

Scoping Report

Osage Street - 32nd Street to 46th Street

January 2022



Acknowledgments

Margaret Szeles, Planning Intern

Tom Laws, Planning Supervisor

Brooke Green, Senior Planner

Meg McCarthy, Bicycle and Pedestrian Program Coordinator

Colby GeDeros, Traffic Engineering Supervisor

Matt Degen, Design & Survey Supervisor

Scott Forrey, Pavement Management Engineer

Shawn Martin, Traffic Services Manager

Ryan Head, Planning Manager

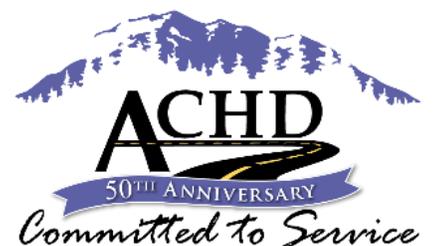


Table of Contents

- I. Background**
- II. Past Planning Efforts**
- III. Existing Conditions**
- IV. Recommendations and Options Considered**



BACKGROUND

Background

As part of the 2022-2026 Integrated Five-Year Work Plan (IFYWP) update, the ACHD Commission directed staff to undergo an accelerated scoping effort on 16 identified projects, including improvements to Osage Street in Garden City, Idaho. During the November 3rd work session, staff confirmed direction on this effort and proceeded with implementation. For Osage Street, an internal scoping effort was performed to examine past planning efforts, existing conditions, and potential improvements. The following scoping report highlights these findings, as well as staff recommendations for immediate and long-term improvements.



PAST PLANNING EFFORTS



Garden City Comprehensive Plan

City of Garden City, 2019

The Comprehensive Plan update conducted by the Garden City Council included a goal to connect the City by creating pedestrian and bicycle friendly connections. The City identified business and residential access and vehicles using Osage to bypass Chinden Boulevard as the primary usage for Osage Street.

The City looked at re-developing Osage Street as a shared mobility corridor, considering an opportunity for an art pathway and one-way direction for traffic in the comprehensive plan, under action step 7.1.5. This action would support pedestrian and bicyclists activity while maintaining access to local businesses.

The Garden City Council ranked the action as a high priority item with studies or plans, community support, partners, and dedicated funding as resources allocated for the action steps.

Adopted July 2006
Amended July 2019
Amended June 2021



Garden City Bicycle and Pedestrian Plan

Ada County Highway District, 2020

The Garden City Neighborhood plan identifies community priorities for future projects. The plan identifies projects that promote safe, effective, and convenient walking and biking facilities.

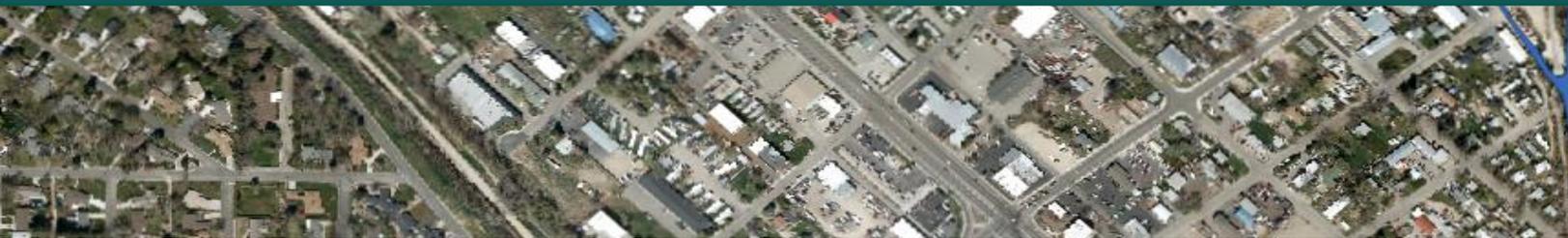
The Bicycle and Pedestrian Plan restates the purpose of the Osage Street development as a shared mobility corridor in the 2019 comprehensive plan and contains public comments towards the development.

PUBLIC COMMENT

“Osage Would make a great shared use bike/pedestrian path as an alternative to bike lanes on Chinden.”

“Signaled Crossing, please! I work on 33rd northeast of Chinden and see people risking traffic to cross on foot and bike. It's also so hard to turn left (SE) on Chinden toward Boise from 33rd. Many of us drive the opposite direction on Osage or Clay to 36th to get access to a traffic light.”

“It would be great if Osage could become a walking/biking corridor. A going along children is not pleasant”



2021 Transportation Improvement Identified Needs List

City of Garden City, 2021

The Transportation Improvement Request List identifies important transportation projects for the city. In correspondence with ITD, the plan identifies Osage Street as a local roadway project that would allow access to Chinden businesses from cross streets that would assist in traffic flow of Chinden Boulevard. The city identified this development as an opportunity for better regional movement benefiting access to all cities in Ada County.

The City of Garden City advantageously envisions Osage to remain narrow and function as access for adjacent businesses and further pedestrian orientation. The plan recognizes the right-of-way acquisition would be too costly to increase the width to ACHD standards for a local street. The narrow roadway would enhance vehicular and nonvehicular mobility and safety while negating acquiring right-of-way costs.

The city anticipates the improvements will require coordination between ACHD, ITD, and Garden City, but will require little funding from the transportation agencies.

2021 Transportation Improvement Identified Needs List - Continued

Garden City identifies Osage Street from 37th to 35th Street as an ideal test location to envision the artisan bike pathway. The city identifies these potential improvements to execute the vision:

- Feasibility study to identify if this road would be appropriate for drainage for the roadway system
- Improvements would include decorative paving or paintings
 - Implementation would require ACHD approval
- Pedestrian right of way signage
 - Implementation would require ACHD approval
- Maximum speed limit of 10-15mph
 - Implementation would require ACHD approval
- No curb, gutter, or sidewalk in the right of way, limited or no parking, potential sidewalk, and connections
 - City of Garden City considers this treatment adopted for the purposes of redevelopment requirements through the adoption of the plan
- Lighting
- Controlled access
- Adjacent landscaping, art, and street furniture
- Fencing > 3.5ft not allowed on property line
- Garden City identified traffic considerations on Osage including:
 - Adding Osage to a designated bike route
 - Adding a 10mph speed limit



Access Management Plan

Idaho Transportation Plan, 2019

The Access Management Plan was prepared for the City of Garden City as a proactive management of vehicular access points to land parcels adjacent to Chinden Boulevard. The plan addresses removal, restriction, and addition of parcel access along Chinden Blvd, as well as amending the approach width and joint/full access to neighboring parcels.

The Idaho Transportation Department recommends widening Osage Street to serve as functional backage roads to parcels along Chinden Blvd.



Circulation Network Plan, Garden City Original Town

City of Garden City, ACHD, 2009

The circulation network was developed through a cooperative planning process between the City of Garden City and Ada County Highway District to serve as a component for long-range plans and near-term infrastructure decisions. The plan identifies what components of the general street network could be desired to best serve the varying land uses and travel modes. This identification tool provides a general framework for future infrastructure that will supplement the desired effect of generating a circulation network.

The Circulation Network Plan investigates Adam Street and 36th Street concept designs that identify Osage Street with an alley-like function with the potentiality of becoming part of the circulation network in the Original Town plan.

Discussing Adams Street, the plan details that any new roadway connection to Veterans Memorial Parkway would be restricted to right-in-right-out access. Development of Osage could potentially require the same access.

Implementation and Next Steps in the Plan identify the need for concept designs and cross-sections for local streets and alleys, including the future use of Osage Street.



Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant for a Redevelopment Plan for Chinden Boulevard

City of Garden City, 2021

The City of Garden City applied for the RAISE grant in the 2021 application cycle. The nationally competitive grant would advance Garden Cities partnership with Community Planning Association of Southwest Idaho (COMPASS) to address and provide the initial design for Osage Street. This design could include bicycle and pedestrian facilities, landscaping, location and design of pedestrian crossings, access, drainage and right of way needs and constraints. The plan would set the basis for construction projects that would increase capacity and safety for all modes of transportation, safe business access, and safe bicycle and pedestrian facilities with an attractive road.

The City of Garden City was not awarded funds from the FY2021 grant.



EXISTING CONDITIONS

Overview

Length of Osage Street: 7,738 ft, 1.46 Miles

Number of Parcels Fronting Osage: Ninety (90) Parcels

Number of Intersections: Sixteen (16) total, two (2) of which would require crossing more than two lanes of traffic (E Veterans Memorial Parkway & 36th Street)

Key Land use of Osage: Garbage route, mail route, commercial and residential access

Number of Business Fronts: Nine (9) businesses use Osage Street exclusively for commercial access

Number of Parcels Only Accessed from Osage: Fifteen (15) parcels take executive access from Osage Street

Block by Block

Segment	Right of Way Width	Pavement Condition	# Of Adjacent Parcels	Parcels Accessed Directly by Osage
46th to 45th Street	15'	Good	4	1
45th to 44th Street	30'	Good	10	4
44th to 43rd Street	15'	Good	7	1
43rd to 42nd Street	15'	Good	7	1
42nd to E Veterans Memorial Parkway	15'	Poor	3	1
E Veterans Memorial Parkway to 41st Street	30'	Poor	4	0
41st to 40th Street	15'	Good	9	1
40th to 39th Street	15'	Good	7	1
39th to 38th Street	15'	Good	8	2
38th to 37th Street	15'	Good	5	1
37th to 36th Street	15', expands to 20'	Good	7	1
36th to 35th Street	15'	Good	5	0
35th to 34th Street	15'	Gravel	5	0
34th to 33rd Street	15'	Poor	4	0
33rd to 32nd Street	15'	Poor	5	1

OSAGE STREET - 46TH TO 40TH STREET EXISTING CONDITIONS



OSAGE STREET - 39TH TO 32ND STREET EXISTING CONDITIONS



Osage St, 46th - 45th Street

Right of Way Width: 15' # North Parcels: 2 # South Parcels: 2



Vicinity Map - ACHD Map Viewer

Parcels Only Accessed from Osage: 1 # Driveways: 3

Nearby IFYWP Projects: 45th St Bridge #1432, 500/ N/O Chinden Blvd, #MI215-06, Construction 2022

Constraints: Garbage route

Pavement Conditions Index: Good

Utilities: Seven (7) Power Poles, Sanitary sewer system, Intermountain gas line, Storm drain infrastructure, Irrigation infrastructure

Traffic Counts: EB/WB Osage St, East of 46th St: **126**; NB/SB 45th St, South of Adams St: **1026**



Osage St, 45th - 44th Street

Right of Way Width: 30' # North Parcels: 6 # South Parcels: 4



Vicinity Map - ACHD Map Viewer

Parcels Only Accessed from Osage: 4 # Driveways: 9

Nearby IFYWP Projects: 44th St Bridge #1433, 0/1 miles N/O Chinden Blvd, #MI215-05, Construction 2021

Constraints: Garbage route, mail route, Business front for Throttle Works, Business front from Sweetwood

Pavement Conditions Index: Good

Utilities: Five (5) Power Poles, Sanitary sewer system, Intermountain gas line, Storm drain infrastructure, Irrigation infrastructure

Traffic Count: NB/SB 45th St, South of Adams St: **1026**; NB/SB 44th St, North of Chinden Blvd: **1827**



Osage St, 44th - 43rd Street

Right of Way Width: 15' # North Parcels: 4 # South Parcels: 3



Vicinity Map - ACHD Map Viewer

Parcels Only Accessed from Osage: 1 # Driveways: 4

Nearby IFYWP Projects: Bikeway Signage, #104310, Construction 2025; US 20/26 and 43rd Pedestrian Crossing, #CM214-55, Construction 2023

Constraints: Garbage route, Business front for RV Parts and Services, Business front for Cinder Winery

Pavement Conditions Index: Good

Utilities: Four (4) Power Poles, Sanitary sewer system, Intermountain gas line

Visual Element: Cinder Winery store front, building artwork along the West side of Osage St

Traffic Count: NB/SB 44th St, North of Chinden Blvd: **1827**; NB/SB 43rd St, North of Chinden Blvd: **905**



Osage St, 43rd - 42nd Street

Right of Way Width: 15' # North Parcels: 3 # South Parcels: 4



Vicinity Map - ACHD Map Viewer

Parcels Only Accessed from Osage: 1 # Driveways: 5

Nearby IFYWP Projects: US 20/26 (Chinden Blvd) and Curtis Rd, #IN215-03, Construction 2021

Constraints: Garbage route, mail route, Business front for Renaissance Remodeling

Pavement Conditions Index: Good

Utilities: Six (6) Power Poles, Sanitary sewer system, Intermountain gas line

Visual Element: Tree and shrubbery along the East side of road

Traffic Count: NB/SB 43rd St, North of Chinden Blvd: **905**; NB/SB 42nd St, North of Chinden Blvd: **1593**



Existing Conditions

Osage St, 42nd - E Veterans Memorial Parkway

Right of Way Width: 15' # North Parcels: 2 # South Parcels: 1



Vicinity Map - ACHD Map Viewer

Parcels Only Accessed from Osage: 1 # Driveways: 3

Nearby IFYWP Projects: 41st St Bridge #1437, 600' N/O Chinden Blvd, #MI216-02, Construction 2021

Constraints: Garbage route, parallel street parking, Business front for Ozzy's Car Company, Business operation exit for Chevron Gas

Pavement Conditions Index: Poor

Utilities: Three (3) Power Poles, Sanitary sewer system, Intermountain gas line

Traffic Count: NB/SB 42nd St, North of Chinden Blvd: **1,593**; NB/SB Veterans Memorial Parkway, North of Chinden Blvd: **23,173**



Osage St, E Veterans Memorial Parkway - 41st

Right of Way Width: 30' # North Parcels: 2 # South Parcels: 2



Vicinity Map - ACHD Map Viewer

Parcels Only Accessed from Osage: 0 # Driveways: 3

Nearby IFYWP Projects: N/A

Constraints: Garbage route, mail route, overgrown vegetation

Pavement Conditions Index: Poor

Utilities: Three (3) Power Poles, Sanitary sewer system, Intermountain gas line, Storm drain infrastructure, Irrigation infrastructure, Fiber Cable (not ACHD)

Traffic Count: NB/SB Veterans Memorial Parkway, North of Chinden Blvd: **23,173**; NB/SB 41st St, North of Chinden Blvd: **732**



Osage St, 41st - 40th Street

Right of Way Width: 15' # North Parcels: 5 # South Parcels: 4



Vicinity Map - ACHD Map Viewer

Parcels Only Accessed from Osage: 1 # Driveways: 5

Nearby IFYWP Projects: N/A

Constraints: Garbage route, mail route

Pavement Conditions Index: Good

Utilities Seven (7) Power Poles, Sanitary sewer system, Intermountain gas line, Storm drain infrastructure, Irrigation infrastructure

Traffic Count: NB/SB 41st St, North of Chinden Blvd: **732**; NB/SB 40th St, North of Chinden Blvd: **753**



Osage St, 40th - 39th Street

Right of Way Width: 15' # North Parcels: 3 # South Parcels: 4



Vicinity Map - ACHD Map Viewer

Parcels Only Accessed from Osage: 1 # Driveways: 5

Nearby IFYWP Projects: N/A

Constraints: Garbage route, business front for David Epley & Associates

Pavement Conditions Index: Good

Utilities: Seven (7) Power Poles, Sanitary sewer system, Intermountain gas line

Traffic Count: NB/SB 40th St, North of Chinden Blvd: **753**; NB/SB 39th St, North of Chinden Blvd: **614**; EB/WB Osage St, West of 39th St: **243**



Osage St, 39th - 38th Street

Right of Way Width: 15' # North Parcels: 4 # South Parcels: 4



Vicinity Map - ACHD Map Viewer

Parcels Only Accessed from Osage: 2 # Driveways: 4

Nearby IFYWP Projects: N/A

Constraints: Garbage route, mail route

Pavement Conditions Index: Good

Utilities: Six (6) Power Poles, Sanitary sewer system, Intermountain gas line, Storm drain infrastructure

Traffic Count: EB/WB Osage St, West of 39th St: **243**; NB/SB 39th St, North of Chinden Blvd: **614**; NB/SB 38th St, North of Chinden Blvd: **973**



Osage St, 38th - 37th Street

Right of Way Width: 15' # North Parcels: 2 # South Parcels: 3



Vicinity Map - ACHD Map Viewer

Parcels Only Accessed from Osage: 1 # Driveways: 4

Nearby IFYWP Projects: N/A

Constraints: Garbage route, mail route, overgrown vegetation

Pavement Conditions Index: Good

Utilities: Six (6) Power Poles, Sanitary sewer system, Intermountain gas line

Traffic Count: NB/SB 38th St, North of Chinden Blvd: **973**; NB/SB 37thSt, North of Chinden Blvd: **1,745**

Notes: 15mph posted speed limit sign, Parcel 108 contains 15 homes with driveway access through 37th and Osage



Osage St, 37th – 36th Street

Right of Way Width: 15', expands to 20' # North Parcels: 3 # South Parcels: 4



Vicinity Map – ACHD Map Viewer

Parcels Only Accessed from Osage: 1 # Driveways: 4

Nearby IFYWP Projects: Bikeway Signage, #102210, construction in 2022

Constraints: Garbage route, parallel street parking, mail route

Pavement Condition Index: Good

Utilities: Five (5) Power Poles, Sanitary sewer system, Intermountain gas line

Visual: Business front for Visual Arts Collective

24Hr Traffic Count: NB/SB 36th St, North of Chinden Blvd: **3513**; NB/SB 37th St, North of Chinden Blvd: **1745**



Osage St, 36th - 35th Street

Right of Way Width: 15' # North Parcels: 2 # South Parcels: 3



Vicinity Map - ACHD Map Viewer

Parcels Only Accessed from Osage: 0 # Driveways: 2

Nearby IFYWP Projects: 35th St, US 20/26 (Chinden Blvd)/Greenbelt, #200223, design in 2025, construction in future

Constraints: Garbage route

Pavement Condition Index: Good

Utilities: Five (5) Power Poles, Sanitary sewer system, Intermountain gas line

24Hr Traffic Count: NB/SB 36th St, North of Chinden Blvd: **3513**; EB/WB Osage, East of 36th St: **240**



Osage St, 35th - 34th Street

Right of Way Width: 15' # North Parcels: 2 # South Parcels: 3



Vicinity Map - ACHD Map Viewer

Parcels Only Accessed from Osage: 0 # Driveways: 4

Nearby IFYWP Projects: Clay St, 37th St; 34th St, Chinden Blvd/Clay St, design in 2022, construction in 2025

Constraints: Garbage route

Pavement Condition Index: None, Gravel

Utilities: Four (4) Power Poles, Sanitary sewer system, Intermountain gas line



Osage St, 34th - 33rd Street

Right of Way Width: 15' # North Parcels: 2 # South Parcels: 2



Vicinity Map - ACHD Map Viewer

Parcels Only Accessed from Osage: 0 # Driveways: 1

Nearby IFYWP Projects: 33rd St, US 20/26 (Chinden Blvd)/Greenbelt, #103440, design in 2024, construction in future

Constraints: Parallel Street parking for local users

Pavement Condition Index: Poor

Utilities: Two (2) Power Poles, Sanitary sewer system, Intermountain gas line

Visual Element: Vegetation planter on the south side of Osage, running the property line of parcel #3308- Roots Zero Waste Market



Osage St, 33rd - 32nd Street

Right of Way Width: 15' # North Parcels: 2 # South Parcels: 3



Vicinity Map - ACHD Map Viewer

Parcels Only Accessed from Osage: 1 # Driveways: 3

Nearby IFYWP Projects:

32nd St, US 20/26 (Chinden Blvd)/Clay St, #1035000, Construction 2023

Pavement Condition Index: Poor

Constraints: Garbage route, Driveway and business access for Dick Tompkins Auto, parcel 107

Utilities: Four (4) Power Poles, Sanitary sewer system, Intermountain gas line



An aerial photograph of a person walking on a road. The road is marked with white diagonal stripes that create a strong sense of perspective. The person is a small silhouette in the center of the frame. A white rectangular box is superimposed over the upper portion of the image, containing the text 'RECOMMENDATIONS & OPTIONS CONSIDERED' in bold, black, sans-serif capital letters. The background is a mix of dark grey and teal colors, with the white stripes of the road extending across the entire scene.

RECOMMENDATIONS & OPTIONS CONSIDERED

Osage Street Recommendations

ACHD Staff is recommended immediate improvements to Osage Street:

Designate Osage Street for One-Way Vehicle Travel

With the average right of way width along Osage Street being 15ft, two-way vehicle traffic is not desirable. ACHD will work to formalize Osage Street as one-way for vehicle travel. Further technical analysis will determine directional flow.

Increase Signage along Osage Street

In coordination with designating Osage Street as one-way, ACHD will increase signage, such as: highlighting new travel restrictions, “cross-traffic does not stop”, and “bikes and pedestrians permitted”, where appropriate.

ADA improvements on Osage at cross-street intersections

Provide emphasis for pedestrian enhancements at Osage Street during upcoming design efforts to include curb, gutter, sidewalks, and bulbouts where feasible. Within the current adopted 2021-2025 Integrated Five-Year Work Plan, this includes:

- 32nd St, US 20/26 (Chinden Blvd) / Clay St,

- 33rd St, US 20/26 (Chinden Blvd) / Greenbelt,
- Clay St, 37th St / 34th St; 34th St, Chinden Blvd / Clay St,
- 35th St, US 20/26 (Chinden Blvd) / Greenbelt.

Complete List of Treatments Considered

Treatment Considered	Recommendation	Explanation
Transform Osage into a Bike and Pedestrian Shared-use Pathway closed to vehicles	No Go	Multiple parcels are only able to take access from Osage.
Flipping Traffic Control Signage to allow through movement along Osage rather than the cross-streets	No Go	Not recommended due to the proximity to Chinden Blvd and overflow queuing that occurs.
ADA improvements on Osage at cross-street intersections	Proceed. Include in upcoming design efforts.	Incorporate ADA for safer intersection crossings with upcoming design efforts in several projects within the Integrated Five-Year Work Plan.
Install Increased Lighting along Osage One-Way Traffic Designation	Provide Support	Garden City jurisdiction and lead. The average right of way width being 15ft, providing challenges for two-way traffic. Convert Osage to one-way vehicular traffic to decrease accessibility issues for commercial and residential use and improve safety for all. Allow through movement for bikes and pedestrians.
Provide a Multiuse Pathway Alternative on the South Side of Chinden	Provide Support	Support the City of Boise’s effort to establish a multiuse pathway / Boise Greenbelt alternative along the Settlers Canal, Boise Bench, and Garden City southern city limits.
Mid-block Bollards/Diverter Installation along Osage Street	No Go	Installing bollards mid-block on Osage to allow for bike/ped through traffic but limit vehicle would lead to accessibility issues for businesses, residential, garbage, mail, and emergency service users due to the narrowness of right of way and inability to turn around.
Pavement Maintenance	Analysis ongoing	Segments with poor pavement condition or gravel sections should be programmed for pavement maintenance.
Increase Placemaking such as Murals along Osage	Provide Support	Garden City jurisdiction and lead.
Concept Study	On Hold	Significant transportation changes must be preceded by land use development due to right of way and access constraints.

Raise Intersection Crossings along Osage at Cross Streets	No Go	Not recommended due to the proximity to Chinden Blvd, overflow queuing that occurs, road grade, drainage, and lack of sidewalks.
Increase Signage along Osage	Proceed	Increase signage in accordance with formalizing one-way traffic designation
Incorporate Permeable Pavers and other Stormwater Features along Osage	On Hold	Significant transportation changes must be preceded by land use development due the number of existing gravel lots directly adjacent to Osage.
Contraflow Bike Lane Striping in Coordination with One-Way Traffic Designation	On Hold	Poor pavement conditions and gravel sections limit the ability to stripe segments and right of way is too narrow in locations to accommodate.
“Premium” Pilot Segment	On Hold	Pilot program on different segments to include lighting, permeable pavers, and placemaking. Significant transportation changes must be preceded by land use development due to right of way and access constraints.
Multiuse pathways on Chinden	Provide Support	ITD jurisdiction and lead.
Promote the Boise Greenbelt as the Low-Stress Bike/Ped Corridor	Proceed	Continue improving connections from Osage cross-streets to the Greenbelt through upcoming design efforts in several projects within the Integrated Five-Year Work Plan. Complete Commission-Directed Mystic Cove Accessibility Improvements in FY2022