system consisting of both sign toppers and standalone planning District signs used to promote city sites and orient street users.
(Garden City to design and purchase, ACHD to install)
3. Greenbelt signs not beholden to MUTCD constraints, could be more artistic in nature and provide messaging or mapping to users depicting various information (Garden City to purchase, design, and install)

Dogfish Head Brewery is promoted on a multi-modal statewide Wine and Ale Trail to promote economic development. A new rails-to-trails pathway also links the brewery to the nearby town.

Photo: Don Kostelec

Inexpensive wayfinding solutions, such as the low cost pedestrian wayfinding sign above, are a short-term solution along the Boise River Greenbelt in Garden City. The signs are typically made of corrugated materials such as those used in political yard signs. The templates and easy instructions are available from walkyourcity.org. Destinations and walk times can be hand-written and engage the community in creating wayfinding to the destinations they value most.

Photo rendering: Don Kostelec

Placing wayfinding signage on local roadways has been underway and continues to grow through a system wide process to identify both the proper locations for such signs and the attractions and distances most important to display. The effort will continually need and seek Garden City input to help inform sign content and placement.

The second element of the wayfinding system is one that has been implemented in various neighborhoods in the County by using sign toppers and stand alone signs. These signs continue to grow in popularity and add both an orienting value and neighborhood appeal. In Garden City, a series of signs depicting the particular planning District could be considered. Whether the area is "Old Town" or "Bradley Technology District", developing names and an artistic sign concept can not only identify the area people are in, but be a source of community pride. An example from Boise's South Boise neighborhood is shown on the following page.

Street sign toppers may be used at the intersection of arterials and local roads as well as collector and local roads to help reassure both pedestrians and bicyclists they are traveling in the right direction or that the Greenbelt is in the direction they suspect. A sign design similar to what is shown on the following page may be explored.

For the Greenbelt wayfinding system, an approach similar to the layout of the Livable Streets plan is possible. The Plan as well as the wayfinding could be broken out into five zones. Within each Zone: one (1) system-wide map could be mounted and placed at identified locations to help orient users; (1-2) Zone maps be installed at each section end to provide a more localized geography of places of interest; and numerous localized signs could be installed to note services or points of interest in the immediate area.

An add on Greenbelt signage element to a wayfinding system that Garden City could unilaterally devise is the employment and integration with Smart Phone applications (apps). These types of apps can

be updated in real-time as to local conditions, such as a Greenbelt closure due to maintenance or flooding. The apps can also supplement wayfinding signs by providing links to businesses that are not typically noted on public wayfinding signs. These types of features are typically temporary in nature, and require compliance with City ordinances and right of way placement. (shown on prior page)

Other wayfinding and community identification examples include sign toppers (above left) on streets that link to the Greenbelt on where users must use the street due to a gap in the Greenbelt. Other sign toppers can be used to identify distinct districts in Garden City, such as Old Town, similar to what has been done in some Boise neighborhoods (above right)

Photos: Don Kostelec & Chris Danley

Chapter 6: Stormwater Management & Landscaping

In most urban settings, stormwater is viewed as a nuisance that must be removed as quickly as possible, treated, and disposed. However, from a holistic viewpoint, stormwater is an important resource that can be used to provide nourishment for plants and recharge the aquifer. A desired outcome of the Livable Streets Plan was to combine thoughtful storm-water management techniques with reduced impervious surfaces and landscaped areas.

Innovative stormwater management and water-wise landscaping techniques are in place in several areas across the United States and Ada County. Finding the right places to pilot them and organizing the partnerships to maintain these treatments can be a challenge.

Photo: USEPA

Garden City's proximity to the Boise River heightens the importance of adequate stormwater management. The Garden City area has a high groundwater surface, estimated to be approximately 3-ft below the ground surface, which is hydraulically connected to the Boise River. Thus, it is important that stormwater undergo water quality treatment prior to being discharged to either underground or surface stormwater facilities so that pollutants do not reach the river. Additionally, under the federal Clean Water Act, Garden City and ACHD are required to limit the discharge of pollutants from the stormwater system to surface waters to the maximum extent practicable. This section addresses potential options for these two elements of the street system that can be incorporated into either the public right-of-way or within easements.

Stormwater

The relationship between plants and stormwater is symbiotic in that plants improve water quality by filtering pollutants such as oil, grease, nutrients, and sediments from runoff prior to infiltration into the groundwater. By integrating landscaping and stormwater management into a single system within the proposed street design, it is possible for Garden City and ACHD to simultaneously increase the aesthetic appeal of the streetscape while also mitigating the effects of development on stormwater runoff.

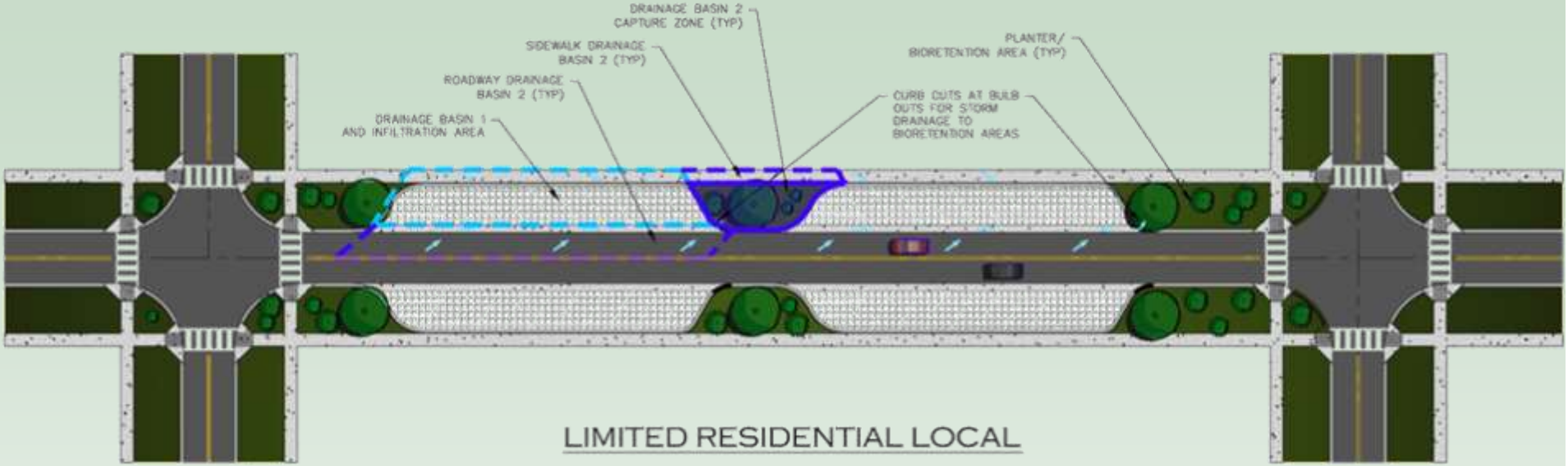
Low Impact Development (LID) is a comprehensive land planning and design approach with the goal of maintaining and enhancing the natural hydrologic conditions of an area after development by managing stormwater as close to its source as possible. Both the Garden City Code and the ACHD Policy Manual include provisions for providing a stormwater management system that is based on LID principles.

Methods supported in the ACHD Policy Manual include:

- Infiltration is the preferred method for stormwater management and treatment (ACHD 8007.1);
- Disconnect impervious areas directly connected to the stormwater system and minimize the amount of impervious surface areas to prevent pollution and reduce flow rates. Examples include vegetated swales and buffer strips, flow-through planter boxes, and use of landscaping as a stormwater feature. (ACHD 8007.4.1);
- Employ systems and practices that use or mimic natural processes to preserve and restore natural hydrology through infiltration, and/or evapotranspiration. Bioretention and pervious concrete/asphalt and

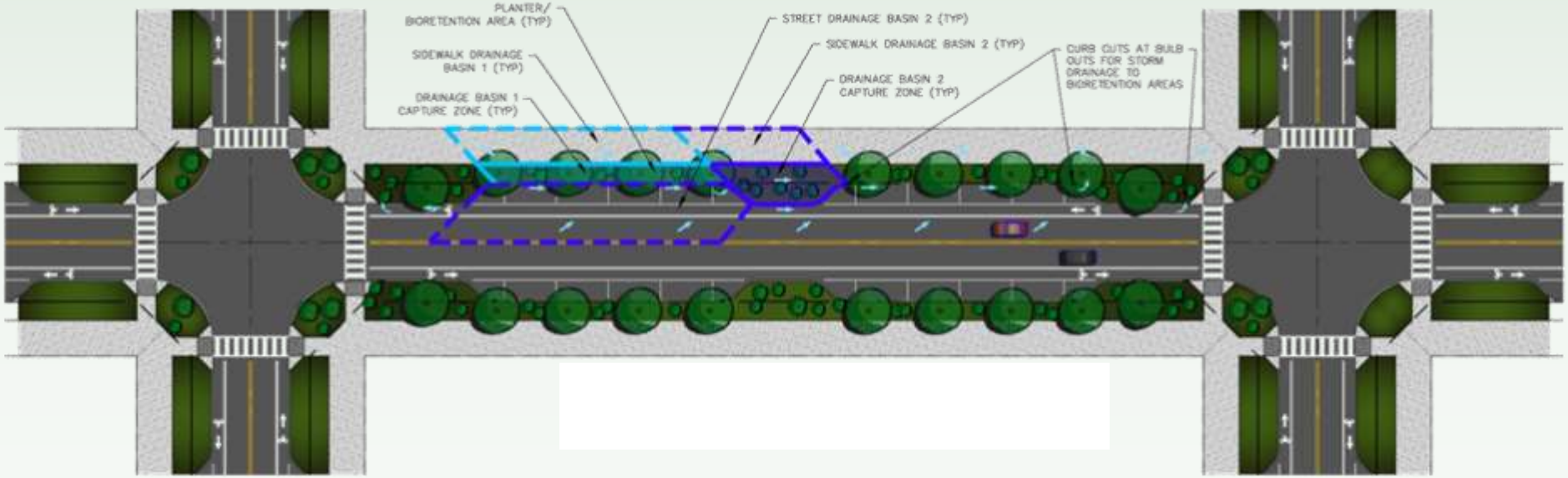
Limited Residential Local

Using on-street parking areas to help capture and treat stormwater through permeable paving techniques requires different materials, standards and approaches to maximize the benefits of this practice. It will also require public/private partnerships. The parking area is intended to absorb stormwater from the parking area and the sidewalks, not the street.



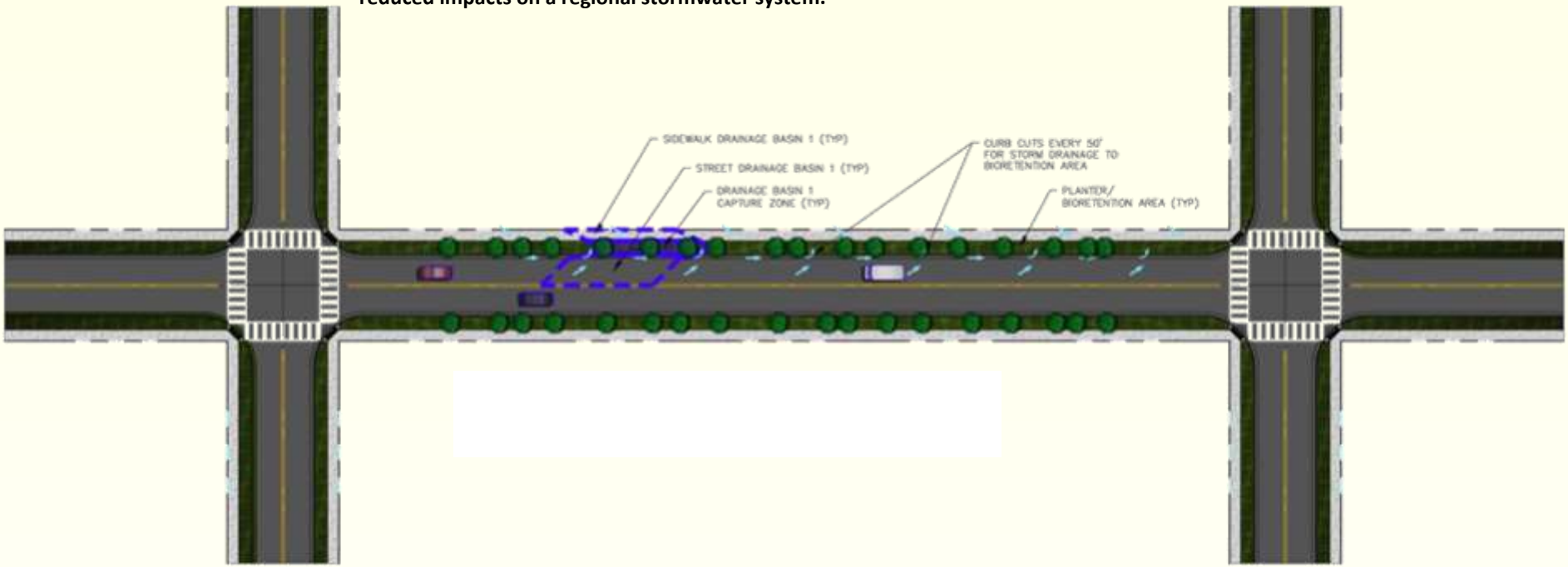
Main Street

In this concept, the curb extensions and buffer areas are intended to take on stormwater from both the pedestrian realm and the street similar to a drainage swale in a rural cross-section.



Old Town Local– Modification

In this concept, impervious surfaces within the public right-of-way drain into the buffer strip, reducing the need for underground piping, storage and a downstream pond site. The tradeoff is a loss of on-street parking in exchange for reduced impacts on a regional stormwater system.



pavers are examples of flow control measures (ACHD 8007.5.3); and

- Acceptable methods and standards for controlling stormwater runoff include increasing permeable areas, directing runoff to permeable areas, and maximizing stormwater storage for reuse (Garden City Code 4-14-14).

The proposed street cross sections in this section include areas of pervious surfaces with that allow for stormwater infiltration. In addition to landscaping, pervious surface options include permeable hardscapes such as pavers, permeable concrete, and permeable asphalt. Recessed, vegetated bioretention areas are included within the buffer strips between the roadway and sidewalk for Main Street, Limited Residential Local and Old Town, which are illustrated on the previous pages.

Stormwater runoff from the adjacent street and sidewalks can be directed to these areas and allowed to infiltrate through a layer of amended soil and to the subgrade below. This treatment is relatively inexpensive when compared to conventional treatments, low maintenance, and will serve to mitigate increased stormwater volumes from impervious surfaces through infiltration and evapotranspiration. Permeable pavers are shown in the parking area for the Limited Residential Local streetscape.

Although there are many benefits to LID techniques, there are some challenges to using alternative construction methods on streets, primarily related to maintenance. A comparison of different surface treatments is included in *Exhibit 6-1*.

In Garden City, stormwater management and xeriscaping was installed by Ada County at the intersection of Marigold and Glenwood along the frontage of the new paved parking area to access the Greenbelt.

Photo: Don Kostelec

Landscaping

During the initial outreach activities of this project, landscaping, street trees, and storm drainage infiltration facilities were among the items identified by stakeholders as being important and desirable elements to include with any street improvements. Landscaping can be viewed as both an opportunity and policy barrier based on the governance structure within Ada County in terms of how duties for cities and ACHD related to landscaping are defined.

This section does not pose solutions to those governance issues, rather it gives perspective on the utility of using various landscaping treatments considered to be an important part of stormwater management. As projects potentially using landscaping treatments unfold, hopefully there are agreeable joint methods between Garden City, ACHD and other partners, that fulfill the vision of stakeholders—which promotes higher property values—as well as increase safety for motorists, pedestrians and bicyclists.

Buffer Strips. Many of the proposed street cross sections incorporate a buffer strip between the sidewalk and the parking or vehicular travel lanes. These buffer strips are often referred to as “landscape strips”, “parking strips”, or “sidewalk strips”. These strips can be treated in many different ways depending on the desired

Exhibit 6-1: Comparison of Different Surface Treatments for Parking Areas & Buffer Strips

MATERIAL	DRAINAGE FUNCTION	WATER QUALITY FUNCTION	AESTHETICS	COST	MAINTE-NANCE	IRRIGATION	COMMENTS:
Parking Areas							
Asphalt Pavement	None	None	Poor	Low	Low	None	
Concrete Pavement	None	None	Poor	Medium	Low	None	
Permeable Concrete	Infiltration	Soil Infiltration	Poor	High	High	None	Requires periodic vacuuming
Permeable Asphalt	Infiltration	Soil Infiltration	Poor	High	High	None	Requires periodic vacuuming, could be sealed by unknowing owner
Precast Pervious Pavers	Infiltration	Soil Infiltration	Better	High	Medium	None	Requires periodic vacuuming
Grass Pavers	Infiltration	Bioinfiltration	Better	Medium	Medium	High	Mowing required
Buffer Strip							
Crushed Stone	Infiltration	Soil Infiltration	Poor	Low	Medium	Medium	Requires periodic replenishment
River Rock / Pea Gravel / Lava Rock	Infiltration	Soil Infiltration	Better	Low	Medium	Medium	Requires periodic replenishment
Gravel with Polymer Binder	Infiltration	Soil Infiltration	Better	Medium	Medium	Medium	Binder minimizes loss of gravel
Precast Pervious Pavers	Infiltration	Soil Infiltration	Better	High	Low	None	Requires periodic vacuuming
Synthetic Turf	Infiltration	Soil Infiltration	Better	Medium	Medium	None	Questionable aesthetics
Native grasses / Perennials / Xeriscape	Infiltration	Bioinfiltration	Best	Medium	High	Moderate	Provided and maintained by lot owner
Street Trees	Infiltration	Bioinfiltration	Best	High	High	Moderate	Adequate soil volume required
Turf Grass	Infiltration	Bioinfiltration	Better	Medium	High	High	Weekly mowing / annual fertilization

LEGEND

	Highly Desirable
	Desirable
	Less Than Desirable

Inorganic Options

Gravel, river rock , and other inorganic options are low cost, low maintenance options that can provide for infiltration of stormwater from adjacent impervious areas.

Gravel buffer strip in front of residential property. Bend, OR.

Gravel and boulders in buffer bulb-out. Troutdale, OR.

Photo: GreatStreets.com

Lava rock buffer strip. Bend, OR.

River rock, boulders mixed with native plants, Boise, ID.

Photos by Harmony Design & Engineering unless noted

effect and function. Curb extensions or "bulb outs" are other buffer areas that present additional opportunities for creative and attractive uses for these areas.

Often buffer strips are the most visible feature of the streetscape. They provide the foreground to architecture, access from the street for pedestrians, and are perhaps the most important features in creating the character of any street. Many cities across the United States have utilized these areas along their streetscapes in creative ways to not only achieve their primary objective of stormwater treatment, but also to enhance neighborhoods, create attractive and vibrant communities, and increase property tax revenues due to the increased value of properties along these routes. Garden City, ACHD and various partners have the opportunity to take advantage of these areas and to accomplish similar goals.

The following are surface options that can be applied to buffer strip areas. Different options can be applied to different street sections and a variety of surfaces can be applied to the same street, even within the same block.

Inorganic Options. Inorganic options (shown at left) include materials such as ornamental gravel materials, hardscape materials, or synthetic landscape materials. Ornamental gravel materials include river rock, pea gravel, lava rock, or crushed stone. In lieu of gravel, this strip can be hardscape with pervious surfaces such as permeable precast pavers. Other surfaces such as synthetic turf, synthetic boulders, or polymer bound gravel pavements can be also used.

Landscape Plantings. The addition of plant materials in the buffer strip will not only improve aesthetics but will provide added benefits by creating stormwater infiltra-

Landscape Treatments

Landscaping with native plants in buffer strips not only improves aesthetics but improves water quality of stormwater runoff. Landscaping options such as depicted would fall under the prevue of the ACHD Cost share policy if pursued.

A combination of inorganic and landscaping with gravel and native plants.

Photo: houzz.com

Native grasses and wildflowers in curb extension, Bend, OR.

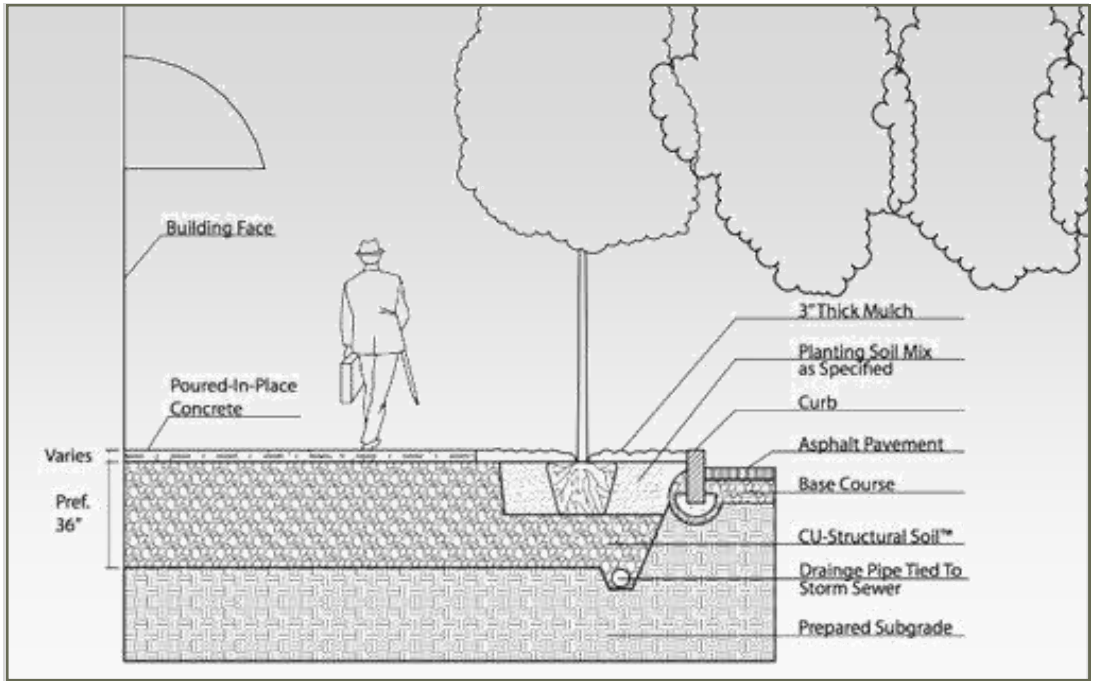
Landscaping and benches in buffer strip. Troutdale, OR.

Native plantings in buffer strip. Buffalo, NY.

Photo: gardenwalkgardentalk.com

Landscaping and paver wall in buffer strip.

Photos by Harmony Design & Engineering unless noted



Cross section of conceptual structural soil in a streetside, sidewalk environment.

Image: CU Soil

tion and treatment areas. In general, landscaping as part of the overall streetscape serves multiple purposes which include:

- Provides shade for pedestrians, parked vehicles, and pavements,
- Improves aesthetics as it is the most visible part of the adjacent property,
- Creates a human scale for the streetscape, and
- Filters and infiltrates stormwater at its source which mitigates increased flows from impervious surfaces and improves water quality.

Landscaping may consist of drought tolerant native grasses and perennials that require minimal maintenance and minimal supplemental irrigation. Property owners along the street may have the opportunity and could be encouraged to improve the buffer strip adjacent to their property to add visual interest, variety, individuality, and appeal for their property or business.

In areas where on-street parking is provided, periodic pedestrian access (at least one per lot) across the landscape areas could be provided with stepping stones or precast pavers to provide access to the sidewalk from the parking lane. ADA accommodations must be made at street corners or specially designated on-street spaces (in commercial areas). Care should be taken to assure that sight triangles at intersections and accesses are not obscured by landscape plant materials.

Irrigation for these planting can be provided by the adjacent landowner or by the City. In either case, sleeves under the sidewalk could be provided at each lot to accommodate irrigation laterals. Sleeves could also be provided where no landscaping is initially proposed in order to allow the option of future landscaping.

Street Trees. Street trees are also appropriate in these buffer strips as long as there is adequate space, soil volume, aeration, nutrients, and irrigation available for proper root development. Often street trees are planted in small planting areas surrounded by pavements and

compacted soils. This condition places undue stress on the trees which leads to declining health and premature death. In addition, tree roots can cause heaving of adjacent pavements.

Planting areas for street trees need to be as wide as possible and include a continuous strip along the length of the street to provide adequate soil volume. In general, each tree requires between 300 and 700 cubic feet of growing medium to thrive. Planting strips typically are a minimum of 6' wide with widths of 8' to 10' preferred.

Native grasses in a public parking area, Jackson, WY

Photo: Harmony Design & Engineering

If smaller planting pits are desired, special planting soils (structural soils) can be provided under adjacent pavements that will allow root growth while providing a structural base for pavements. These structural soils consist of a mixture of ¾" to 1 ½" angular crushed stone and topsoil.

The crushed stone provides a compactable structural base for the pavement while the soil within the voids provides a medium for root growth. Tree roots will grow into this medium at sufficient depth below the pavement to prevent heaving of the adjacent pavements.

The use of prefabricated structural cells (Silva Cells) that are filled with soil are another alternative that can be used to achieve the same result as structural soils. Although these measures add to the initial cost of the street tree plantings, they will vastly improve the growing conditions and add to the longevity, health, and overall success of the street tree program. The benefits of the initial investment will be realized through long term savings in tree replacement and repair of adjacent pavements.

Installation and maintenance responsibilities

With federal stormwater collection and treatment requirements evolving, so too do the expectations of paying for and maintaining stormwater related facilities and materials. Currently, capital project treatments outside of the traditional stormwater management methods such as plants and street trees or additional buffer space for the filtration, is paid for by the city requesting such treatments. Installation and maintenance of buffer strip materials may therefore be the responsibility of Garden City, a developer, a combination/ partnership of entities, or other interested parties. As the dialogue around new requirements and cost sharing evolves, projects will continue to be subject to District cost share policy and considered on a per project basis.

In priority areas such as at major intersections, crossings, and other areas of interest, Garden City or the Urban Renewal Agency (where allowed) could provide the funds and resources to upgrade minimal treatments to include street trees or landscaping within recessed beds with amended soils in order to provide surface storage of stormwater and allow for infiltration and evapotranspiration. Developers or private lot owners could contribute to further upgrades adjacent to their properties if desired.

Chapter 7: Where the Streets Meet the Greenbelt

The Greenbelt can be viewed as the "people's freeway" as it is strictly limited to movement by human power--bicycling, walking, running, skateboarding, etc. Users can include either Garden City residents traveling for recreation or utility purposes, citizens of other communities traveling to or through Garden City for the same reasons, or tourists visiting Garden City. Though the Greenbelt is not a street thus an ACHD facility, it is a viable transportation element and has many connections to local streets. Improving access and ensuring safety for all types of users is critical for personal mobility, health, local economic activity, social interactions and quality of life.

How greenways and trails are designed impacts the experience and, ultimately, the safety of the diverse set of users that take to the Greenbelt for a variety of recreational, utilitarian, health and transportation purposes. This chapter illustrates aspects of interface conditions and improvements to help guide future actions in planning for, designing, constructing and maintaining the Greenbelt or the many streets connecting to the Greenbelt, promotes a diverse user experience and is built to a maintainable scale.

This chapter emphasizes how the "design user" could be considered in how streets and the Greenbelt are linked, as well as how Garden City can incorporate other design elements into future Greenbelt enhancements to increase use and promote safe interactions among users.

Many of the elements in this chapter are not under the direct authority of ACHD, as the Highway District's jurisdiction ends at the edge of public right-of-way. Beyond the public right-of-way, Garden City or other property owners manage the design and maintenance of the Greenbelt. It is at the interface of these two distinct responsibilities where the conflicts often arise.

Many linkages between the Greenbelt and streets within Garden City do not contain design elements that meet requirements for ADA, allow for smooth transition between the two facilities, or provide a consistent expectation for users. Improving the network to emulate street system conditions is attainable through consistency design standards.

Photo: Don Kostelec

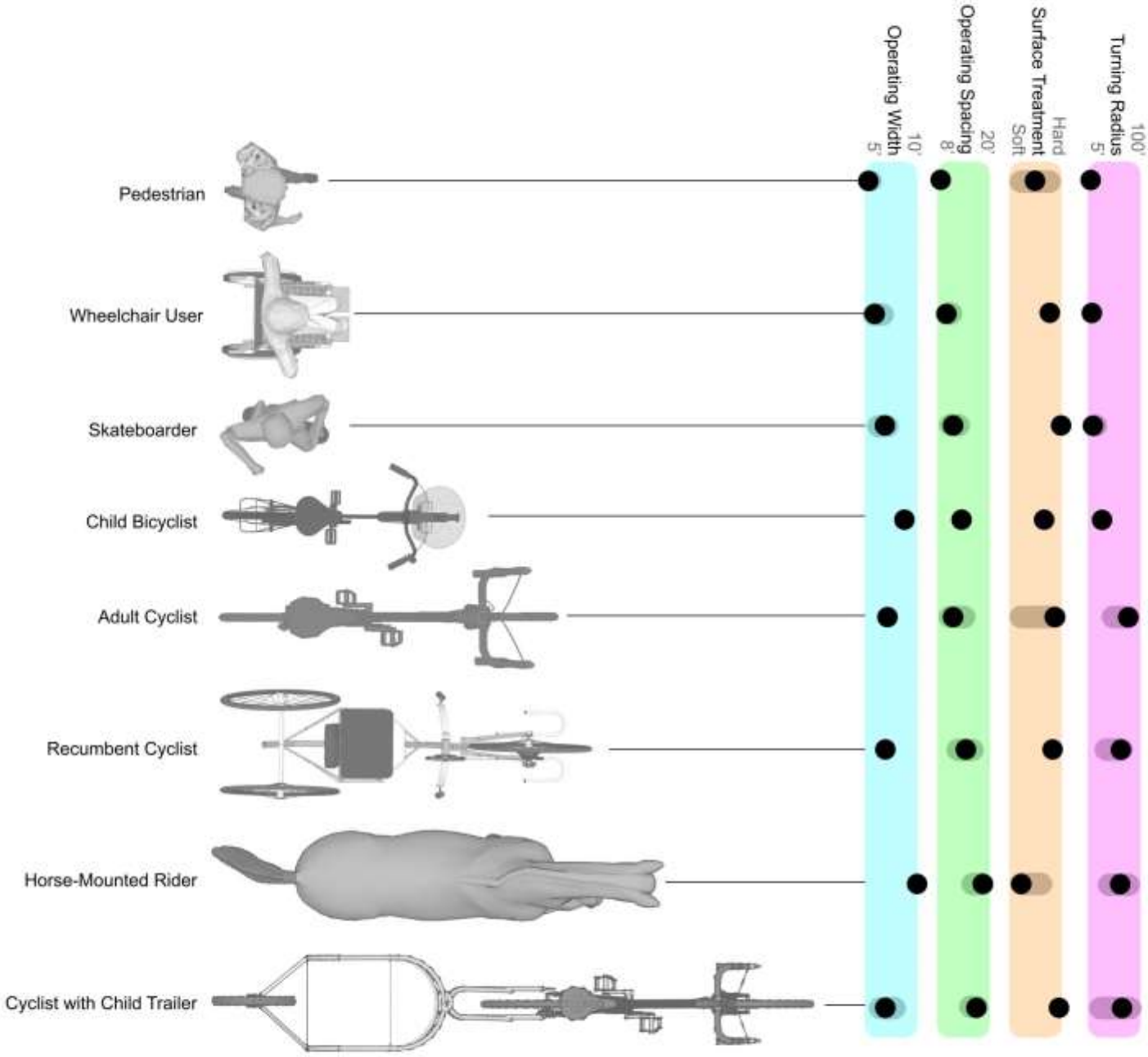
The Design User

A discussion on the design of the Greenbelt and how it interfaces with the local street system does not begin with the dimensional aspects of the Greenbelt; rather instead with an understanding of the different user types and their needs, and how those differences are accommodated into Greenbelt / street designs, construction and maintenance.

A well-connected Greenbelt system is likely to be one of the most diverse elements of the built environment for Garden City in terms of how people interact. When compared to traditional walking trails or paved walkways within parks, their function serves more than a recreational or experiential purpose to include a utilitarian function. When compared to other transportation facilities, the Greenbelt has to accommodate a more diverse set of user capabilities, "vehicles", and speeds occupying and traveling through the same space.

A family walking the dog along the Greenbelt has different needs than the bicyclist using the Greenbelt as a

Exhibit 7-1: Dimensions and Spatial Needs of Greenbelt & Trail Users



Typical operating widths, spacing requirements and turning radii depend on forward velocity as well as the experience of the operator. Skilled skateboarders frequently turn in less than the length of their own skateboards, for example. The preferred surface treatment for an adult cyclist will also depend on the type of bicycle (e.g., road or mountain or hybrid) that is being ridden as well as the purpose of the ride, for example, commuting as opposed to recreation.

Illustration: J. Scott Lane

link between two roadways. The needs of a person in a wheelchair vary greatly from members of a running club, or a couple walking arm-in-arm or a child learning to ride a bike.

How design accommodates multiple functions depends on understanding the Greenbelt context and what user types are most likely to interact. *Exhibit 7-1* (left) illustrates the various functional widths required for the largest share of Greenbelt users (recognizing that within Garden City, equestrians are not as likely to be a user type, however more remote or unpaved sections may accommodate such users). Each user type has unique requirements in terms of operating width and clear space required for comfort and safety. These characteristics ultimately drive future design standards, design exceptions and location-based design decisions.

As with streets, it is important that Greenbelt designs not conform to a "one-size-fits-all" approach. Such an approach may detract from the experience of users, negating the potential positive aspects of the experience. Negative safety impacts can also be experience if design is crafted absent consideration of user characteristics.

Exhibits in this chapter illustrate design elements for locations where user conflicts tend to be greatest. Not all conflicts can be avoided as the constraints of the natural and built environment oftentimes dictates how the Greenbelt is designed and where amenities and connections are placed along a corridor. The design of the Greenbelt and future connections to it via local street will be considered where these conflicts are most likely to exist.

Greenbelt/Street Interface

Garden City has nearly 40 locations where a local street or property connects or interfaces with the Greenbelt. Some connections are constructed with asphalt or cement, have minimal wayfinding signage and vary in terms of ADA compliance. Discovered through the planning process was an inconsistency in how these street/Greenbelt interfaces are designed. Numerous connections are lacking consistent or compliant features, thereby diminishing the possibility of Greenbelt use and reducing the awareness of services or attractions Garden City has to offer.

There currently does not exist a common set of design standards that consider the various characteristics of how the Greenbelt interfaces with roadways. Therefore, the street interface is often designed and built to reflect sidewalk-based standards or is constructed on an *ad hoc* basis by developers. This practice is not recommended because widths are too narrow for multi-use trail requirements and there is little consistency in how the street interface is managed.

Features such as curb cuts/ramps and landing areas, crosswalks, refuge islands, advanced warning / signalization and signage are different for Greenbelt users than they are for sidewalks and bike lane users. It is im-

Barriers such as "Jersey Barriers" and traffic gates can deter use of otherwise suitable access points. For those unfamiliar with the system they may think the Greenbelt is closed or off limits, and to regular users, their use does not provide a wide enough space for all user types. By removing some and painting others the barriers can be transformed into a community project rather than a lifeless concrete.

Photo: Don Kostelec

Each Greenbelt connection is a gateway to the City and by specially treating access points designated as primary ingress/egress points to neighborhoods and on-street linkages to popular destinations, increased use expected. Design treatments, such as rock walls and special signage can distinguish major access points from minor ones.

Photo: Don Kostelec

At several street/Greenbelt interfaces, raw dirt connections provide the link rather than paved and ADA compliant surfaces. ***Photo: Chris Danley***

portant to consider how both the motorist and the Greenbelt user approach the street interface. Each has different expectations that vary by the type of setting.

Interface Treatments

An inventory of the street/Greenbelt interface yielded four common types of interfaces addressed and described with greater detail in pervious sections. (Pg. 41-42) The four most common conditions identified and grouped together include: Paving Existing Conditions, Repaving Deteriorating Conditions, Rebuild or Upgrade Existing, Barrier Removal or Policy Enforcement.

Paving Existing Conditions. The transition between one facility and another can be critical. All users types need a consistent surface and an expectation that the transitional surface is similar if not identical to the one being used. As an example, if a bicyclist is traveling 12-15 miles per hour and attempts to turn onto a local street without a paved surface they could easily lose control, skid and ultimately crash. This scenario can certainly apply to roller blade users, skateboarders, and even runners running at a high rate of speed.

Repaving Deteriorating Conditions. Similar to completely unpaved sections, connections where asphalt or concrete is completely failing or in a total state of disrepair can also be extremely hazardous for users. When surfaces are failing they can unstable and can be unpredictable since they can further deteriorate with each step or tire rotation. Large chunks of asphalt can slide or move suddenly with use and either cause a slip and fall for pedestrians or a flat tire for bicyclists.

Rebuild or Upgrade Existing. In several locations the Greenbelt is connected to adjacent subdivisions or streets via the use of a sidewalk or driveway. When connecting with a sidewalk users have to travel several yards to access a short driveway or curb ramp to reach the street. For pedestrians this condition may be problematic but for bicyclists it is hazardous. If a cyclist is forced to ride on a sidewalk for any length of time they will conflict with pedestrian movements which can lead to pedestrian/bicyclist crashes. Also, when traveling from the street towards the Greenbelt, this condition can be a deterrent for cyclists if unfamiliar with the condition and cannot find the access point when they are expecting to find a ramp inline with the pathway.

Barrier Removal or Policy Enforcement. The final condition common along the Greenbelt is the need to either remove barriers or enforce policies. These situations can be easily improved by reconfiguring certain connections, or by working with property owners to remove things such as parked vehicles or vertical posts. These types of situations make the connections less appealing and can act as an impediment to both safety and efficient utilization.

Other Design Concepts, Markings & Signage

Appendix C contains a catalog of exhibits that identify common street interface features and ways to incorpo-

rate the needs of the user in their design. This catalog is intended to generate ideas and serve as an example for how architects, planners, landscape architects and engineers consider the street interface when a greenway is designed.

Many of the street interface treatment images contained in this chapter are not included in most standard design drawings, but generally conform to accepted design principles. ***Prior to the improvement of any Greenbelt/street interface links, an implementation step to be taken is for a thorough analysis and selection of acceptable treatments and design standards using both AASTO and NACTO guidelines to occur.*** These design concepts can be the starting point for development of design specifications and how ACHD can partner with other municipalities to develop a common set of interface conditions.

The design features in this chapter can also serve as an important resource for working with private landowners or developers who are interested in building Greenbelt connections on their site but may not have the technical resources to develop special features at the street interface.

These Appendix exhibits include:

- *Exhibit C-1*: Urban Street Interface
- *Exhibit C-2*: Other Multi-Use Trail Design Treatments
- *Exhibit C-3*: Marking Obstacles / Obstructions
- *Exhibit C-4*: Signage
- *Exhibit C-5*: Amenities & Structures

Connections like those shown above force bicyclists to ride along a sidewalk with pedestrians with only a 4 or 5 foot space to share.

Photo: Chris Danley

Where barriers like those shown above exist, reconfiguring the connection and improving the aesthetic appeal can greatly improve use and safety or users.

Photo: Chris Danley

Appendix

Appendix A: Public & Stakeholder Input

The Garden City Livable Streets Plan is developed through a "bottom-up" approach, with ideas fronted for the plan generated through public and stakeholder input.

Public opinion was taken into account through many outlets and was used to achieve a grounded and rooted series of recommendations to form the foundation of the Implementation Plan elements. The intent of this section is to exhibit the process used to glean public, stakeholder and agency staff comments and to demonstrate how they are to be used when forming the final plan.

Project Kick-Off Meeting

The Garden City Livable Streets Plan kicked off in September 2012. An initial meeting was held at ACHD and attended by ACHD staff and the project team. (Garden City staff was invited but unable to attend though the project team met with Garden City staff prior to the kickoff meeting.) The kick-off included a project overview and intent, planning process, goals and objectives and an interactive walk.

The short walk-about through an area of Garden City near the ACHD Administration Building. was selected by the project team due to the physical issues existing along the route typical of city conditions. The walk was intended to solicit preliminary ideas for plan development and help guide the initial phases of public and stakeholder input.

Station 1, 38th/Reed St. and Adams Street" / Theme: Garden City Main Street

Participants were asked to describe of what their vision of "Main Street" looks like, how such a street can come about, and the roles for the participating agencies. Responses included:

- Features of Main Street- trees, attractive areas, less chain link fencing, on-street parking, vibrancy, people, and outdoor eating spaces
- Party Responsibilities:
    - The City, for features such as parking requirements, setback requirements.
    - The Urban Renewal District was identified for elements such as sidewalk and utility construction.
    - ACHD for related street construction (or reconstruction) and striping.
    - Additional discussion focused on the requirements of the development community.
- ACHD Action Steps Possible Within 1 Year: Widening of Adams Street shoulders for on-street parking and placing some type of pedestrian facility (without curb and gutter) along Adams Street east of 39th Street.

Station 2, Reed Street Access to Greenbelt / Theme: Greenbelt and Street Interface

When asked to describe the ideal greenbelt/road interface participants quickly pointed out that the site:

In September 2012, ACHD staff and the project team participated in a brief mobile walking tour of Garden City near the ACHD Administration Building. The walking tour helped identify next steps for the plan and prepare for November 2012 public and stakeholder workshops.

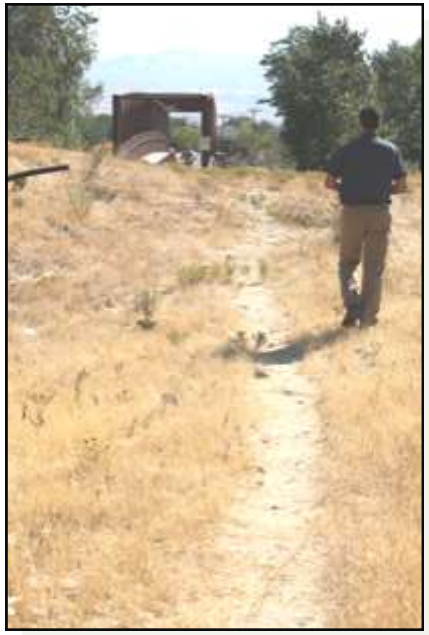
Photo: Don Kostelec

- Is difficult to negotiate on rollerblades and on some bicycles;
- Is a barrier for various users and generally seen as unsafe; and
- Is a perceived or psychological barrier due to safety concerns and lack of lighting.

One solution mentioned by ACHD staff recognized that if Garden City provided a formal easement, the District could pave the section in a timely manner. The location was viewed as an ideal candidate for a pilot project using alternate stormwater treatments.

The group talked generally about how ACHD and the City can work to achieve a more successful Greenbelt system. Though these specific areas are mostly functions of the city such as setbacks for connecting micro-paths, ACHD can erect wayfinding signs to existing sections of the greenbelt and realign the north/south street connections to the new West Bridge.
Other topics discussed at the site included:

1. How to work with a budding Garden City artist culture;
2. What the right level of lighting on the greenbelt is to diminish safety concerns without interfering with the serene nature of the corridor; and
3. The confusion over signs along the Greenbelt, whose messages don't match city policy.



During the September 2012 walking tour of the area, the group identified several features of the area related to Livable Streets. This "goat path" indicates a desire line for persons wishing to access the Greenbelt bridge across the Boise River near 36th Street.

Photo: Chris Danley

Station 3, Waterfront District / Theme: Future development opportunities

The group had a general discussion on the development application activity submitted in Garden City over the past few years and the possible classification of development in the future (i.e. large lot, mid-size redevelopment or single lot / small scale). Discussion centered on what the different types of developers/businesses are seeking and what can practically be expected of them. The discussion included parking space requirements, street frontage needs such as wider sidewalks / public areas along the building frontage for dining or increased users, stormwater retention policy, and utility placement.

The input received from this discussion was used to frame the perspective from which the consultant team viewed existing policies and plans. It also helped ACHD staff and the consultant team form the basis for questions for the November public and stakeholder workshops.

Monthly Project Meetings

In order to provide continual feedback to both the project team members and the consulting team, monthly project meetings occurred throughout the project. The intent of the meetings was to communicate developments which transpired from month to month and to continually keep all parties informed. The intent of these meetings was to allow staff time to review public workshop materials and project recommendations.

The project team reviewed initial findings covering several subject areas. The most significant findings includ-

ed recognition of the land use desires of Garden City, the willingness to pursue micro streets to improve connections, and the requirements for on-site parking.

- **Garden City Land Use:** The City has clearly identified several zoning overlays and a mixture of land use possibilities, as mentioned previously. The identified land use designations are the foundations for roadway cross-sections for integration.
- **Micro-streets:** Based on previous efforts of both ACHD and Garden City there was general consensus that adding a few additional connections, especially in an east-west orientation, is possible assuming the right-of-way widths are not so onerous that the new roads are cost prohibitive.
- **On-site Parking:** Optimizing space for development to maximize return is critical to attract investment . To construct a Main Street for example, building footprints should be larger which means more lot space is needed. An increased square footage means increased parking requirements and more dedicated parking space. Allowing on-street parking to count towards parking requirements is what the group decided is necessary as a trade off to attracting development. The idea would require Garden City to amend and reduce parking requirements in municipal code, especially in residential zones. Worth noting is that ACHD reserves the right to use the on-street parking spaces if such need arises in the future for traffic flow improvements or turning movements. Also discussed was whether permeable materials could be used for on-street parking space to minimize the effects of stormwater, which has both positive and negative implications for cost, maintenance and long-term viability.

The transitional nature of land uses and interactions that occur along the streets of Garden City are a regular topic during agency and public meetings. Land uses that generate considerable amounts of truck traffic on local streets are intermixed with residential areas—old and new—with low-income and English-as-a-second language residents.

Photo: Don Kostelec

Garden City Interviews

The consultant team met with Garden City staff on several occasions. In the initial meeting, several items were brought up for the project team to be made aware of, to consider or find ways to support that were in not captured within the Comprehensive Plan:

- A new pedestrian bridge will be built connecting with Eagle Island near the western city limits;
- 36th Street north of Chinden will soon be rebuilt by ACHD and include bulb-outs and landscaping;
- Garden City has expressed concern in the past about the capacity of the ACHD stormwater pond located near the Expo Idaho horse track;
- Mobility Oriented Development should be explored rather than Transit Oriented Development due to the proximity of the Greenbelt and modest transit service for the foreseeable future;
- The City could be interested in seeking to create a Land Bank to reduce blighted properties and accumulate contiguous parcels suitable for redevelopment;
- Discussion has occurred in the past about the future of Expo Idaho and the County's plans for that site, but since no concrete plans have materialized they are not part of the Livable Streets Plan

effort insofar as redevelopment for study or evaluation;
- Additional connections crossing US 20 - Chinden Blvd are desired; and
- Harnessing the artisan culture is strongly encouraged and supported by the City.

Public & Stakeholder Workshops

The first round of stakeholder and public meetings was held on November 8th, 2012 at ACHD's Administration Building. A two-stage workshop was conducted using a facilitated discussion method intended to generate ideas for implementing elements of the *Garden City Livable Streets Plan*. Ideas for the Plan were not presented to participants, rather they were asked for input from a walking or virtual tour of the area, and discussion of desired improvements in Garden City with their peers, what they would like to see enhanced or built in Garden City to create a more livable community.

Residents, business owners, agency stakeholder, and ACHD staff participated in workshops in November 2012 aimed at generating initial ideas for the Garden City Livable Streets Plan. More than 50 attendees took part in a walking or virtual tour and provided input on destinations and desired projects Garden City maps provided for participants.

Photo: Don Kostelec

Below is a summary of general inputs obtained from this workshop.

Stakeholders. Participants in the afternoon stakeholders workshop included staff from Garden City, ACHD, ITD, the Garden City Urban Renewal Area, Boise and Meridian School Districts, and North Ada County Fire and Rescue. The format used was similar to the initial project kick-off meeting in that the first half was used to provide a project overview while the second half included both a walking and mapping exercise. In all, approximately 25 participants attended with the most significant themes discussed as follows.

- **Walking Tour:** The walking tour included four stations. The first two stations were the same as the kick-off meeting: 38th/Reed and Adams, and the Reed/Greenbelt interface. Station 3 was at the mid-block point on 40th between Adams and the greenbelt. Station 4 was the intersection of Adams St and Adams Court.
  - **Station 1:** Similar comments to the initial kick-off meeting were provided by stakeholders. Additional Main Street features include:

    ⇒Wide sidewalks
    ⇒On-street parking
    ⇒Narrowed travel lanes
    ⇒Landscaping
    ⇒Pedestrian amenities
    ⇒Lighting elements
    ⇒Appropriate lighting
    ⇒Firefighting access
    ⇒Transit accessible
    ⇒Bicycle facilities

- Initial projects that could occur within one-year time included new paint configurations and signage, particularly crosswalk and travel lanes, new sidewalks, paving of shoulders for parking/pathways, and shortening intersection distances by using curb extensions.
- **Station 2:** The greenbelt interface discussion generated lots of interest, identification of problems and suggestions of solutions:

Problems:

⇒Lack of user visibility
⇒Lack of location identification
⇒Unstable transition surface
⇒No clear maintenance standards
⇒No uniform design of access points
⇒No adjacent parking

Solutions:

⇒Artistic wayfinding signage
⇒Landscape
⇒Pave or steady surface
⇒Provide amenities, benches, drinking fountains, trash cans, etc.
⇒Add lighting for safety

- **Station 3:** The third stop was to identify places of activity and logical routes accessing such locations. Cited locations included parks, shopping centers, civic sites like the library and city hall, as well as the Visual Arts Collective, Senior Center and new white water park. Route improvements included additional sidewalks, Chinden Blvd crossings, and another pedestrian bridge connecting to Willow Lane Athletic Complex.
- **Station 4:** The final stop on the tour was to discuss the attributes and features of a "skinny street". Participants were asked to give their impression of what the term meant to them and to list characteristics that came to mind. The most common included:
  - ⇒ Pedestrian oriented
  - ⇒ Bicycle friendly
  - ⇒ Narrow travel lanes
  - ⇒ No parking
  - ⇒ Low speed
  - ⇒ Low vehicle volume

The map above depicts the walking / virtual tour that was conducted as part of the November 2012 Public and Stakeholder Workshops. Participants were given a series of questions for each of the subject areas along the walking tour (circled in blue) and asked to comment about their vision for that particular location and what could be replicated elsewhere in Garden City.

Workshop participants took part in a mapping exercise using the map shown above. Each participant was asked to denote where they live or work in Garden City. They were then asked to identify popular destinations within the City, such as parks, community gather places, libraries, schools, grocery stores, and other activity hubs. Each group was also asked to prioritize a set of projects they would like to see in Garden City.

Public Session. The general public phase of the workshop was held in the evening and included an overview of the project, a virtual tour (due to lack of daylight) of the same stakeholder walking tour, and the same mapping exercise as stakeholders. Approximately 30 people attended the evening workshop.

- **Station 1** of the virtual tour had many similar comments as were given by stakeholders. However, the general tone of the comments were significantly deeper rooted in place making. General terms like "boulevard", "business friendly", "vibrant", "inviting", and "lots of people" characterized many of the participants' sentiments. The public generally gravitated towards a downtown city center-type place that is the heart of a community.
- **Station 2,** the greenbelt/roadway interface again had similar comments but differed in that the comments focused more on knowing how to get to other Garden City landmarks without guessing. Another heavy emphasis was on safety. Safety was sought to be improved through additional lighting, patrols, and minimizing exposure to cars. A third point of emphasis was cleanliness of the interface in terms of trash, dog droppings, unsightly fencing, and weed control.
- **Station 3** along the virtual tour discussing the activity sites and connections brought out additional points not mentioned by stakeholders including:
    - Filling the missing section of greenbelt on the south side of the river between 52nd and the fairgrounds.
    - Promoting safe and proper use of Glenwood (State Highway) for bicycling.
    - Installing facilities for crossing the intersection of State Street and Bogart Lane.
    - Improve crossing conditions for the area south of Chinden.
- **Station 4** was the "skinny street" portion to which many of the comments were redundant. However, a few images illustrated by participants on the handout noted Boise's 8th Street and North End neighborhood, cross sections amongst many .

Public Involvement Meeting

In May 2013, with the project nearing an end, a public involvement meeting (PIM) was held to inform the public about the findings of the Livable Streets Plan based on initial public input, field work, and analysis by the consultant team, ACHD staff and Garden City staff. The PIM also asked the public to identify their highest priorities for project implementation.

Attendees were presented with several display boards that included topics or maps specific to the Livable Streets Plan. Topics displayed included a recap of the initial round of information gathering, stormwater management, wayfinding, the greenbelt interface, and a board for each of the five implementation areas. To capture the sentiment and priorities of those attending the session, a simple voting mechanism was employed. The system used red, yellow, and green dots to indicate the 1st, 2nd, and 3rd most important projects. The public was given three dots to then place next to the corresponding project they felt are most important. Attendees were allowed to vote on three projects for each of the five planning areas.

Approximately 50 residents and officials from the community attended the PIM and submitted their input through the voting mechanism or by comment sheet. The results of that meeting are indicated in the Implementation Zone chapter. Specifically the results are shown in the project matrix section with priority ranking indicated by "High Public Support", "Moderate Public Support" or "Minor Public Support".

Boise State Capstone Project

Boise State University recently started an Urban and Regional Planning Masters Degree program. Two students completed a capstone project as part of graduation requirements. The project's focus was the area near the intersection of Adams Street and 42nd Street and was titled: *Integrating Land Use and, Transportation in Garden City, Adams & 42nd Subarea.* Recommendations from the plan were to be incorporated into the Livable Streets Plan as much as practical. Recommendations from the capstone project (left) and actions taken in the Livable Street Plan (right) are as follows:

♦ Improve 42nd Street Greenbelt Access	♦ Access was one of many called out to be improved
♦ New "skinny street" for east-west access	♦ New alignment proposed for study area and beyond
♦ Traffic Calming at 42nd/Adams intersection	♦ Mobility Oriented Development and Main Street cross section to be applied at intersection

Participants on the walking and virtual tour of Garden City discussed topics for implementation on how they view their community. Above, developers, community members and a representative of Garden City's Planning & Zoning Commission talk about street design elements near Adams Street.

Photo: Don Kostelec

50 community members and stakeholders attended the Public Involvement Meeting to express their opinions on the Livable Streets Plan. By placing stickers on priority projects, the public was able to help prioritize projects. (Green=High, Yellow= Moderate, and Red=Minor) Several display boards included other information, such as wayfinding, stormwater management, and next steps.

Appendix B: Existing Traffic Conditions

One of the goals of Garden City is to better integrate all modes or transportation in the development of their land use plan. The Plan also recognizes that the safety and quality of the pedestrian/bicycles experience is essential to promoting active transportation for recreation and utility.

Garden City has four main arterial roadways carrying the majority of the traffic: Chinden Boulevard (US 20/26), Glenwood Street (SH 44), State Street and Veterans Memorial Parkway. These facilities are exhibiting a traffic demand ranging between 25,000 - 40,000 cars a day (*Exhibit B-1*).

Understanding that there is a need to incorporate the arterials within the Garden City long-term plan; this plan focuses mostly on the local and collector roadway. *Exhibit B-2* depicts the contrast between the traffic demand on the local/collector roadways, ranging between 3,000 - 7,000 cars a day (*Exhibit B-2*) and the arterial roadways.

Lower traffic volumes provides an opportunity to explore additional design treatments as it relates to the proposed land use; and continually investigate integrating all modes of transportation into the City's plan .

Crash History

Crash data for Garden City was obtained from ITD for the years 2009 through 2011 (*Exhibit B-4*, following page).

To give context to how Garden City streets compare with those throughout the state with respect to accidents an analysis using the states statistics were used. Two intersections within Garden City are listed on the state of Idaho's top 150 High Accident Locations (HAL). The first being Chinden Blvd and Glenwood Street intersection at number 41 with 68 accidents and 31 injuries. The second being Glenwood Street and Marigold Street

Exhibit B-1: Existing ADT for 4-Lane Arterials (Sample Group)

Street	Count Location	ADT	Existing LOS
Chinden Blvd	West Of Coffey St	26,766	B
Chinden Blvd	East Of Five Mile Rd	26,927	B
Chinden Blvd	East Of 50th St	31,804	C
Chinden Blvd	West Of Veterans Memorial Pkwy	35,829	>D
Chinden Blvd	West Of Glenwood St	28,625	B
Chinden Blvd	East Of Glenwood St	32,486	C
Chinden Blvd	East Of Kent Ln	30,434	C
Chinden Blvd	East Of Veterans Memorial Pkwy	30,837	C
Chinden Blvd	East Of 32nd St	27,427	B
Curtis Rd	South Of Chinden Blvd	27,449	B
Glenwood St	North Of Lorimer St	42,859	>D
Glenwood St	Boise River Bridge	37,645	>D
State St	West Of Glenwood St	35,073	D
State St	West Of Bogart Ln	36,297	>D
Veterans Memorial Pkwy	North Of Chinden Blvd	25,632	B
Veterans Memorial Pkwy	South Of State St	32,464	C

Exhibit B-2: Existing ADT for 2-Lane Facilities (Sample Group)

Street	Count Location	ADT	Existing LOS
Adams St	West Of Veterans Memorial Pkwy	7,331	C
Adams St	East Of 41st St	3,045	B
Alworth St	East Of Kent Ln	3,018	B
Garrett St	North Of Chinden Blvd	5,649	C
Garrett St (Maple Grove)	South Of Chinden Blvd	7,414	C
Marigold St	West Of Willowdale Pl	4,465	C
Marigold St	East Of Coffey St	5,709	C
Marigold St	East Of Glenwood St	1,068	B
Riverside Dr	East Of Strawberry Glenn Rd	4,132	B
Riverside Dr	East Of Glenwood St	3,127	B

Exhibit B-3: Total Daily Vehicles in Both Directions (ADT)

Roadway Type	LOS B	LOS C	LOS D
4-Lane Arterial (Turn Lanes)	29,300	34,700	35,700
4-Lane Collector	14,650	17,350	17,850
2-Lane Facility	4,200	13,800	16,400

Note: All volumes are approximate and are for planning purposes only and may vary depending on a number of factors from grade, intersection spacing, signal timing, heavy vehicles, to on-street parking. ADT is only one of many contributing factors to determine LOS.
Based on FDOT Quality/Level of Service Handbook

Exhibit B-4: Accident Data 2009 through 2011

Year	Number of Crashes	Number of Injury Crashes	Number of Fatal Crashes	Number of Ped/ Cycle Crashes	Intersection Related Crashes
2009	204	107	0	4	100
2010	205	142	3	5	118
2011	240	140	0	8	109

intersection at number 139 with 42 accidents and 27 injuries.

An interesting number is the accidents involving pedestrian/bicycle which doubled from 2009 to 2011. This could possibly be an indication that there are an increasing number of people choosing to walk or ride their bike in exchange for driving their car or that the economy has created a shift in modes.

Appendix C: Greenbelt Design Concepts

Exhibit C-1: Urban Street Interface

Street Transition to Greenbelt

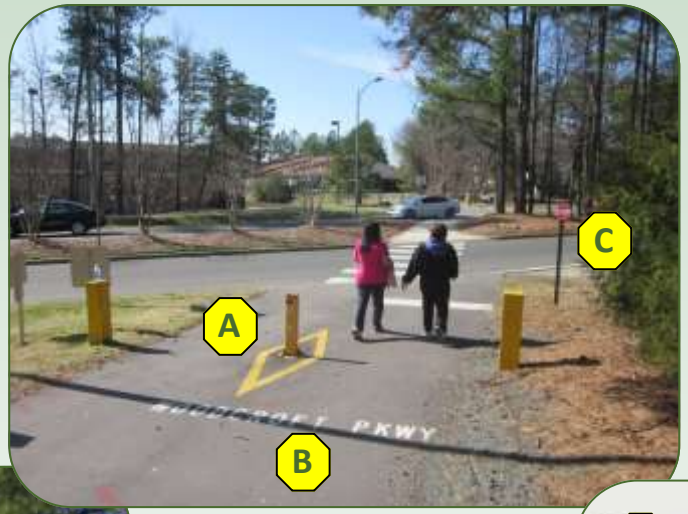
The urban street interface poses the most challenges due to higher volumes of vehicles and Greenbelt users in combination with the constraints of the built environment. Connections to destinations from the Greenbelt are important, especially for schools, parks and transit stops as well as the transition to the Greenbelt from bicycle lanes. The Greenbelt/sidewalk interface should not be overlooked. The design of the Greenbelt and crossing treatments should be like that of an extra-wide sidewalk, with a preference for 12-foot crossing dimensions of the Greenway approach, crosswalks and curb ramps to account for diverse users and comply with ADA requirements.

Street Crossing on Greenbelt Approach

A: Bollard & visible cue to channelize Greenbelt users and prevent vehicle use.

B: Wayfinding / Pavement markings.

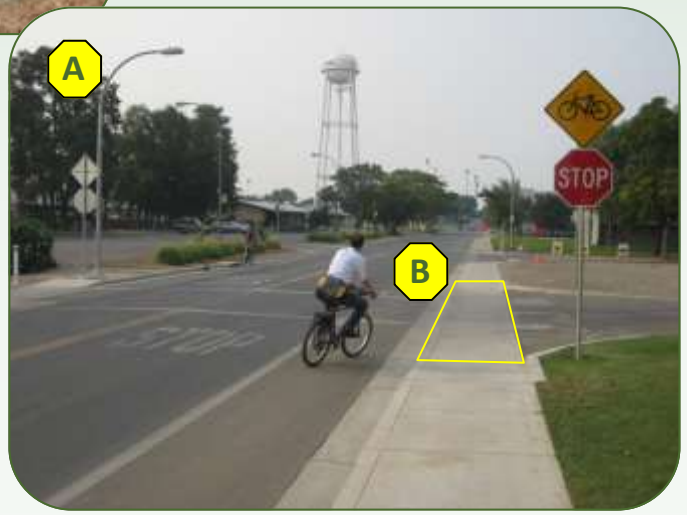
C: Stop sign.

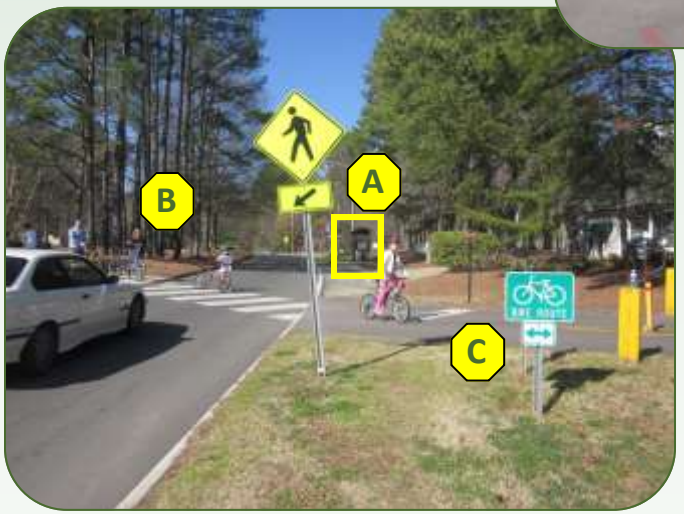


Crossing treated as 4-way Stop

A: Lighting to provide visibility for trail users.

B: Elongated, flat sidewalk that is flush with street to match trail surface and allow smoother transition for bicyclists from bike lane to greenway.





Street Crossing on Street Approach

A: Bus stop connection, including paved apron to/from trail.

B: Median for two-stage crossing.

C: Signage for bicyclists entering from street.

Photos: Don Kostelec

Other Design Treatments

Pavement markings from private driveways alert motorists to expect users to cross in front of them along a sidepath.

High volume multi-use crosswalks, such as one connecting to a school or park, may require separation of uses to avoid user conflict.

Transit stops along multi-use trails require a paved landing area—minimum dimension of 4' x 4', flat—connecting the pathway to the street. It should have been placed in the area outlined in this image.

On-street pathways can be used to fill gaps in greenways. The width and radius of the transition needs to consider the speed of bicycles.

High volume intersections of two pathways may require special design features, such as this multi-use trail roundabout in Davis, CA.

Micropath connections from neighborhood streets to greenways include signage, smooth transition areas and bollards to prevent vehicle use.

Photos by Don Kostelec

Marking Obstacles / Obstructions

The Power of Paint

There will inevitably be obstacles and obstructions that have to be addressed in the design and maintenance of multi-use to alert users of potential hazards. The costs to change the placement of these obstacles and obstructions may be prohibitive or other features may be purposely designed for the Greenbelt to handle stormwater.

Greenbelt users are typically traveling at a speed where these obstructions will not pose a serious safety threat but some may become tripping hazards or cause discomfort for bicyclists.

Sewer caps on the Virginia Creeper Trail are not flush with the trail surface. They are painted yellow as a warning for approaching users.

Sewer caps on paved greenways may be flush with the trail but can pose a hazard to bicyclists when wet.

Fences constructed to keep users out of private property can be marked with a line to delineate the clear zone, keeping users away from obstructions along the trail's edge.

Drainage grates may be necessary to control storm-water and can encroach on the trail. A marking around the grate alerts users to avoid it.

Drainage grates may also be marked with a diagonal line in the direction of travel so trail users can maneuver around them.

Photos by Don Kostelec

Exhibit C-4: Signage

Signage

Signage, even along a greenway with few amenities, is important to providing users with information on destinations, obstacles and other features along the trail that may present a challenge or hazard.

On-street connections in Roanoke are marked with the logo of the greenway system on posts or on the pavement (inset) .

It is important for users to know when to expect others to be crossing the trail. This is especially important in rural areas for private access roads (bottom) or farm crossings.

The name of the trail and mile markers help users orient themselves, plan their journey and track their progress.

These signs alert users of street crossings (top) and conflict areas (bottom)

The need for wayfinding starts at the access point as different users have different destinations.

Signage is critical in maximizing connections from the trail to destinations.

Street signs direct users to neighborhood connections and motorists to look out for trail users.

Photos by Don Kostelec

Exhibit C-5: Amenities & Structures

Amenities & Structures

Trailheads & Information Kiosks

The type of amenities and structures, and the degree to which they are incorporated into design and construction should be based on:

- Setting & preferences;
- Budget & funding source requirements;
- Community context;
- Degree of public access;
- Sustainable design;
- Maintenance costs; and
- Screening adjacent properties.

These images reflects some options for amenities along greenways to consider as projects enter a design phase.

Bridges

Special Markings & Public Art

Benches

Photos by Don Kostelec & Equinox Environmental

Exhibit C-5 continued: Amenities & Structures

Amenities & Structures

Bicycle Parking

Bag & Fishing Line Depositories

Educational Kiosks

Decorative Columns & Bollards

Piers, Shelters & Vault Toilets

Retaining Walls, Trail Edging & Fencing

Photos by Don Kostelec & Equinox Environmental

Appendix D: Development Expectations

The development community has a major role in the implementation of the Garden City Livable Streets Plan. This section is a consolidated element intended to demonstrate how the new roads are to be built and where they are to be located. (Greater discussion is had in previous chapters.) Two principal types of roads are to be constructed through development: Garden Street Main Street and the Limited Residential Local.

Main Street

The Main Street public right of ways sections are to contain:

- two 11' travel lanes,
- two 6' bike lanes,
- two 7.5' parking lanes which also include the gutter pan
- two 6" curbs

Outside of the public right of way in dedicated easements:

- two 8' planter/bioretention areas
- two 15' sidewalks are to be provided

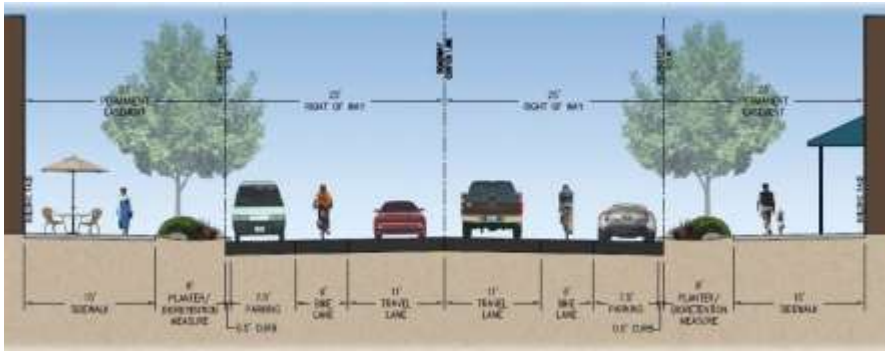


Exhibit D-1: Main Street Cross Section

Alignments

The new Main Streets sections may be located in three areas. *(ITD and Expo Idaho Site upon change of ownership and redevelopment, Adams St. nodes development)*

ExpoIdaho: The alignment should connect Merigold at the north with Alworth to the south. A possible alignment is shown in Exhibit D-1.

ITD District III area: The alignment should connect from Chinden on the south to Merigold to the north along the eastern edge of the property as seen in Exhibit D-2.

Adams Street Nodes (50th St., 45th St., 42nd St., and 36th St.) Each node is to develop using the Main Street cross section with the exception of the bioretention areas and the 5' bike lanes. Instead, the two way left turn lane will be removed, on-street parking provided, and shared lane markings used for bicycling facilities.

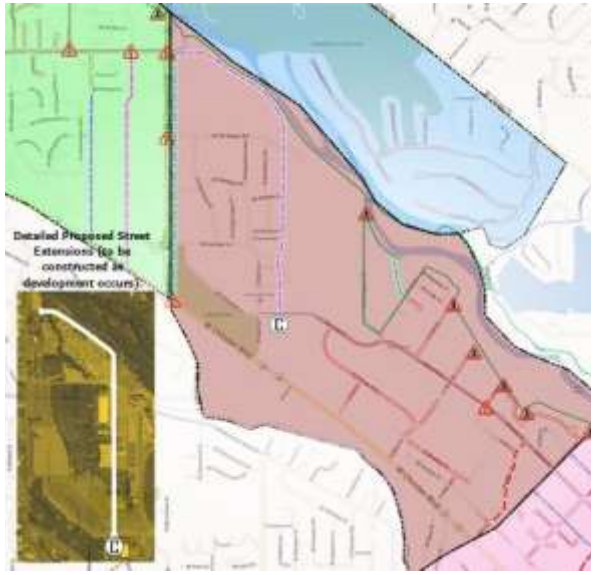


Exhibit D-2 (Far Left): Expo Idaho Alignment
Exhibit D-3 (Left): ITD District III Alignment

Limited Residential Local

The Limited Residential Local public right of ways sections are to contain:

- two 3’ valley gutters
- two 10’ travel lanes

Outside of the public right of dedicated easements:

- two 15’ angled parking rows
- two 2’ curb and gutters
- two 6’ sidewalks

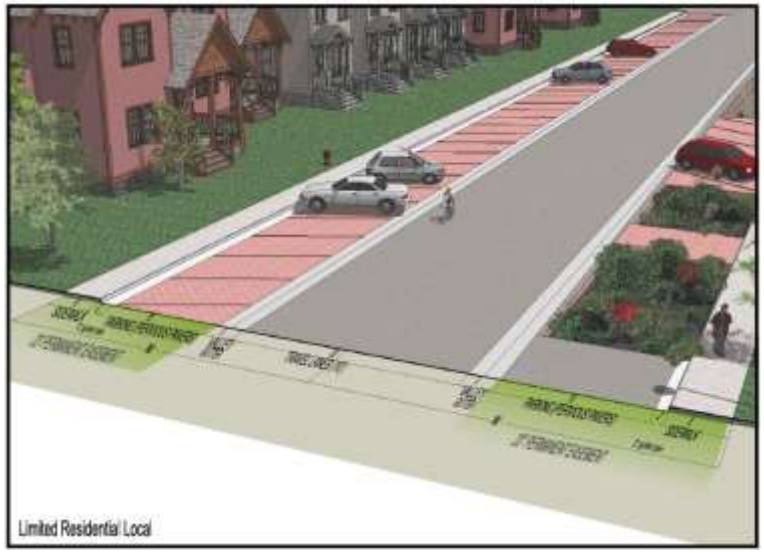


Exhibit D-5: Limited Residential Local Cross Section

Alignments

The Limited Residential Local is intended to be constructed on either side of Adams Street running east to west.

Clay Street Extension: The Clay Street extension will begin at the intersection of Clay and 37th Street and continuing to 41st street, with a slight northerly jog at 38th street to fit with conditions. On the eastern side of VMP, the road will continue and connect 42nd Street to 48th Street. (Exhibit D-6 and D-7 marked with “B”)

Reed Street Extension: The Reed Street Extension would connect 42nd Street with 48th Street as can be seen in Exhibit D-7 marked with an “A”.

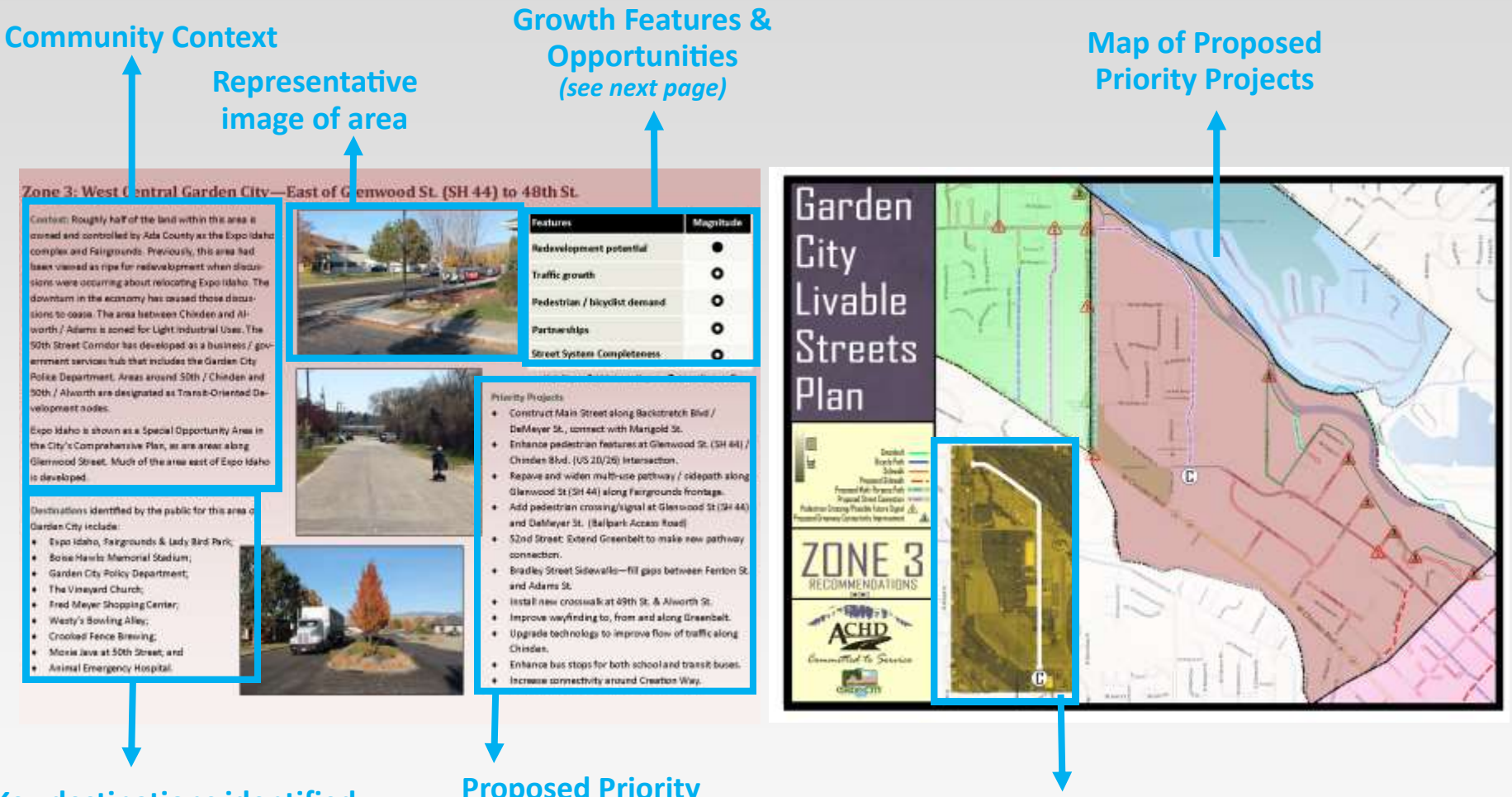
Brown Extension: The Brown Street extension would use ACHDs’ 36’ Commercial Local standard and connect 36th Street to 41st Street south of Chinden. (Exhibit D-6, “A”)

(Left) **Exhibit D-6: The new Clay alignment connecting 37th Street to 41st Street shown marked with “B”. The new Brown Street extension connects 36th street with 41st Street is marked with “A”.**

(Right) Exhibit D-7: Clay extension continues from Old Town connecting 42nd Street with 48th Street. (Marked “B”) The new Reed Street alignment would connect 42nd Street with 48th Street. (Marked “A”)

Appendix E: Understanding the Implementation Guide

This chapter contains project-specific recommendations for Garden City based on Implementation Zones. The City is divided into five distinct zones based on individual characteristics of the zone. Public and stakeholder input was the driving force behind identification of the zones and the projects within this. The guide on this and the facing page illustrates how to use the Implementation Guide.



Growth Features & Opportunities

Features	Magnitude
Redevelopment potential	●
Traffic growth	○
Pedestrian / bicyclist demand	●
Partnerships	●
Street System Completeness	○

High Degree ● | Moderate Degree ◘ | Low Degree ○

The Growth Features and Opportunities table included with each Implementation Zone represents the results of qualitative analysis conduct by the consultant team through discussion with stakeholders, input from public meetings, and evaluation of areas of Garden City for the Livable Streets Plan.

- **Redevelopment Potential** represents the magnitude by which the area could be subject to redevelopment over the next 20 years. A high degree means there are several properties that are either vacant or underutilized.
- **Traffic growth** represent the likelihood of traffic growth resulting from background growth or redevelopment. Note that areas with smaller properties or less redevelopment are likely to have less traffic growth than areas with large parcels that could be redeveloped.
- **Pedestrian/bicycle demand** represent the degree to which the area is observed to be generating demand by these modes.
- **Partnerships** represents the number of potential public-public or public-private partnerships in the area based on need and redevelopment potential.
- **Street System Completeness** represents the degree to which local streets have curb, gutter, sidewalks and bicycle facilities.

Priority Project Tables