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SAPFY2026-0001 Heron Commons SAP - Adams Pathway and ACHD Coordination

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From Rod Linja <rodlinja@gmail.com>

Date Mon 8/10/2026 11:03 AM

To Jenah Thornborrow <jthorn@gardencityidaho.org>

Cc Curt Fransen <gcfrnsn@gmail.com>; nancy baskin <nancybaskin3@gmail.com>

Hello Jenah,

I wanted to follow up on the Adams Connection/Pathway concerns.

We talked at length during our August 7, 2026 meeting about pedestrian, bike, and emergency vehicle access to Adams Street in the WFD. We sounded aligned on this. It sounds like there is much on this topic, during and prior to this SAP Application. Perhaps, a letter from ACHD was written to Garden City during the SAP process, and perhaps this topic was discussed at work sessions or meetings? Can you provide this documentation?

After scouring the record and documents associated with this SAP on the Garden City website, I could not find any detail, record, minutes, and exchanges with ACHD (other than mention of "long standing planning documents" in a staff report).

Given the unusual nature of Garden City, a public agency, being the "applicant", and ACHD, an interested party owning property in the SAP, I would emphasize transparency. Yet, ACHD appears silent in the SAP record – unless I'm missing something that you can direct me too. Any ACHD comments, letters, or input should at least be provided as Agency Comments or interested party in the SAP. Also, has ITD or COMPASS or any other agencies offered agency comment other than Idaho DEQ?

I have not been involved with older discussions on this matter prior to this SAP. It was noted during the last P&Z meeting that the need for an emergency vehicle access was identified long ago that would connect Adams Street in the WFD to N. Adams Street and E. 37th Street. That's fine.

If in the past ACHD, Garden City, or others also identified a connected Adams Street for general vehicular traffic – we ask that this issue be evaluated and reversed now as part of the SAP. This is far too important to just "kick the can down the road".

It is not unusual to reverse a transportation planning issue based on current status.

Connecting a collector roadway to a local roadway through a dense neighborhood to return to another collector roadway is a terrible idea, even if the design discourages cut through traffic.

Currently during busy traffic hours, Chinden Boulevard traffic already diverts through the local roadway network in Garden City. A new connection would provide a direct route right through the WFD neighborhood and along portions of E. 36<sup>th</sup> Street. Think of the safety and traffic flow issues with so

many kids, bikes, pedestrians, pets, delivery trucks, contractors, on-street parking, intersections, turns, and congestion this would create on this low-speed local narrow neighborhood roadway.

Goals of the Comprehensive Plan are to “Protect neighborhoods from through-traffic”. *This action is the opposite* and would not do this.

Let’s do the right thing now and make a decision to prohibit general vehicular traffic use if and when this connection is made.

Thank you for your consideration of this matter.

Rod Linja