



CITY OF GARDEN CITY

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City of Garden City Transportation Needs

Transportation is a system to help people and goods navigate to and within a community. The transportation system affects the land uses, livability, utility infrastructure, policing, recreation, and economic status and opportunities of a community. Multiple agencies within Garden City control the transportation system.

The different agencies have different needs, criteria, and funding programs. This document serves as a document that addresses the combined transportation system needs within Garden City. It is updated on an annual basis refining the identified needs, incorporating issues identified throughout the year, and removing items that have been addressed.

The vision of Garden City is that of an economically healthy, safe, and vibrant city that has several destination locations that are distinct in character that provide a variety of housing choices, commerce, public space, and activities. Garden City is ideally located as it is contained by Boise and Eagle City limits and is in very close proximity to the two regional hubs of downtown Boise and Meridian. The City is a small community that offers urban recreational and employment opportunities. The vision of Garden City includes providing for areas with higher density, quality residential choices so that a critical mass for commercial support businesses can be achieved in a sustainable and an attractive way. The City wishes to partner with the transportation authorities to create non auto oriented travel choices that allow people to easily move within Garden City.

City of Garden City

2021 Transportation Improvement Identified Needs List

PRIORITY STATEMENT

The Transportation Improvement Request list incorporates a wide array of transportation projects. While all the projects are important, the most important projects for the health and implementation of the vision of the City are:

Stockton improvements: The improvements to Stockton are imperative to the City due to the waterline replacement that will be done in conjunction with the project. Until the waterlines are replaced water supply will remain inadequate in much of the eastern portion of the City to meet necessary fire flows. There are also additional compelling outcomes of these improvements. Stockton will assist in safety and improved business viability as traffic counts increase on Chinden.

Chinden Boulevard: Currently Chinden Boulevard functions very poorly from a land use jurisdiction perspective. The roadway can be congested to the point that access to businesses during peak hours is severely limited and divides the portion of the City that is south (west) of Chinden from the portion of the City that is north (east) of Chinden. Additionally, the road is not safe due to the number of vehicular conflict points and lack of pedestrian and bike facilities. The addition of improvements to humanize Chinden will reduce accidents and potential for accidents, increase business access, reduce speeds, reduce police demand, provide for pedestrian movement across Chinden and increase adjacent property values.

Low Stress Bike and Pedestrian Options

Over the years, the City has received comments from representatives from the schools, safe routes advocates, and parents noting that there are children who have no other option than to go to school by bicycle or walking. Parents have also noted that they would allow their children to go to school via bicycle or walking if there were safe alternatives, but currently due to lack of safe infrastructure, they drive (or bus) their children. Additionally, there have been multiple requests from business owners, to identify a way where patrons can feel comfortable visiting Garden City business via walking or biking. While the Greenbelt offers a low stress option for those walking or biking, access is limited to that which is directly adjacent to the Greenbelt. Furthermore, the Greenbelt is seeing more use and conflicts between recreationalists and commuters, further necessitating low stress options for commuters.

Safety Crossings

Chinden, State Street, and Glenwood create a barrier between the properties on either side of the roads that segments the City. Installing safety crossings that are comfortable and safe will perforate the barrier effect of these large busy roads. Safe and comfortable access can assist in unifying the City and assist in increasing bike and pedestrian modes of transportation for school children and the rest of public. The more that people chose to ride or walk, the more vehicle trips are decreased. Additionally, the more that residents and patrons are able and comfortable to move about the City outside of their vehicles, the more they will feel a sense of place.

Connections throughout the eastern portion of Garden City: The current block network makes adequate infill development extremely challenging. The addition of proposed connections will create the “bones” to implement the desired growth patterns in Garden City.

These improvements may not be prioritized in this manner in the request list due to cost and availability of funds for the improvements.

LOCAL ROADWAY PROJECTS

Clay: 32nd to 37th

Provide a road section that match on Clay from 32nd to 37th. This project is important to the mobility and functionality of the neighborhood and contains a waterline that is slated by the Public Works Department for upgrade. The improvements should provide detached sidewalk and landscaping with Class II or III street trees to adhere to Garden City Code. A portion of this project is noted in the ACHD IFYWP.

Stockton and Osage

Garden City understands that Chinden will always carry a high volume of traffic and supports the utilization of Chinden as a significant regional vehicular corridor but would like to ensure that the roadway improvements are done so as to reduce detrimental impacts to adjacent businesses and mobility within Garden City. Improvements to Stockton incorporate three principal objectives: safety enhancement on Chinden; congestion mitigation on Chinden, and facilitation of economic development within the western part of Garden City (south of Chinden) through safety, comfort, the replacement of water infrastructure and increased traffic on local roads (increased business presence).

Garden City has had dialogue with ITD and ACHD concerning the safety of multiple access points entering Chinden Boulevard. ITD has indicated that for safety purposes they would prefer and endorse limiting access onto Chinden Boulevard utilizing Stockton and Osage streets as to access Chinden businesses from the numbered cross streets. Utilizing Osage and Stockton to access the businesses on Chinden will assist in the overall traffic flow of Chinden, allowing for better regional movement of traffic benefitting all the cities in Ada/ Canyon County.

Tied to access management is the City's desire to redevelop Chinden as a tree lined boulevard with tree landscaped medians. Many studies have demonstrated that vertically framing in a corridor increases driver attention and reduces speeds thus reducing accidents. Studies have also demonstrated that property values and retail spending tend to dramatically increase while expenditures on energy and potential drainage needs decrease with the installation of trees.

Additionally, Garden City has 4" waterlines in Stockton Street, severely limiting water delivery. Replacement of these lines is a top priority in Garden City's capital improvement plans to insure adequate fire flow for current and future development. Increasing the line size within Stockton would allow for the potential of increased property values in the areas serviced by this line.

The City has a clear and strong vision that Stockton and Osage should remain narrow and function as the access for adjacent businesses while also being utilized to further the pedestrian orientation of the City. Right-of-way acquisition would be too costly to increase the width of the streets. An example for the development of Stockton and Osage that has been cited in the generation of the Comprehensive Plan and land use development codes is the concept of a living street. Garden City understands bringing the streets to ACHD local street standards is cost prohibitive due to right-of-way acquisition needs. Garden City is suggesting that due to these constraints that treatments are done within current right-of-way widths. The City believes that the narrow roadways will be advantageous as they will enhance vehicular and non-vehicular mobility and safety while also negating the need for extremely expensive right-of-way costs.

It is anticipated that improvements will require considerable coordination between ACHD, ITD and Garden City, but will require very little actual funding from the transportation agencies.

Potential improvements to execute vision:

- Garden City has requested a feasibility study to be conducted to identify if these roads would be appropriate for drainage for the roadway system to reduce on site drainage needs and assist in flood protection.

- Roadway improvements should include decorative paving or painting ideally that is varied in width and material. Provided that varied paving is too expensive roadway paint that is varied in color could be utilized. This treatment is required to be approved by ACHD prior to implementation.
- Signage that indicates that the pedestrians have the right of way. This treatment is required to be approved by ACHD prior to implementation.
- A maximum speed limit of 10-15 miles an hour. This treatment is required to be approved by ACHD prior to implementation.
- No curb, gutter or sidewalk within the right-of-way is required and limited or no parking is desirable. Sidewalk and connections may still be required on site. This treatment is considered adopted by Garden City for the purposes of redevelopment requirements through the adoption of this plan.
- Lighting
- Controlled access
- Adjacent landscaping and or art and street furniture.
- Fencing > 3.5 not allowed on property line

Osage

An ideal test location would be Osage from 37th to 35th as an element of the envisioned artisan bike pathway.

Stockton

Phase I: Improve Stockton to function as vehicular access road for the businesses on Chinden that is shared with bikes and pedestrians from 30th- 45th Streets; Phase II Connect and continue improvements to Stockton at 45th to Goodall Street (to be done concurrent with development).



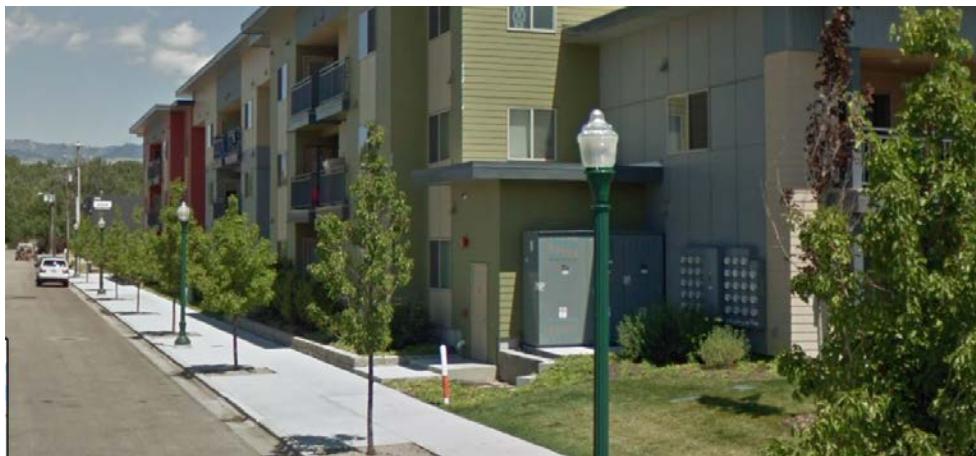
42nd Street: Adams to Chinden & Adams: Mid Block between VMP and 42nd to 43rd

The 42nd Street node is a gateway from the River to Chinden. The roadway is one of the busiest

pedestrian roads in Garden City and has three facilities that cater to children (Ansor Charter School, Future Charter School, Boys and Girls Club, and Riverside Park). The vision for this area is for children to be able to move safely through the area. The destinations or existing key amenities are the Boys and Girls Club, the Riverfront Park and Ansor Charter School. Since the site is adjacent to VMP there is also enough vehicular traffic to support retail along VMP and Adams. Additionally, there is a convenience store at the end of 42nd Street which acts as a neighborhood market.

To reduce the vehicular prominence at this location a reconfiguration of Adams to remove center turning lane, add parking and landscape bulb outs on both sides of the street as close to VMP to 44th Street would be requested as part of the project. The node is identified in the Garden City Comprehensive Plan and there is zoning in place to support the nodes. The design portion of this project is in the concept phase along Adams Street within anticipated two-lane 40' face to face section with on street parking and landscaping corresponding to the design of 36th Street.

Currently this node is redeveloping as envisioned by the City north of Adams Street. Improvements have been installed on 42nd North of Adams, as shown in the photo below. Improvements would be requested to be consistent with the development already installed.



Glenwood and Chinden Intersection Redesign

The intersection of Glenwood and Chinden does not function well for any mode of transportation, particularly those needing ADA accessible routes, bicyclists, and pedestrians.

50th Street: River to Chinden & Alworth: 51st to 49th

Addition of landscaping, pedestrian scaled lighting, and on-street parking on 50th Street.

Reconfigure Adams to remove center turning lane, add parking and landscape bulb outs on both sides of the street from 51st to 49th Streets. The node is identified in the Garden City Comprehensive Plan and there is zoning in place to support the nodes. The design portion of this project is in the concept phase along Adams Street within anticipated two-lane 40' face to face section with on street parking and landscaping corresponding to the design of 36th Street or the design of 42nd Street north of Adams. Adams street may allow for a potential bike path.

50th Street Sidewalk

Complete sidewalk on east side of 50th at Chinden to the 50th street to pedestrian crossing. This will require the removal of encroachments in the right of way. As part of the scope,

please explore a pedestrian crossing of 50th at Bradley so that users of 50th do not have to cross at Chinden.



Arney Lane, Riverside to State Street

Improve safety on Arney Lane from Riverside to SH-44. This would include widening and adding a bike lane at the bridge. The City is aware that drainage and existing right of way create an issue, however, is interested in exploring the opportunity of how to complete safe opportunities for bikes and pedestrians.

The City still encourages ACHD to explore creative safety features that may not direct pedestrians onto travel lane. Improvements may be broken into the following components:

- Pedestrian crossing of irrigation connecting to the sidewalk in front of 6080 Arney Lane
- Pedestrian crossing of irrigation connecting to the sidewalk in front of 9117 W Stoneham Drive
- Explore alternatives to completing sidewalk from Stoneham Drive to Osprey Meadows including detached sidewalk or on grade sidewalk



In 2012 ACHD evaluated the City's request. ACHD placed the project on hold due to drainage and right-of-way constraints. The City then asked if there could be nontraditional methods that could allow for safer conditions and not require a full rebuild as previously evaluated.

In January of 2021 debris was removed to provide a shoulder for pedestrian movement. So as long as the debris removal is maintained, this provides a somewhat safer solution, but does not provide a long-term permanent solution.



33rd Street: Greenbelt to Brown

Provide a road section that matches the improvements being on 36th Street with bulbouts meeting the detached sidewalk requirement. This will tie into the requested crossing of Chinden at 33rd Street. This road contains several properties that have already redeveloped in the manner that will encourage redevelopment. As seen on 36th Street, street improvements act as a public private partnership making infill more probable.

Kent Chinden to Alworth

Construct sidewalk connecting the bus stop on Chinden on Kent to Alworth.

35th Street: Greenbelt to Bench

Provide a road section that matches the improvements being installed on 36th Street. There has been considerable interest in property on this street due to the white water park access. As seen on 36th Street, street improvements act as a public private partnership making infill viable.

Clay: 37th-VMP

Construct Clay as a local street with minimal right-of-way/asphalt from 37th Street to Veteran's Memorial Parkway, to include curb, gutter, sidewalk and bike facilities. This is a road that will help the regional movement of traffic alleviating some of the congestion on Adams Street and Chinden while acting as an economic development tool for the adjacent properties. The construction of this project is identified as a top priority in the Original Town- Circulation Network Plan as adopted by ACHD and Garden City. Due to the circulation needs, the construction of this street should not wait the numerous years that this endeavor would take if left to redevelopment efforts.

This project should include the addition of a pedestrian access point at Veteran's Memorial Parkway.

Carr: 37th-41st

Construct Carr as a local street with minimal right-of-way/asphalt from 37th Street to 41st. This is a road that will help the regional movement of traffic alleviating some of the congestion on Adams Street and Chinden while acting as an economic development tool for the adjacent properties.

Field to 50th

Connect Field Street through to 50th Street. 50th and Adams is an intersection that is identified as a neighborhood node.

Marigold and Chinden

Addition of a right turn only lane.

Marigold at City Hall

Add curb ramps from Marigold to front door of library at driveway/sidewalk intersections per Looking Glass Academy Garden City February 2019 recommendations.

Marigold and Coffey

Realign curb ramps and crosswalk at intersection as eastern crossing has no clear alignment and exposes pedestrians to unnecessary vehicle exposure time. Per Looking Glass Academy Garden City February 2019 recommendations.

Alworth to Marigold

When the Expo Idaho site is redeveloped the Alworth/Adams/36th Street should be aligned to Marigold.

Between Glenwood and Coffey: Marigold to Chinden

If the ITD District 3 property ever redevelops there would be an opportunity to create a road that can serve as an activity node road from Chinden to the City Hall and the River.



Brown: 36th-41st

Construct Brown as a local street with minimal right-of-way/asphalt from 36th Street to 41st.

Micro Street network

To increase densities ACHD and Garden City have identified through the cosponsored and adopted Original Town Circulation Network Plan that micro streets should be implemented. The plan does not indicate the size of the proposed micro streets; however, it does indicate that these streets would be akin to alleys and should require the minimal right of way possible.

A policy needs adopted that identifies required right of way and required improvement widths. This policy should require right of way preservation during the application process. The right of way should be different depending on the adjacent comprehensive plan designation. For example, for properties in the mixed use residential might require 7' of right of way to be preserved (for a total 14' right-of-way) whereas a property in the mixed-use commercial might be required to preserve 10' for right of way. Once all rights-of-way has been acquired in a block section, improvements should be made. A special impact fee for these properties may be an option.



Reed Street

Right of way for the realignment has been produced by ACHD. While the City is not opposed to the realignment of Reed Street, it should be done at time of, and in conjunction with the redevelopment of adjacent properties. The vacation of Reed Street as it is currently configured should not occur until both sides of the realigned Reed Street has redeveloped.

Adams: 36th- 37th

Connect Adams between 36th and 37th Streets. Boise School District has indicated that they are interested in this connection for Safe Routes to School. This will likely be done in conjunction with redevelopment of the property located at 317 E. 37th. There are draft options of round-abouts at this location that have been developed by ACHD. With the anticipated rebuild of Adams 38th-40th Streets being two lanes with parking and 36th Street two lanes with parking, the section connecting the two should match.

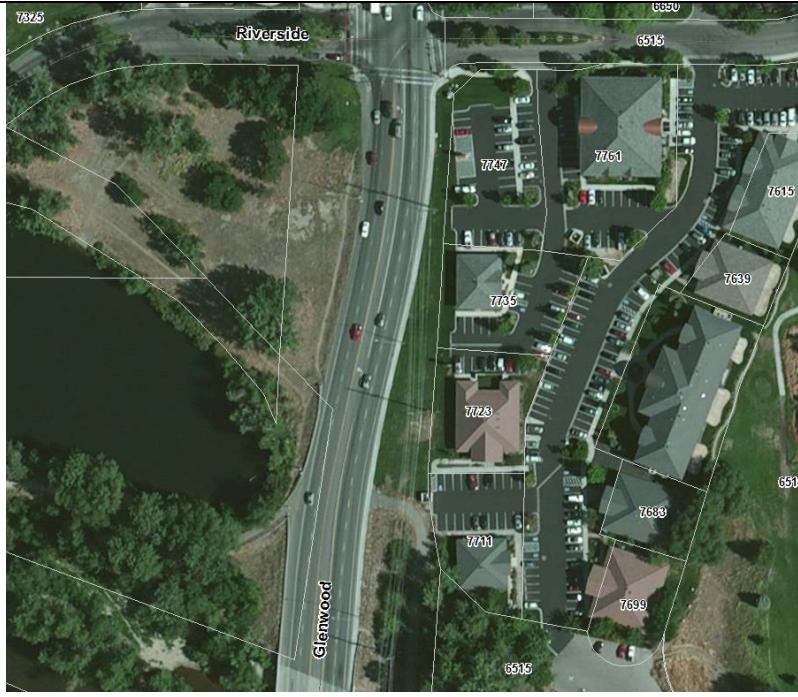
State Street Transit Corridor Supportive Local Roadway Network Plan

As part of the State Street corridor project there should be a coordinated plan that aligns the infrastructure, connections, and classifications of the local network and State Street. The intent is to have a coordinated approach to redevelopment, roadway classification and infrastructure, access management, and safety concerns.

TRANSIT PROJECTS

Safety/ ADA Improvements at Glenwood & Riverside Drive Intersection

Improve Glenwood and Riverside intersection to provide bicycle and pedestrian facilities in all directions, including paved access from Riverside to the bridge on the west side of Glenwood, to provide safe ADA compliant, pedestrian and bicycle access to and along Glenwood to bus stop. There is considerable pedestrian traffic going from the residential and commercial centers north of the river to the south side of the river and civic uses such as Post Office, Library, City Hall and Parks.



State Street Transit Corridor Project

Garden City is a participant of the [State Street Corridor Project](#). Other participants include Valley Regional Transit, Ada County Highway District, Idaho Transportation Department, COMPASS, Ada County, Capital City Development Corporation, City of Boise, and City of Eagle. This project was initiated, formally, in 2006. The agencies have agreed to be supportive of high-capacity transit along State Street. Garden City's major obligation to this is to create and implement plans and ordinances that will facilitate Transit Oriented Development Nodes at identified locations along the State Street Corridor. Garden City's Comprehensive Plan aligns with these efforts. The Specific Area Plan ordinance is a zoning classification that can be utilized for the implementation of the nodes, however, it is owner driven rather than requisite zoning.

Connect Bus Stops to sidewalks

There are a number of bus stops that do not connect to safe travel ways. The bus stop at Kent and Chinden has been noted as particularly dangerous.

Bus Shelters

While VRT does not currently serve but two routes in Garden City, anticipated locations should be planned for. Install covered bus shelters with bus pull-outs and increased sidewalk platforms at the following locations:

Top Priority Shelters	
Location	Servicing
33 rd at Chinden	Riverside Hotel, Surel's Place, Requested Crossing of Chinden
36 th Street at Chinden	Crossing of Chinden/ access to 36 th Street Bridge; activity corridor
42 nd and Adams	Anser/ Boys and Girls Club-/ Future School, Neighborhood Destination node
Glenwood and State Street	Walmart; State Street Bus Rapid Transit route
State Street TOD stop locations	State Street TOD stop locations
Glenwood and Marigold	Library & City Hall
Priority Shelters* Note that there might not be current bus service to these locations	
Location	Servicing
36 th Street at Adams	White Water Park/ Whittier Elementary/ Waterfront/ future commercial node
44 th at Chinden	Jacksons (which acts as local grocery store)
46 th and Adams	Vineyard Church/ potential future park
50 th Street at Adams	Mallard Point, PD, Omega offices/ future node
50 th Street at Chinden	Neighborhood Destination node
Glenwood and Chinden	TOD
Garrett between Chinden and Marigold	Children utilizing school bus system.
Garrett and Chinden	Higher density residential

STATE PROJECTS

Chinden (US 20/26), Maple Grove Extension to Garrett Corridor Plan

Improvements to Chinden incorporate four objectives: safety enhancement, congestion mitigation, preservation of land values along Chinden and allowing for economic development of properties from Chinden Boulevard through increased traffic on local roads (increased business presence).

Chinden is identified as a regional corridor in Communities in Motion and will assist in movement of traffic for Boise, Eagle, Star, Meridian, Middleton, Caldwell, etc... While Chinden is forecasted to carry more than 50,000 vehicle trips per day there are approximately 200 businesses with one or more access points along a roughly four mile stretch of roadway. The number of access points to such a heavily trafficked road and no limit on the left turns make this a dangerous section of roadway.

Safety and traffic flow along the entire length of Chinden can be significantly increased through closing access points and limiting future access points along Chinden through the use of Stockton and Osage for business access. The Green Boulevard Corridor, a concept identified in the Garden City Comprehensive Plan and within the Garden City code identifies the use of trees and landscaping, landscaped medians, curb, gutter, sidewalk, bike lanes and Transit Ready Development Nodes to facilitate these goals. This concept identifies that reduced access points will increase safety, and recognizes that vertically framing in a corridor increases driver attention and reduces speeds thus further reducing accidents. Studies have also demonstrated that property values and retail spending tend to dramatically increase while expenditures on energy and potential drainage needs decrease with the installation of trees. Adding Clay and Carr streets as east/west

travel lanes will also increase the capacity of Chinden (refer to local project request list).

A project of this magnitude will require phasing. Garden City and ITD have entered into a corridor plan to address: access management, design, drainage, and phasing of projects. This project has been submitted to COMPASS for a request for funding.



A shared walk/ bikeway may be a solution on Chinden. Portland Oregon provides examples where they have done this, including Esplanade which provides 4' dedicated to walking and 6' dedicated to cycling.

Ladybird Park Pathway

Construct a detached asphalt pathway along Chinden Boulevard from Glenwood to Kent Street on the north side of Chinden. The pathway shall connect to the existing VRT bus stop as well as to the Greenbelt connecting path along Glenwood. This project has been identified in a number of plans/studies: FHWA Chinden Bike and Pedestrian Assessment 2015; COMPASS project Development Plan 2016; Looking Glass Recommendations 2019; and as the number one project to assist mobility for all along Chinden during the Garden City Charrette with ITD, Garden City, ACHD, and VRT held on January 24, 2020.

Chinden: Maple Grove to Coffey

Utilizing the existing ITD right-of-way, install a detached sidewalk back of canal on the south side of Chinden from Maple Grove to 8373 Chinden and at 8121 Chinden. This is per the number 2 potential project identified during the ITD, VRT, ACHD and Garden City Charrette held on January 24, 2020. Three alternatives have been identified. This project has gone through COMPASS' project Development process and is anticipated to be \$1-1.5 million.

Safety/ ADA Improvements at Glenwood & Riverside Drive Intersection

Improve Glenwood and Riverside intersection to provide bicycle and pedestrian facilities in all directions, including paved access from Riverside to the bridge on the west side of Glenwood, to provide safe ADA compliant, pedestrian and bicycle access to and along Glenwood to bus stop. There is considerable pedestrian traffic going from the residential and commercial centers north of the river to the south side of the river and civic uses such as Post Office, Library, City Hall and Parks. This should include safe sidewalk access to the sidewalk provided at the Glenwood Bridge. The 2019 Looking Glass recommendations have noted that there have been four bicycle crashes in five years that indicate that the engineered geometry, particularly the right-on-red make this

intersection difficult and dangerous to navigate as a pedestrian.



Lorimer

Safety median at Lorimer and pedestrian crossing.

Curbing at Glenwood and Lorimer

Curbing project should be installed at Lorimer Ln and Glenwood to prevent left hand turns onto Glenwood from Lorimer.

Safety Crossing on Glenwood at Lorimer

Provide a safe and comfortable crossing of Glenwood to connect pedestrians coming from the eastern part of the City or from the fair to the western part of the City.

Glenwood Bridge

Improve pedestrian and bicycle facilities per Looking Glass Academy Garden City February 2019 recommendations.

PEDESTRIAN CROSSINGS

Ustick Road/43rd Street

Multiple traffic fatalities have occurred in proximity of this intersection. Due to multiple lanes of traffic, downhill slope, and both speed and volumes necessitate a more visible crossing. Install Pedestrian Hybrid Beacon and overhead lighting at marked crosswalk. Per Looking Glass Academy Garden City February 2019 recommendations.

38th Street and Chinden

Install Pedestrian Hybrid Beacon and overhead lighting at the intersection of 38th Street and Chinden. Per Looking Glass Academy Garden City February 2019 recommendations.

Coffey and Chinden

Install a pedestrian hybrid beacon at Coffey Street. This is a regional bike/ pedestrian corridor connecting the Boise Bench to the Greenbelt. There is significant pedestrian school traffic from Capital High School that utilizes the intersection of Glenwood and Chinden. A crossing at Chinden and Coffey would provide a safer and more comfortable alternative. This is a crossing identified in the Looking Glass Academy Garden City February 2019 recommendations.

Chinden And Millstone

Install an enhanced pedestrian crossing (pedestrian hybrid beacon) to facilitate access to the anticipated multiuse path on Chinden. This will facilitate a school route to Capital High, Hyatt Hidden Lakes Reserve, and Boise Bench

48th and Chinden

This is a crossing identified in the Looking Glass Academy Garden City February 2019 recommendations.

Safety Crossing on Chinden at 43rd Street

This request is currently anticipated to be funded for design in 2021. The request is to provide a safe and comfortable crossing at Chinden to facilitate the bike and pedestrian traffic crossing from the Boise bench to the amenities and regional connections at 42nd Street. This is a connection to the requested bike/ pedestrian connection at 43rd and will serve the ability to connect to the node at 42nd and provide a safe route to school. This light is programed in ACHD's IFYWP for 2021 design and 2023 construction.

Safety Crossing on Chinden at 33rd Street

Provide a safe and comfortable crossing at Chinden to connect the City in the heart of its Live Work Create hub.

Safety Crossings on Allworth at 50th

A crossing at 50th will link a safe bike and pedestrian route from the bench and Boise's bike/pedestrian path to the greenbelt on the south side of the river. The crossing on Alworth will serve the residents of Mallard Point Apartments and residents frequenting the Garden City Police Department and Omega business complex or Moxie Java. The crossings should be part of an overall effort to improve 50th Street to facilitate the generation of the land use neighborhood commercial node as identified in the Comprehensive Plan and codified in Garden City Ordinance. Improvements should also include landscaping, pedestrian amenities, street lighting and potential for a bus shelter.



Safety Crossing at State and Glenwood and safety improvements

The City has identified the 'Plantation Node' at the corner of Glenwood and State Street. The corner of State Street and Glenwood is one of the busiest corners in Idaho from a vehicular standpoint. There is existing strip retail structures at all four corners of the intersection. The southwest corner contains a Wal-Mart and a beauty school in addition to a number of retail and fitness/beauty facilities. The southeast corner has similar uses. The northern corners include restaurants, a grocery store, a movie theater, retail and considerable vacant property in the northwest corner. When combined, these uses have the attributes of being able to create a destination location. They are currently not utilized as a destination location because of the fragmentation and isolation of the uses caused by the auto-orientation and design of the roads, building setbacks and extensive parking lots. The vision for this area is to transform it from a purely auto-oriented location to a location where people can safely and comfortably cross Glenwood at Riverside Drive and State Street and can also safely and comfortably cross State Street on both sides of Glenwood. Additionally, the vision

includes feeling safe and comfortable as a pedestrian or person utilizing the node as a destination from within the node.

Additionally, there are a number of children who live southwest of their schools located on Gary Lane, Castle and Pierce Park. While the children may live $\frac{1}{2}$ to $\frac{3}{4}$ of a mile from their schools it is dangerous and difficult for them to walk or bike due to lack of safe crossing across State Street and lack of safe and direct access to the schools. While there is a network of roads that bike paths and or sidewalks could be added to, they mostly end in a cul-de-sacs and would need a pathway connection established between them in addition to bike and or sidewalk improvements.

Bike Routes, Pathways, and Wayfinding

Wayfinding Signage

Signage appropriate in height and size for bikers/ pedestrians along greenbelt and bike routes.



Standard Bike Wayfinding Signs

High Priority

- Chinden & Garrett- West (South) noting: Maple Grove, Hyatt Hidden Lakes Reserve
- Chinden & Maple Grove- East (North) noting: Greenbelt, West Bridge
- Chinden & Coffey-West (South)- Bench/ Capital High School (via Mnt View /Sorrento/ Brynwood)
- Chinden & Coffey- East (North) noting: Marigold Street; City Hall, Library, Post Office, River Point Park
- Chinden & 50th East (North) noting: Police Department, Greenbelt
- Chinden & 43rd West (South) noting: Bench; Mountain View Elementary (via Mnt. View/ Morton)
- Chinden & 43rd East (North) noting: (via 42nd) Greenbelt, Boys and Girls Club, Riverfront Park, Anser Charter School
- Chinden & 36th East (North) noting: 36th Street Bridge to Pleasanton Ave, Whittier Elementary, Learning Lab, Head Start, Whitewater Park
- Duck Lake at Greenbelt-West (South)- Bench connection (via Garrett)
- Strawberry Glenn (south of River) at Greenbelt -West (South)- Connection to Bench (via Coffey)
- Coffey & Marigold West (South)- Connection to Bench; East to City Hall
- 42nd at Greenbelt West (South): Bench access (via 43rd), Boys and Girls Club, Riverfront Park, Anser Charter School, Parkway Station
- Adams & 43rd West (South): Bench access
- 36th at Greenbelt West (South) noting: Bench Access (Orchard), Learning Lab, Head Start
- To bus stops

Medium Priority

- Replace the *Bike Route* sign at Garden and Main with a standardized wayfinding sign

- Replace the *Bike Route* sign at West of Expo Idaho with a standardized wayfinding sign
- Chinden 48th East (North) noting: Greenbelt, Mystic Cove Park
- Chinden 34th East (North) noting: Greenbelt, White Water Wave, Training Centers, Surel's Place (via Clay)
- Marigold/ Glenwood noting: Greenbelt access under bridge

Other Signage

- Change current Garden City Greenbelt signage to state that Greenbelt cannot be used after dusk unless traveling through, per Looking Glass Academy Garden City February 2019 recommendations.
- VMP bike path shares sidewalk
- 'Public Parking' directional sign pointing east Chinden/ 36th Street
- Street name sign at every greenbelt access
- Signage speaking to the history of Garden City. This signage will serve to be a place maker for pedestrian interacting with their environment.
- Neighborhood identity signs akin to the installed Surel Mitchell Live, Work, Create signs in the Surel Mitchell Live, Work, Create District.

Bike Map

Note: Georges Bicycle Shop as Garden City business

Bicycle and Pedestrian Low Stress Route (Art and History Path)

There have been multiple requests from business owners, including a group of artist to identify a way where patrons of one business can feel comfortable visiting their business and moving to the next business via walking or biking. In 2017 Garden City and Urban Renewal partnered with Riverside Hotel, CTA Architects to install wayfinding signs on the greenbelt identifying artisans. A bike and pedestrian pathway that anticipates recreational bike and pedestrian use, with adjacent art and or historical signage for could be created in existing right-of-way through the City and could be achieved with minimal cost, however, may require a paradigm shift that not all accesses need to be primarily vehicular in nature. This pathway may be an opportunity to extend wayfinding signage to additional businesses.



North 8th Street, Before: Alter Streetscape and Pedestrian/Bike Improvements, Boise, Idaho
Source: Capital City Development Corporation

Bike path Strawberry Glenn to Saxton

Add a bike path on Strawberry Glenn to Saxton. This will facilitate school children crossing at State and Saxton rather than Glenwood. This will require an easement across a privately owned lot.

Garden City receives consistent feedback that State Street causes a barrier for Garden City

students to access their schools in Northwest Boise without having to be driven. Parents have remarked that utilizing Bogart to access Shadow Hills Elementary or Riverglen Jr. High is safer, yet for some, it is notably further than the intersection at Gary Lane. While Garden City agrees with having Bogart/Gillis noted as a tier 2 Bikeway, Garden City would encourage exploring an additional bike connection from Saxton Dr. to Gary Lane that could eventually connect to Strawberry Glenn south of State Street. This would also align with the VRT stop at Saxton Dr.

Bike path: Garrett Chinden to Greenbelt

In 2017 ACHD installed sidewalks on Garrett increasing safety for pedestrians. In conjunction with this effort it is Garden City's understanding that ACHD will be installing a bike path to connect the Greenbelt and Maple Grove, including the West Bridge river crossing. ACHD has indicated that this will be done outside of the IFYWP process.

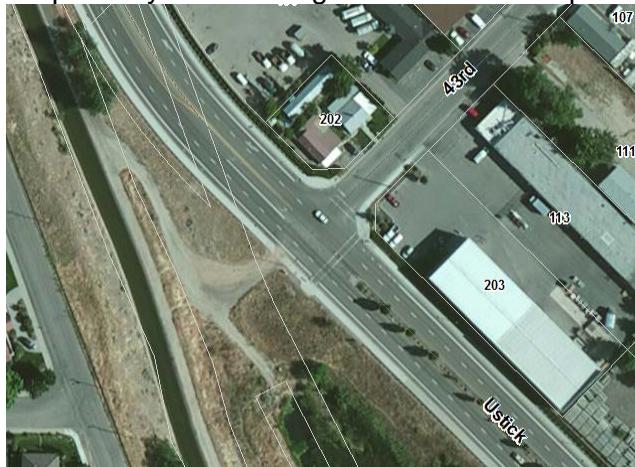
Greenbelt Path bike/pedestrian connection between 52nd Street and Remington. Three potential identified options are shown below in blues.



As of 2020, Foundation for Ada/Canyon Trail Systems (FACTS) is endeavoring to complete a crossing of the river to the island east of the line that is shown in the above image. The City has noted support of the application.

Pathway Connection: 43rd and Ustick

Formalize and improve a pathway that is being utilized as a bike/ ped connection at 43rd and Ustick



Interim Pedestrian Path Future Adams 36th to 37th Street

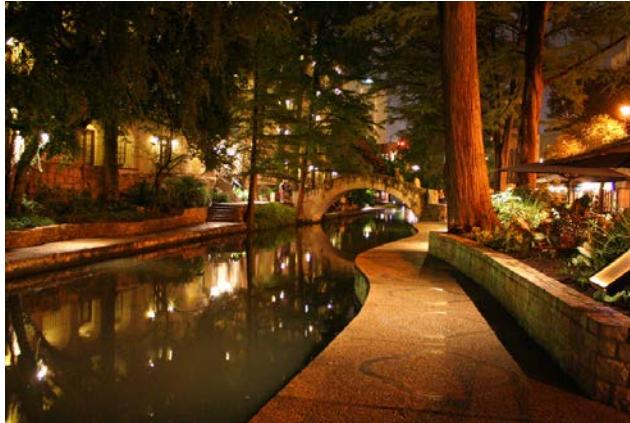
Provide and interim bike and pedestrian path between 36th and 37th Street on Adams.

Road Greenbelt interface improvements

Where roadways connect with the greenbelt, improvements should be made to ensure that the interface of the improvements provide for a safe and effective transition for the bicycles and pedestrians to the roadway. Some locations may be appropriate for pocket parking lots.

Multiuse Path Waterways

Multiuse path along irrigation ditches and drainage ditches in Garden City, specifically Settlers Canal and Thurman Mill could be options.



Pictures of San Antonio "River Walk"

Other

Arterial Code

Adopt the Green Boulevard Corridor Code as part of an access management plan.

Maintenance Request

- Refresh paint designating bike lanes on VMP

Traffic Considerations
<ul style="list-style-type: none"> • Garden and Main: Convert segment of separated bike lane between Whitewater Park Boulevard to a two-way cycle track • Consider adding Osage and Stockton to designated bike routes • Retime light at 36th Street/ Orchard/ Chinden to allow more time for pedestrians to cross. • Retime light at Glenwood/ Chinden to allow more time for pedestrians to cross. • Retime light at Kent/ Chinden to allow more time for pedestrians to cross. • Retime light at Adams/ VMP to allow more time for pedestrians to cross. • Adjust light at Marigold and Glenwood: The turning light on Glenwood for vehicles traveling north takes two cycles to change if the vehicle is not in turn lane when the light turns red. • Maximum speed limit of 10 miles/ hour on Stockton and Osage
Speed limits
<ul style="list-style-type: none"> • Maximum speed limit of 35 miles/ hour in City limits including on State facilities
Policy Requests
<ol style="list-style-type: none"> 1. Allow for early input on design plans within Garden City. If City's comments cannot be accommodated, provide written response to City as to why not prior to any further design of the project. If plans render lots or roadway noncompliant with Garden City Code, present nonconformities for discussion at a joint meeting with City Council and governing board (ACHD Commission, VRT Board). If plans are redesigned after comment resend new plans to City for additional comments at or before 75%. 2. Notify City of any construction anticipated by July of the prior fiscal year. 3. Identify what conditions are necessary for ACHD to accept drainage on Chinden Boulevard.
Offsite Drainage Systems Feasibility Study
Currently most drainage is required to be on private property. Off-site drainage to handle the drainage needs of the roadways and private property is necessary to achieve a denser development pattern and also provides a great economic development opportunity. The drainage system can be utilized as an improvement to adjacent properties such as in the design of 36 th street, where the drainage is in the roadway and doubling as areas for landscaping intermittent the on-street parking. Not only does this act as an amenity to increase the land values; but also increases the efficiency of land use through providing alternative locations for the drainage and parking otherwise required on site. Garden City requests that the transportation agencies review Stockton and Osage as a part of this feasibility study.
Gateway signage
In 2017 a Gateway sign as well as an informative sign was installed on the Greenbelt at the east entrance to Garden City, south of the Boise River.
Additional Gateway signs are recommended for:
<ul style="list-style-type: none"> • West entrance on Chinden- There has been considerable outreach with adjacent properties to identify a location to place an entrance sign. These efforts should be continued until an adequate location can be determined.

Roadway Designs

Review street treatments specific to different neighborhoods to identify preferred treatments to facilitate desired land use patterns, and safety. One example that has been noted is north Adams is designed to be urban in nature, but often functions as a one-way street. It is desired to have the traffic calming and street features such as landscaping, sidewalks, and on-street parking, but also facilitate two-way traffic.