THE LANGDON GROUP
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December 2020

Glenwood Corridor (SH-44) Survey Summary:

Summary and Results

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Executive Summary

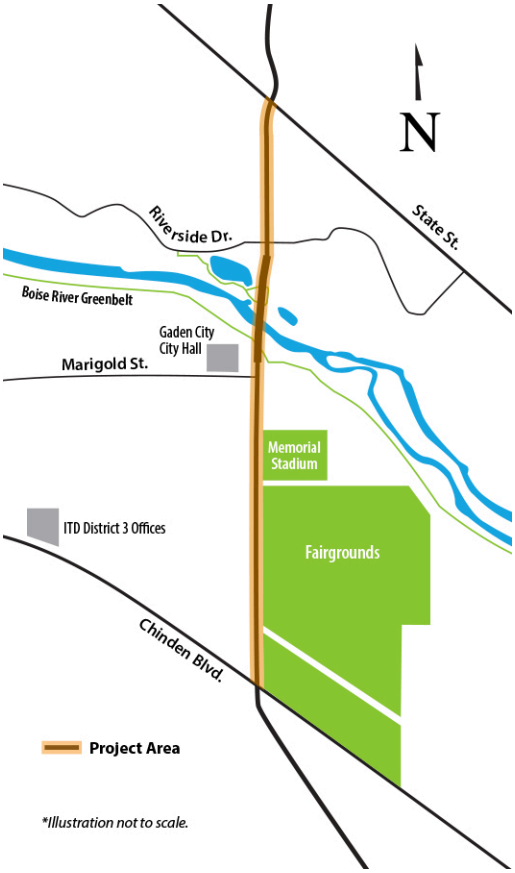
Background

The Idaho Transportation Department and the City of Garden City are partnering to create a fresh Corridor Plan for Idaho Highway 44 from the junction of State Street and Chinden Blvd., also known as Glenwood Street. As growth in Garden City and surrounding cities continue, a new corridor plan is needed to help ITD and the partnering land use agencies around Glenwood mitigate the impacts new development will have on transportation.

This section of highway is a critical connection in the heart of the Treasure Valley metro area. It is one of the few crossings over the Boise River, connecting the two-primary east-west commuter routes north of Interstate 84. The highway is a major business corridor, with dozens of services and shops adjacent. It is the primary route to the Ada County Fairgrounds. It also connects neighborhoods north and south to the Boise River Greenbelt, a premiere recreational and non-motorized commuter facility.

The corridor plan will:

- ✓ Identify primary stakeholders and uses along the corridor
- ✓ Identify goals and vision for the corridor
- ✓ Prescribe short-term improvements to existing facilities
- ✓ Outline long-range modifications in the event of redevelopment



When it comes to planning for growth, the agencies responsible for managing the transportation network and the authorities for land use must be on the same page. Changes to one affects the other.

ITD and Garden City are taking point on this corridor study, but there are many important partners in this process. Some of the key stakeholders include the nearby residents, neighborhood associations, homeowner associations, bicycle advocacy groups, adjacent businesses, commuters, Ada County, The City of Boise, Ada County Highway District, Capital City Development Corporation, Community Planning Association of Southwest Idaho, and Valley Regional Transit. Plans for Garden City and Expo Idaho (Ada County Fairgrounds) are important to understand when considering future changes to Glenwood. The reverse is also true – changes on Glenwood can affect the best use of adjacent property.

By joining together, ITD and Garden City have the goal of creating a plan for this area that will serve all users well and make the area an excellent place to live, work, and play.

Method

The survey was created in partnership between ITD District 3 and Garden City, with ITD (D3) as the lead agency. The survey was open from September 30 to October 31, 2020. The survey was distributed through multiple channels and shared by different partner agencies.

Outreach for Survey:

- Facebook Boosting – ITD and GC websites
- Utility Mailing – to all GC Residents
- Agency Collaboration – Valley Regional Transit (VRT), Ada County, ACHD, COMPASS
- (each agency promoted & shared this survey on their social media forums)
- Promotion – Neighborhood Associations/Homeowner Associations
- Flyers posted at local businesses

Response Overview

Total Responses: 1,386

Total Open-ended comments: 2,829

- Question #4: 140
- Question #8: 871
- Question #9: 362
- Question #10: 233
- Question #12: 696
- Question #13: 527

Summary of Input: Themes and Takeaways

Respondents' comments demonstrated a clear interest for solutions that could address the congestion issues along the Glenwood corridor, as well as safety concerns for drivers, bicyclist and pedestrians. Survey participants also emphasized the need for future planning to consider future transportation demand, multi-modal solutions, including public transit, and the current and future residential growth in the area as key factors in evaluating transportation options. In particular, respondents highlighted the need for future planning efforts to be coordinated with planning for the Fairgrounds site and to work closely with Expo Idaho, the stadium and the decision-makers for other changing land uses near the Glenwood corridor. Respondents acknowledged the need for a congestion solution that could address current safety concerns and current and future mobility needs.

Survey participants differed in the suggested approaches to address the congestion and safety issues along the Glenwood corridor. Some respondents suggested that future solutions should be informed by

a Complete Streets approach, with a focus on the mobility needs of all modes, while other respondents prioritized the mobility of automobiles.

Respondents highlighted significant interest in improved bicycle and pedestrian facilities, especially for all ages and abilities. Corridor area residents expressed interest in the ability to bicycle and walk to destinations along and near Glenwood but that they do not currently feel safe in using existing non-motorized facilities. Area residents shared that they would visit businesses outside of their automobiles more frequently if Glenwood was a more walkable environment. Commenters voiced interest in options that could connect to Capital High School to the Greenbelt as well as the students' homes, and allow safe crossings to businesses and public services, including the library.

Numerous respondents noted the idea that the existing and future congestion could be addressed through an additional North-South connector and/or additional river crossing connecting Glenwood to SH-55 and Eagle. Commenters referenced the ACHD Three Cities River Crossing study to connect State and Chinden west of Glenwood. Numerous respondents expressed significant interest in reviving this Study, with additional suggestions to create a connection to Five Mile.

Respondents also different in the preferred approach to stated issues surrounding turning movements. Commenters suggested less access to businesses to decrease back-ups and conflicts, while other commenters asked for increased access to businesses. Across both types of comments was a goal for users of Glenwood to be able to safety and efficiently access businesses, public services and residential areas. Within these differences, there was a clear tension between prioritizing through traffic and business access. This tension was in response to commenter's expressed frustration with existing congestion and could be addressed through future planning efforts. Some commenters wanted an increased speed limit and others emphasized a need to lower the speed limit for safety concerns. Additional input highlighted interest for solutions that could balance the needs of commuters and those that consider Glenwood to be the center of their community.

Survey participants identified the following additional concerns and goals that apply across the Glenwood Corridor:

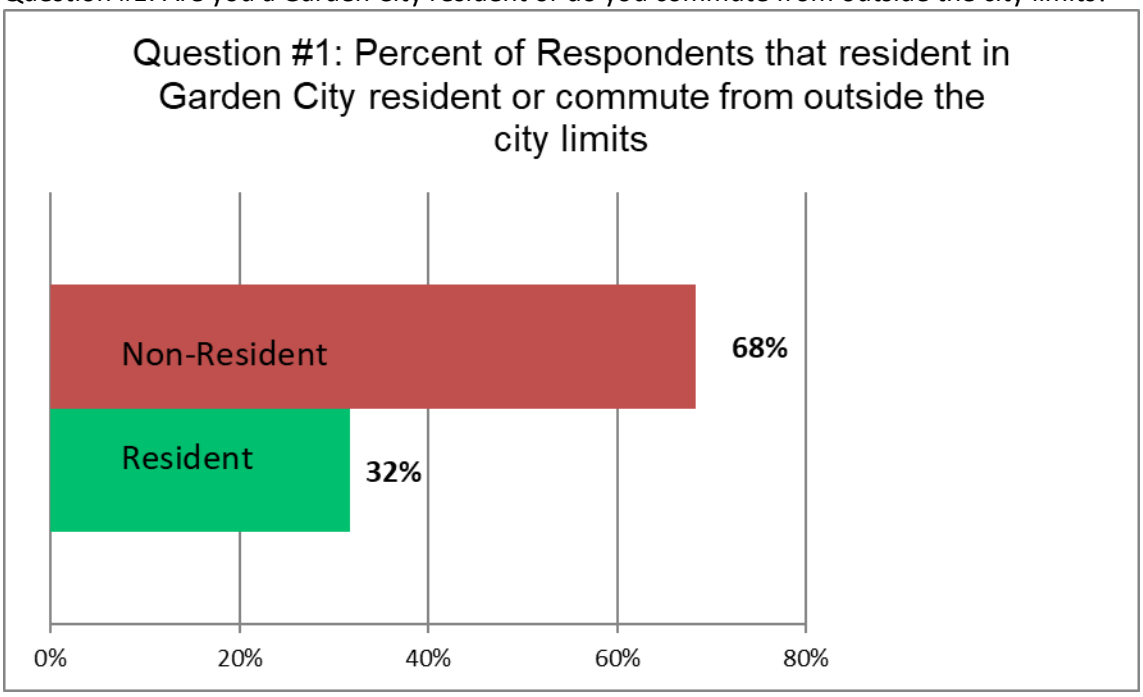
- Safety issues that result from aggressive, frustrated, or inattentive drivers and distracted driving, that speed, drive too slowly, run red lights, weave in traffic, fail to use signal, merge on yields, don't acknowledge bikes and pedestrians, etc.
- Concern that the signals are not optimized for the level of traffic.
- Impacts from flooding and interaction with underpasses in the area.
- A need for increased safe connections between Glenwood and the Greenbelt.
- Safe bicycle and pedestrian options for users of all ages and abilities.
- Increased public transit options, including light rail and a multi-modal transit hub.
- Dedicated bus lanes or bus pull-out zones.
- Unsafe use of the center lane for travel and turning movements.
- Access/ turning
- Crossing of Glenwood
- Congestion and backed up traffic
- Alignment (several comments discussed the alignment at State Street)
- Beautification

The appendices of this report contain a categorized summation of respondents input combined from the open-ended options in Questions #4, #8, #9, #10, #12 and #13.

- Appendix A. contains specific suggestions for improvements
- Appendix B. lists specific issue areas identified by respondents along the corridor, including those related to turning movements
- Appendix C. contains specific issues and suggestions related to bicycle and pedestrian improvements
- Appendix D. displays the report and analytics from Facebook advertisements
- Appendix E. provides the full list of comments.

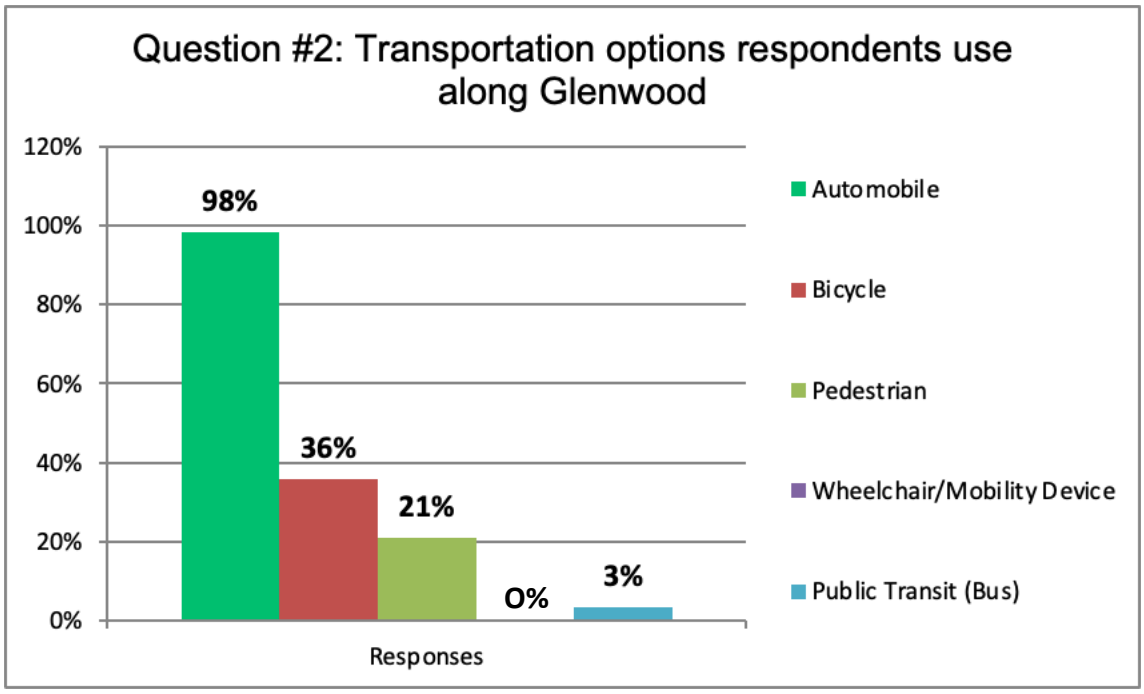
Data Results

Question #1: Are you a Garden City resident or do you commute from outside the city limits?



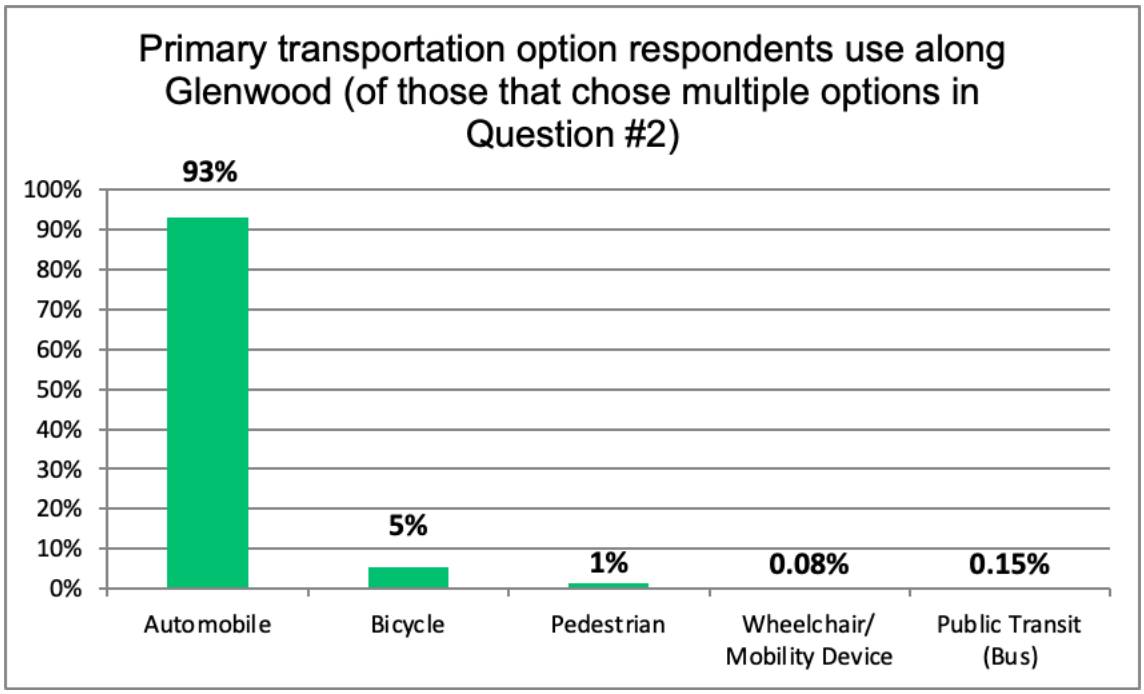
Answer Choices	Responses	
Resident	32%	440
Non-Resident	68%	946
	Answered	1386
	Skipped	0

Question #2: What are the transportation options you use along Glenwood? (check all that apply)



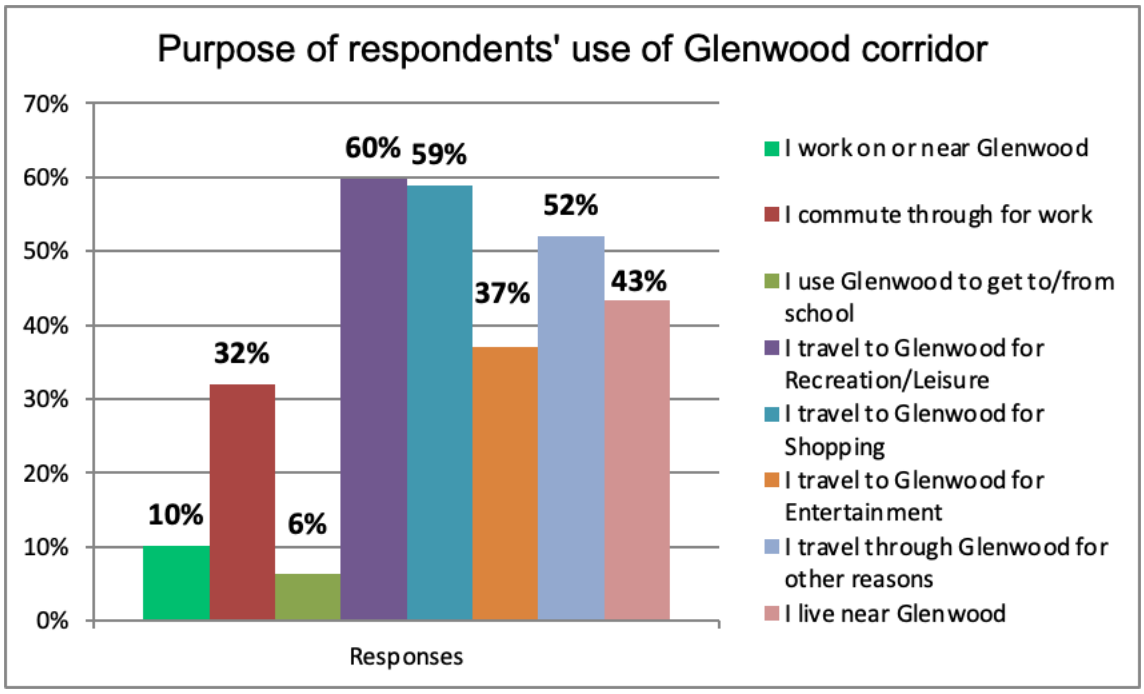
Answer Choices	Responses	
Automobile	98%	1362
Bicycle	36%	496
Pedestrian	21%	290
Wheelchair/Mobility Device	0%	6
Public Transit (Bus)	3%	48
	Answered	1386
	Skipped	0

Question #3: If you checked that you use more than one transportation option, what is the primary option you use along Glenwood?



Answer Choices	Responses	
Automobile	93%	1207
Bicycle	5%	70
Pedestrian	1%	16
Wheelchair/ Mobility Device	0.08%	1
Public Transit (Bus)	0.15%	2
	Answered	1296
	Skipped	90

Question #4: For what purpose do you use this corridor (check all that apply)?

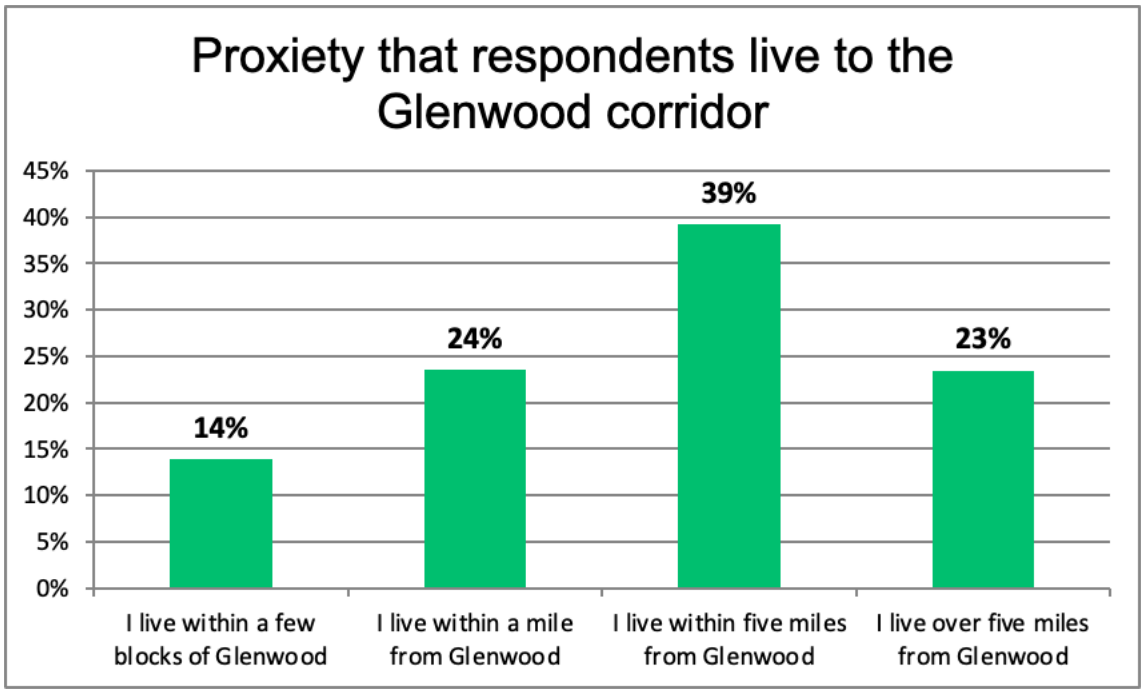


Answer Choices	Responses	
I work on or near Glenwood	10%	141
I commute through for work	32%	443
I use Glenwood to get to/from school	6%	87
I travel to Glenwood for Recreation/Leisure	60%	829
I travel to Glenwood for Shopping	59%	816
I travel to Glenwood for Entertainment	37%	514
I travel through Glenwood for other reasons	52%	721
I live near Glenwood	43%	602
Please provide any additional details you would like to share on your Glenwood destinations or purposes for use:		180
	Answered	1386
	Skipped	0

Open-ended option: Please provide any additional details you would like to share on your Glenwood destinations or purposes for use.

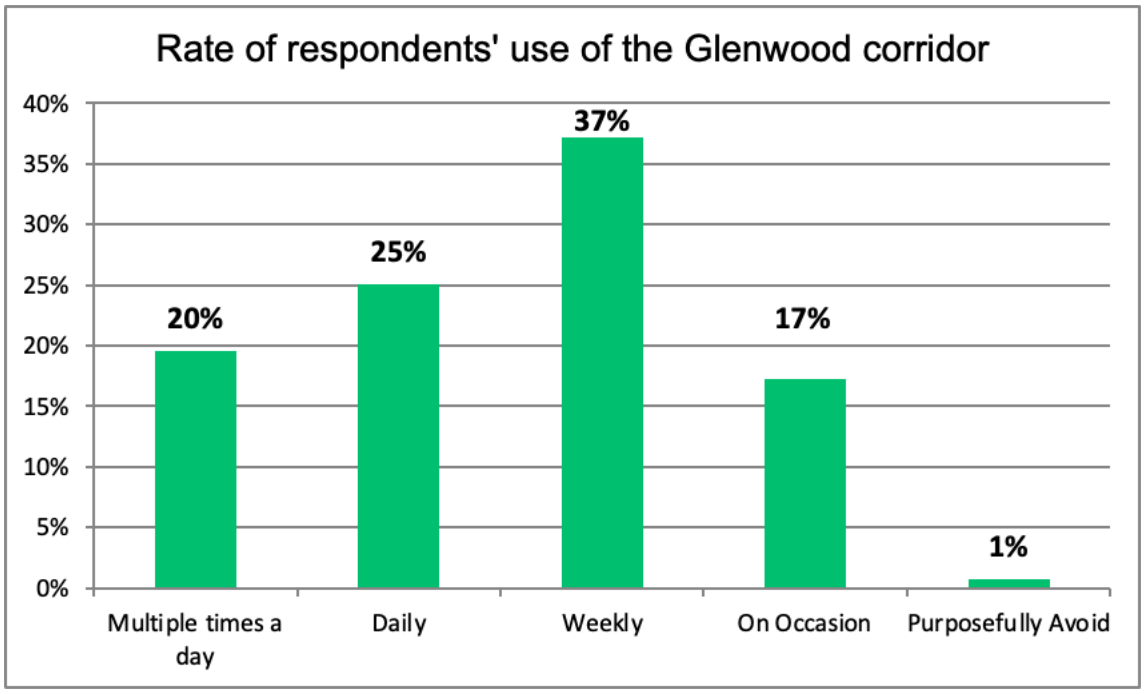
Number of comments: 140
(Full list of comments in Appendix D.)

Question #5: How close do you live to the Glenwood corridor?



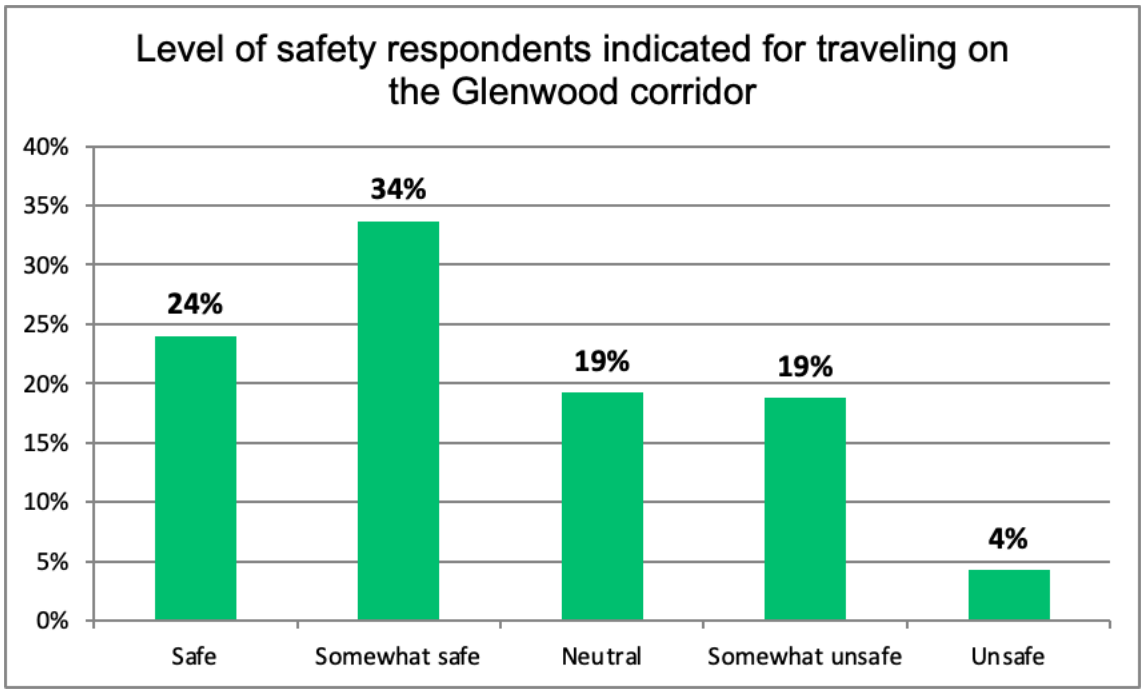
Answer Choices	Responses	
I live within a few blocks of Glenwood	14%	192
I live within a mile from Glenwood	24%	326
I live within five miles from Glenwood	39%	543
I live over five miles from Glenwood	23%	325
	Answered	1386
	Skipped	0

Question #6: How often are you in this corridor?



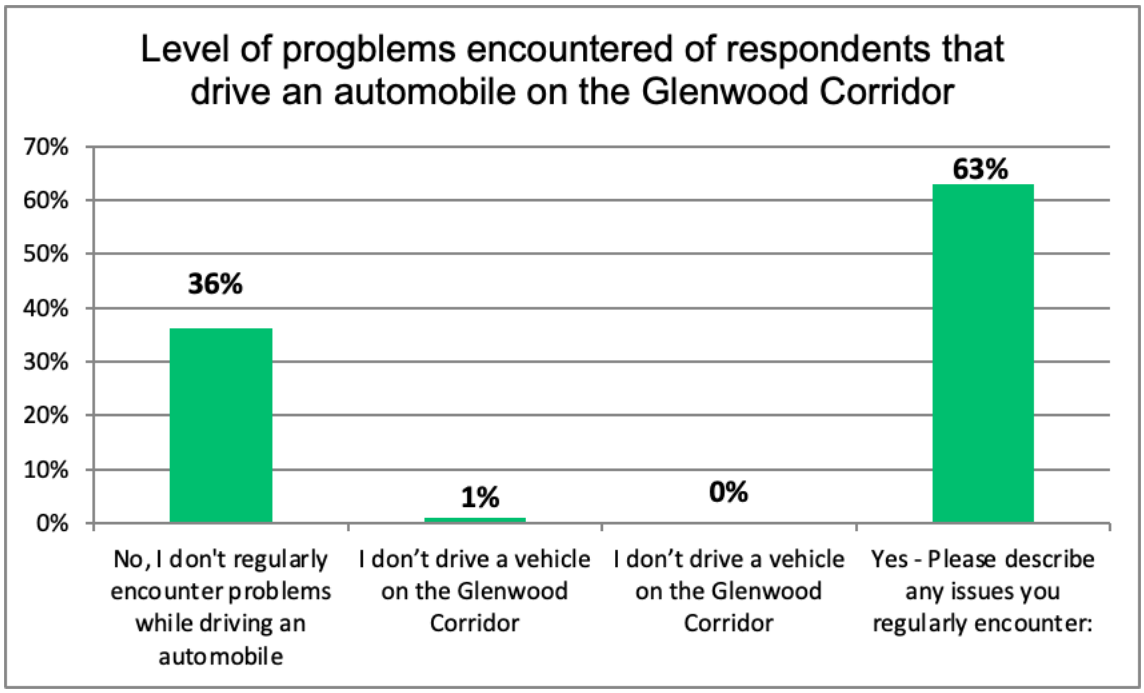
Answer Choices	Responses	
Multiple times a day	20%	272
Daily	25%	348
Weekly	37%	516
On Occasion	17%	239
Purposefully Avoid	1%	11
	Answered	1386
	Skipped	0

Question #7: Please indicate how safe you feel traveling on this corridor:



Answer Choices	Responses	
Safe	24%	333
Somewhat safe	34%	467
Neutral	19%	267
Somewhat unsafe	19%	260
Unsafe	4%	59
	Answered	1386
	Skipped	0

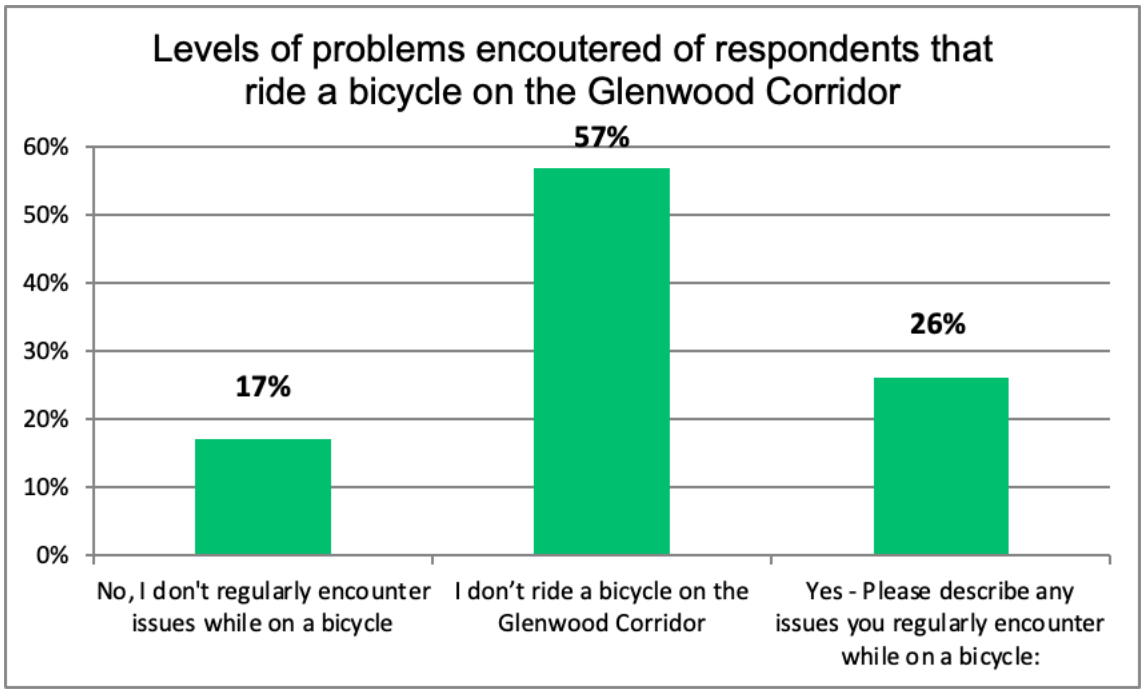
Question #8: If you drive an automobile on the Glenwood Corridor, are there any problems you regularly encounter?



Answer Choices	Responses	
No, I don't regularly encounter problems while driving an automobile	36%	502
I don't drive a vehicle on the Glenwood Corridor	1%	13
I don't drive a vehicle on the Glenwood Corridor	0%	0
Yes - Please describe any issues you regularly encounter:	63%	871
	Answered	1386
	Skipped	0

Question #8 Open-ended option: If respondents marked Yes, please describe any issues you regularly encounter.
Number of comments: 871
(Full list of comments in Appendix D.)

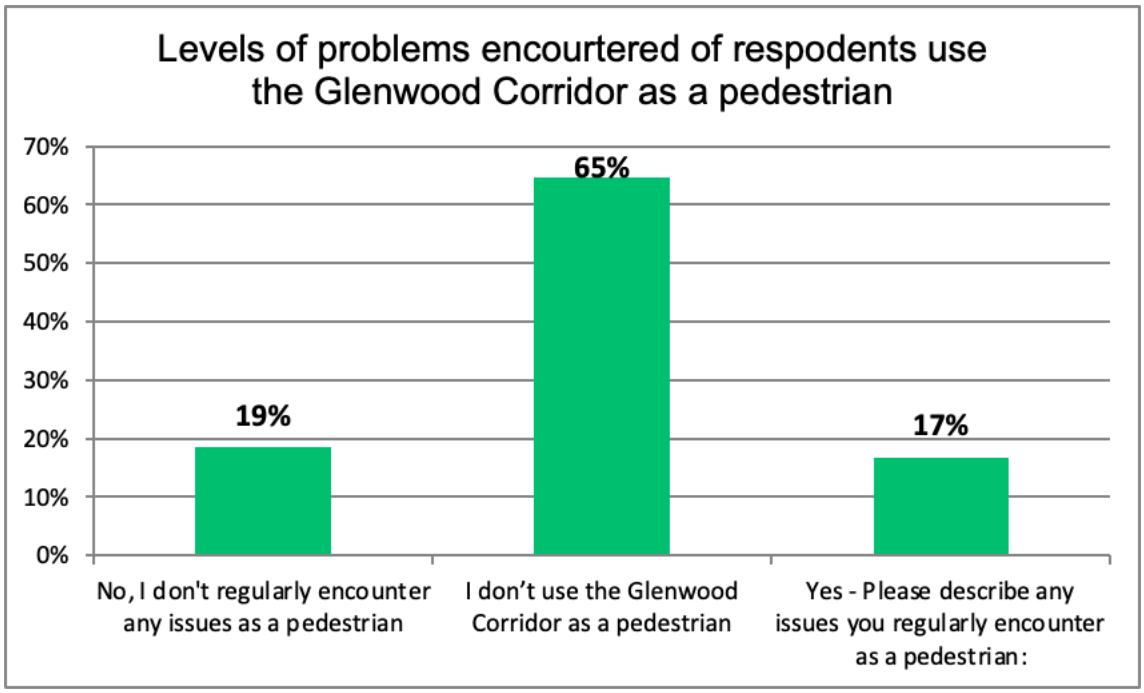
Question #9: If you ride a bicycle on the Glenwood Corridor, are there any problems you regularly encounter? If yes, please describe them.



Answer Choices	Responses	
No, I don't regularly encounter issues while on a bicycle	17%	237
I don't ride a bicycle on the Glenwood Corridor	57%	787
Yes - Please describe any issues you regularly encounter while on a bicycle:	26%	362
	Answered	**1386**
	Skipped	**0**

Question #9 Open-ended option: Yes - Please describe any issues you regularly encounter while on a bicycle.
Number of comments: 362
(Full list of comments in Appendix D.)

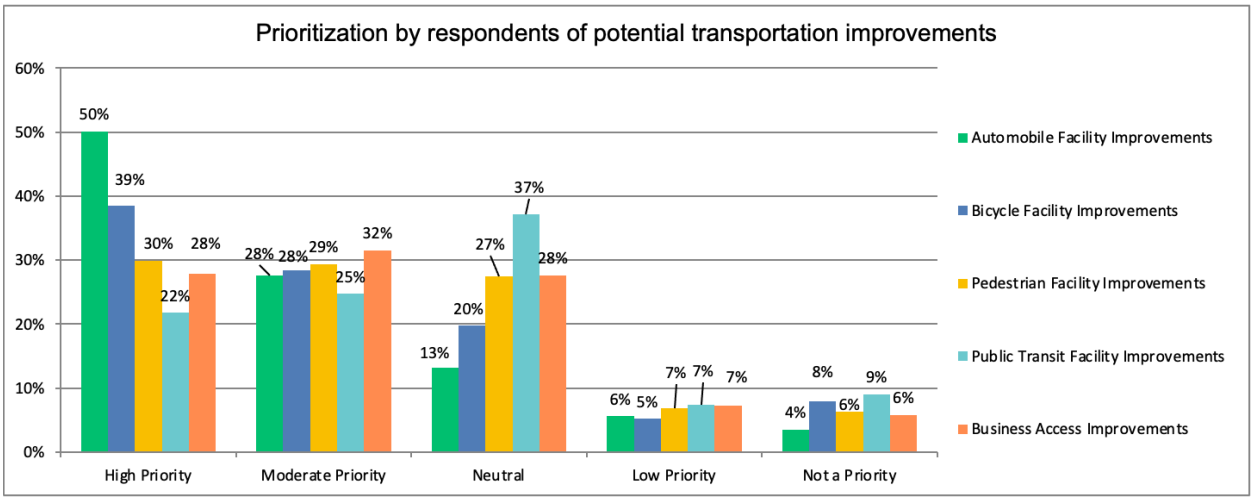
Question #10: If you use the Glenwood Corridor as a pedestrian, are there any problems you regularly encounter? If yes, please describe them.



Answer Choices	Responses	
No, I don't regularly encounter any issues as a pedestrian	19%	257
I don't use the Glenwood Corridor as a pedestrian	65%	896
Yes - Please describe any issues you regularly encounter as a pedestrian:	17%	233
	Answered	**1386**
	Skipped	**0**

Question #10 Open-ended option: Yes - Please describe any issues you regularly encounter as a pedestrian.
Number of responses: 233
(Full comments in Appendix D.)

Question #11: How would you prioritize the following potential transportation improvements?



	High Priority		Moderate Priority		Neutral		Low Priority		Not a Priority		Total
Automobile Facility Improvements	50%	684	28%	376	13%	180	6%	77	4%	48	1365
Bicycle Facility Improvements	39%	516	28%	381	20%	265	5%	70	8%	107	1339
Pedestrian Facility Improvements	30%	399	29%	392	27%	366	7%	91	6%	85	1333
Public Transit Facility Improvements	22%	287	25%	326	37%	489	7%	97	9%	119	1318
Business Access Improvements	28%	375	32%	425	28%	372	7%	97	6%	78	1347
										Answered	1386
										Skipped	0

Question #12: Are there any specific potential facilities that you would like constructed or improved along this corridor? If so, please indicate type and location in the textbox:

Answered	696
Skipped	690

Question #13: Do you have any additional information regarding the Glenwood Corridor you would like the project team to know?

Answered	527
Skipped	859

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The appendices of this report contain a categorized summation of respondents input combined from the open-ended options in Questions #4, #8, #9, #10, #12 and #13.

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Appendix A. Specific Suggestions

The following items are categorized from across respondents input combined from the open-ended options in Questions #4, #8, #9, #10, #12 and #13. The Specific Suggestions represent the range of ideas in the comments.

- Traffic backs up before State Street; turning into Walmart is precarious
    - Suggest a blinking yellow at the Walgreen's and Walmart would help.
- Need a turn lane at Marigold St; traffic won't allow a left turn from a business onto Glenwood.
- At Chinden and state, I would like to see interchanges built instead of traffic lights
- Glenwood and State to be built and modeled after the VMP and State intersection.
- Bike Connection to Greenbelt needs to be better.
- With frequent flooding of the greenbelt undercrossing at this location, safety measures at surface crossings at Riverside and Marigold would be greatly appreciated.
- Better lane markings going up the hill to Mountain View.
- Separation of traffic directions.
- Sonic/ Walgreen area, Walmart area, protected turn lanes in and out of fair grounds and business across the street and PLEASE give the library area off Marigold a turn lane.
- New roadway through the parking lot on the eastside of Glenwood, with traffic control light making it easier to access both Northgate Shopping Center and Plantation Shopping Center.
- Add dedicated right-turn lane to EB Marigold at Glenwood intersection
- Left turn from D&B street onto Glenwood. The light is a yield rather than a designated left turn.
- Add turn lanes into the fairgrounds and memorial stadium
- Mountain View Rd Westbound should have two north bound turn lanes onto Glenwood.
- There should be a right turn only lane going from Glenwood making a right on Marigold.
    - Turn lanes on and off of Marigold Street. Dedicated South bound right turn onto Marigold lane.
- Putting a two-lane right-turn on to Chinden from southbound Glenwood.
- Use the concrete plant to connect SH-55 to Chinden and relieve Glenwood traffic.
- To buy the right of way on the northwest corner of the Glenwood and State St intersection to widen and re-align it might be the better solution for the next 15 years. Two through lanes with double left hand lanes along with single and/or double lanes directing traffic off to the right and also for business access.
- Turning right from Riverside onto Glenwood and merging to the left lane is often backed up to the intersection. Turning left From Riverside onto Glenwood often drivers have confusion regarding other left turners.
    - Suggest making the right lane on Riverside right turn or thru and the left lane for left turns only, with a left turn signal.
- Turning right (West) onto Chinden from Glenwood. It's very unsafe. Need another lane to turn right (West) onto Marigold from Glenwood.
- Free right turns from WB Chinden to NB Glenwood and SB Glenwood to WB Chinden often cause conflicts/near misses and should be removed

- Riverside Drive Westbound traffic almost never yields the right of way when coming onto Glenwood Blvd. to eastbound traffic that is turning right onto Glenwood Blvd. It is so dangerous, and I've seen a dozen times when cars we're almost hit by other cars.
    - Suggest being a turn signal light at this intersection
- Light from Marigold onto Glenwood, when turning south - Would benefit from a R-turn lane
- We need expressways across the rivers. Implement frontage roads. Remove the left and right turns that are right before and after the bridge. It's dangerous.
- The intersection at Marigold allows for pedestrians and bicycles to cross safely with the crosswalk button, which I appreciate. But this congests automobiles.
    - Suggest a pedestrian bridge or tunnel would serve all travelers well.
- Adams Street connect with Glenwood using a lighted intersection, thus add travel options
- Require new development on State Street to pay fees to improve the bridge and intersection with Glenwood.
- Electric vehicle charging station
- Signage
    - Poorly designed and labeled Left turn lanes.
    - Better signage for Glenwood to State street mergers going eastbound.
    - Suggest signs stating what lanes do at the intersection should be posted prior to it.
    - The north bound Glenwood to Gary Lane could be better signed for the quick merge.

Appendix B. Specific Issues

The following items are categorized from across respondents input combined from the open-ended options in Questions #4, #8, #9, #10, #12 and #13. The Specific Issues represent the range of issues in the comments.

- Traffic backed up
    - Between Marigold and State Streets
    - From Riverside Dr to Chinden
    - Between the river and State Street
    - Traffic issues at peak hours at the intersections of Glenwood and State, Glenwood and Marigold, Glenwood and Chinden Blvd
    - Turning west into state street from the south.
    - Congestion at traffic lights on both sides of Glenwood Bridge. Backed-up lanes for turning traffic onto both State and Chinden
    - The traffic backs up because cars have to merge since only one lane goes through State street where it turns into Gary Ln. there are often cars driving dangerously trying to get in the right lane.
- Impact of large trucks that use the corridor
- Better access to the library, city hall and the post office.
- Needs more Chinden to State access between Eagle & Glenwood.
- Difficulty merging,
    - Vehicles merging from opposite side of traffic without using middle turn lane
    - Clogged turn lanes
- Center lane issues
    - Center turn lane is used as a merge lane from business parking
    - People driving in the center turn lane for more than a mile to turn left someplace
    - Vehicles merging from opposite side of traffic without using middle turn lane
- Alignments
    - Glenwood into Albertsons shopping center, alignment is dangerous
    - Alignment improvements to Glenwood and Chinden for left turns (angles aren't 90 degrees).
    - The intersection is at an angle so left-hand turning traffic on West bound State is slow and not wide enough.
    - Glenwood and Chinden intersection angle results in near accidents for cars turning left onto EB Chinden from cars turning left onto NB Glenwood.
- Visibility
    - The trees on the east side of the street (same side as D&B Supply) are not trimmed properly and cause visibility issues for turning north/south on Glenwood from this side of street.
- Neighborhood Impacts
    - People are fed up with using State street in that area and are using alternate routes like Hill Road Parkway which is becoming increasingly dangerous by the day. There have been a number of accidents with one being a car that drove into a house, a rollover and

numerous other issues. These people are even using Old Hill Rd between Seamans Gulch Rd and Duncan lane which is not designed for this amount of traffic and is also making it increasingly dangerous for bikes and pedestrians.

- Turning movements – Issue areas
    - Difficultly to pull on to Glenwood at times, especially left turns.
    - Glenwood and State Street, one lane is for business, people use it as a merge,
    - When coming down State heading towards downtown, trying to make a left onto Glenwood can be very difficult.
    - West bound traffic on State Turing left for south bound Glenwood run through the yellows, stacking on West turning northbound traffic at State and Glenwood
    - Going North on Glenwood making a left turn on State St.
    - Traffic turning west onto State street backs up past the curb for the turn lanes, blocking the straight through lane. Everyone uses the right lane to get past it and cut off the traffic that got blocked by turning traffic.
    - There is a bottleneck at State and Glenwood with the westbound State Street turning lane it is always so congested that it often blocks access to northbound Glenwood to the landfill.
    - The 2 westbound turn lanes from Glenwood to State are too short and block the northbound through traffic lane.
    - State/Gary/Glenwood intersection needs multi-lane access, especially from Gary.
    - Need access lane for entering businesses on west side of Glenwood, when traffic is flowing at speed can be difficult.
    - Entering Glenwood from W Riverside Dr while cars enter from opposite side, not clear rules for merging.
    - Drivers use Riverside Dr. to cut off the lights on State and Glenwood, frequently speeding through residential neighborhood
    - Difficult to access businesses near State St. intersection and SW corner of Chinden
    - Near accidents from people turning left out of business across 5-6 lanes of traffic.
    - Trouble exiting south from the shopping corridor on Marigold and Glenwood. Frequent backups and poor merging northbound approaching State street.
    - Turn lane onto Marigold is hard to use because there are multiple businesses to turn into. If line at the light is long, cars travel a long way in the turn lane to get to the Marigold turn lane at the light. South bound the light at Marigold backs up traffic on Glenwood clear back to Riverside Dr & State St.
    - The Marigold light doesn't allow for left hand turn's on the first rotation; Marigold backs up past businesses and this can be dangerous getting in or out; there shouldn't be access into the Jacksons from Glenwood as it prohibits people getting in the turn lane if someone is waiting to turn into the access; people don't understand that both sides of the road can turn onto Glenwood at the same time from Riverside Drive and will either wait or turn into the wrong lane; getting in and out of the businesses to the west north of the river is difficult- cut through traffic occurs in these businesses as well; getting in or out of shopping center at Chinden and Glenwood is dangerous (really any left).
    - Double lane entry on to Gary from Glenwood. The quick lane merge with bus stop by the Albertsons is a huge safety concern.

- The right hand straight through lane that becomes the Albertsons Right only lane is used as a high-speed merge lane during rush hour.
- Turning right from state onto Glenwood by the Albertsons can be tricky because there are two lanes, but one is a turn lane into Albertsons and the other a through onto Glenwood.
- Difficult to get out of the parking lot on the corner of Glenwood and Chinden
- Turn onto Glenwood from Strawberry Glen going both directions.
- Easier access into Walmart and turning left from the complex that holds D&B
- Blinking yellow caution light for left turns is dangerous on Glenwood and Riverside
- Leaving stores around Asana is also challenging to make left turns. Getting in and out of Fred Meyers can be hard so I often avoid it.
- Turning issues related to the Fairgrounds –
    - Usually go out the Kent exit to avoid Glenwood.
    - Turning left into the fairgrounds as you are heading toward Chinden is also incredibly dangerous. Folks also turn left out of the fairgrounds to head toward Chinden, which is also dangerous.
    - Vehicles cutting through fairgrounds to avoid Chinden intersection
    - Fairgrounds and Hawks stadium event traffic really need signal lights, especially when exiting at night.

Appendix C. Concerns related to Bicycle and Pedestrian Improvements

The following items are categorized from across respondents input combined from the open-ended options in Questions #4, #8, #9, #10, #12 and #13. The Concerns related to Bicycle and Pedestrian Improvements represent the range of relevant issues in the comments.

- Access – Multiple respondents expressed poor options for wheelchair users.
- Protected, Separated bike path – Full connectivity through the corridor.
    - A safe bike passage across State St.
    - Protected bike lanes that are connected to residential areas in Garden City and the West Bench neighborhoods/Capital HS
    - A safer option crossing State St from Glenwood especially crossing the turn lane
    - Similar to the bike lane on Main/Fairview by Joe's crab shack would be ideal for the river crossing on Glenwood.
    - From the green belt to businesses along the corridor would help us utilize the area better
- A solution for crossing between fairgrounds & Glenwood/Chinden businesses. People don't want to walk to the light to cross.
- Pedestrian traffic across Glenwood to Plantation requires an additional 1/2 mile walk to the State St. lights or the Riverside light adding 1 mile additional distance going to and from Plantation.
- Wide sidewalks, hill climb safety improvements.
- Bus access
    - Move crosswalk on state at Walmart to west side to improve access to bus stop.
    - If someone rides the bus from Chinden and gets off at the stop, they can't cross the street to get to the shops.
- A Safe way for Capital High Students to get to school. Accessible for all ages.
- Safe bicycle crossings
- Pedestrian crossings
    - Mid-block crosswalk
    - Make the bridge safer for both pedestrians and automobiles
    - Between Chinden and Marigold for safely crossing near fairgrounds and stadium.
    - Overpass State Street from Glenwood to Gary Lane would allow my kids to pass safely to school.
    - Dedicated lights for pedestrian and bike crossing before the traffic lights turn green for cars to turn. This includes no right turn in red light signs to prevent hitting pedestrians or bikes in the crosswalk.
    - On east side just north of Chinden. And crosswalk on west side north of the river to riverside Safe
    - Midway entrance to fairgrounds
    - Pedestrian and bike crossing near 10 Barrel/Dairy Queen/Fairgrounds
    - Crossings at LEAST every 1/4 mile, full sidewalk coverage and protected bike lanes
    - Pedestrian crossing between Riverside Hotel and 36th for better business access
    - Have to be really carefully of automobiles pulling in and out of parking lots. Also, having a pedestrian light at the right turn lane crosswalk onto state would be a safe option.
- Air station for bicyclists

- Need for pedestrian/bicyclists facilities on the approach to the Boise River bridge (northwest side)
- Sidewalks condition
    - Sidewalks are close to the street and cars are moving fast
    - Horrible sidewalk conditions, N of Marigold/Riverside
    - Sidewalk is quite rough and disjointed at shopping center entrances
    - The sidewalk over the bridges also needs to be wider and have a barrier between it and the vehicle traffic.
- Existing bike path condition
    - Need to address goatheads in bicycle lanes.
    - Flooding of Glenwood Bridge underpass during spring runoff season, no designated bike path.
    - Debris in shoulder
- The bicycle lane ends at the most southern entrance to the shopping strip mall where the right turn lane begins for motorists. There is absolutely no place to ride a bicycle once that bike lane ends. It is a highly trafficked intersection.
- HAWK Beacon near expo
- Additional pedestrian/walking infrastructure
- Pedestrian overpass over Glenwood
    - To connect parking at the fairgrounds with the businesses on the west side of Glenwood.
    - To minimize traffic impact as well.
    - A designated pathway/bridge connecting the green belt to the other side of the river (towards Riverside Drive fishing pond area).
- Increased trees and green spaces along the sidewalks.
    - low-maintenance shrubs and flowers to really beautify the area and provide habitat for Birds
    - Add some nice benches along the route to for pedestrians to sit down as there are a lot of elderly people in the area