

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.

The vision of Garden City is that of an economically healthy, safe and vibrant city that has a number of 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.

The below image that depicts the City's Land Use vision:



City of Garden City
2014-2016 Transportation Improvement Request-Identified Needs List

The Transportation Improvement Request list incorporates a wide array of transportation projects. While all of 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.

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 also 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.

Local Road Grid Framework including Micro Street network throughout the eastern portion of Garden City: The current block network makes adequate infill development extremely challenging. The extension and addition of the proposed roads identified in the Original Town Circulation Network Plan 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.

Priority	Project Name	Classification	ACHD project #	Cost
<u>Projects on Local Roadways Projects</u>				
	Clay: 32nd to 37th	Community/Roadway Project	TBD	\$TBD
Provide a road section that match the improvements being installed on 36 th Street on Clay from 32 nd to 37 th .				
	Garrett	Community Project/ Transit/ Safety	TBD	TBD
<u>Currently Garrett Street is very dangerous for pedestrians and bikers. Garrett is a bike connection between the Greenbelt and Maple Grove, including the West Bridge river crossing.</u> Complete improvements on Garrett to accommodate children utilizing the public <u>school</u> bus system. <u>Including completing the roughly 230' of missing sidewalk on the west side of Garrett, Ensuring and ensuring</u> locations to walk off the road and an identifiable location out of the weather to wait for bus, <u>and a safe bike route.</u>				
	Stockton	Roadway Project/ Economic Development	TBD	\$TBD

Phase I: Improve Stockton to function as an 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).

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

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 within Garden City. Improvements to Stockton incorporate three principle objectives: safety enhancement on Chinden; congestion mitigation on Chinden and allowing for economic development within the western part of Garden City 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 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 of the cities in Ada/ Canyon County. Tied to this effort is 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 noticeably 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. 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. The City believes that the narrow roadways are advantageous as they will further the vision while also negating the need for extremely expensive right-of-way costs.

Anticipated improvements:

- 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, ~~design and width~~ could be utilized.
- ~~There will need to be s~~Signage that indicates that the pedestrians have the right of way
- ~~with a~~ maximum speed limit of 10-15 miles an hour. ~~There should be~~
- ~~no~~No curb, gutter or sidewalk and limited or no parking would be requested. ~~There will need to be~~
- ~~lighting~~Lighting,
- Landscaping and or art and street furniture.



	42nd Street: River Adams to Chinden & Adams: Mid Block between VMP and 42nd to 43rd	Community/Roadway Project/ Intersection	TBD	\$TBD
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Improvements paralleling the improvements on 36th Street allowing for the beautification of the street, bike and pedestrian features, parking and formalized greenbelt access. The 42nd Street node ~~would be~~ is a gateway from the River to ~~roughly Anser Charter School~~ Chinden. The vision for this area would be for children to be able to move safely through the area and have things to do like go to an ice cream parlor or play soccer. The destinations or existing key amenities are the Boys and Girls Club, the Riverfront Park and Anser 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 from VMP to 43rd Street would be requested as part of the project. The node is identified in the Garden City Comprehensive Plan and there zoning ordinance 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. Adams street may allow for a potential bike path.

Currently ~~there are a number of lots that could easily redevelop in this node~~ this node is redeveloping as envisioned by the City north of Adams Street. Improvements have been installed on 42nd North of Adams.



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.





	Safety Crossings on Allworth at 50th	Community Project/ Safety	TBD	\$TBD
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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.

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	Arney Lane, Riverside to State Street	Community Project	811004.006	\$159,000
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Project Status: On hold due to drainage and right-of-way constraints
 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 encourages ACHD to explore interim safety features.](#)

	Osage	Roadway Project	TBD	\$TBD
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Garden City has had dialogue with ITD and ACHD concerning the safety of multiple access points entering Chinden Boulevard. ITD has indicated that 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 of the

cities in Ada/ Canyon County. Tied to this effort is 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.

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. The City believes that the narrow roadways are advantageous as they will further the vision while also negating the need for extremely expensive right-of-way costs.

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, design and width could be utilized. There will need to be signage that indicates that the pedestrians have the right of way with a maximum speed limit of 10-15 miles an hour. There should be no curb, gutter or sidewalk and limited or no parking. There will need to be lighting, landscaping and or art and street furniture. Improvements may be focused at specified locations.

An ideal test location would be Osage from 37th to 35th. The estimated cost for this location would be roughly \$5,800 based on \$1,350 for roadway paint (900' X 20'=18,000') two stencils at \$145 each 8 planters at \$295/ each, three roadway signs at \$100/each, and three benches at \$500 each. This estimate does not include labor.

	<u>Bike path Strawberry Glenn to Saxton</u>			
<u>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.</u>				
<u>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 S hadow Hills Elementary or Riverglen Jr. High is safer, yet for some, it is notably further than braving 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.</u>				
	<u>Crossing of State at Ellens Ferry</u>			
<u>Students south of the Boise River or east of Plantation Golf Course are likely to cross State Street at Pierce at Ellens Ferry Drive then to Castle Drive to go to School. The crossing will also facilitate interaction between Boise and Garden City. This request dovetails with Boise's North West bike and pedestrian plan.</u>				
	<u>50th Street: River to Chinden & Alworth: 51st to 49th</u>	Community Project/Economic Development		
Addition of landscaping, pedestrian scaled lighting and on-street parking on 50 th Street.				
Reconfigure Adams to remove center turning lane, add parking and landscape bulb outs on both sides of the street from 51 st to 49 th Streets. The node is identified in the Garden City Comprehensive Plan and there zoning ordinance 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 36 th Street. Adams street may allow for a potential bike path.				
	<u>48th Street, Chinden to Adams</u>	Community Project	TBD	\$TBD

ACHD status: On Hold

Improve bike and pedestrian connections along Bradley/ Fenton (48th Street Connection) from Greenbelt to Chinden.

A bike/ ped path would make a complete connection from the existing bike routes at 48th & Chinden to the Greenbelt. Not only would this make a connection for existing facilities; but it could provide for a future connection opportunity should there ever be a multi-use path along the southern boundary of the City.

There are existing bike facilities on Chinden and the Greenbelt and there is a potential for a multi-use path along the Davis Drain adjacent to the southern border of the City.

“Share-the-road” signs may be used to create bike paths that will share the road with automobiles rather than having a dedicated bike lane. This treatment can be appropriate in instances where there is minimal traffic, as in this location, and it is better to keep the right-of-way narrow, thus facilitating keeping the speeds low. The “share the road” bike path would run along Fenton Street, from Chinden to Fenton on 48th and 46th Streets and north of Alworth on 49th Street.

At the corner of 48th and Fenton there are two options for the path. The path could either run along the Thurman Mill canal to the southeastern corner of Adams and Bradley Streets; turning west along the south side of Adams Street where it would cross Adams at a dedicated crossing to 49th Street. This connection would create a path that would utilize the property along the canal as a park and be amenable to foot traffic and bikers that benefit from separation from the road, such as children or inexperienced bikers.

The second connection that could be made for the path is that the path would follow Bradley to Field up to Adams Street where it would cross to 49th to the Greenbelt. There should be a dedicated crossing at Adams Street under this scenario as well.

Other Opportunities

Adding the path along the canal could lead to a possibility of a pocket park the length of the canal from 48th to Adams Streets.

	33rd Street: Greenbelt to Brown	Community/Roadway Project/ Economic Development	TBD	\$TBD
Provide a road section that matches the improvements being installed on 36 th Street. This road contains several properties that have already redeveloped in the manner that will encourage redevelopment such as Surel’s Place, Brant residence, Landry residence, Point Architecture, Front Climbing Gym and Payette Brewery. As seen on 36 th Street, street improvements act as a public private partnership making infill more probable.				
	35th Street: Greenbelt to Bench	Community/Roadway Project/Economic Development	TBD	\$TBD
Provide a road section that matches the improvements being installed on 36 th Street. There has been considerable interest in property on this street due to the white water park access. As seen on 36 th Street, street improvements act as a public private partnership making infill viable.				
	Adams: 36th- 37th	Community/Roadway Project/Economic Development	TBD	\$TBD
Connect Adams between 36 th and 37 th 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. 37 th . There are draft options of roundabouts at this location that have been developed by ACHD. With the anticipated rebuild of Adams 38 th -40 th Streets being two lanes with parking and 36 th Street two lanes with parking, the section connecting the two should match.				
	Alworth to Marigold	Community/Roadway Project/Economic Development	TBD	\$TBD
When the Expo Idaho site is redeveloped the Alworth/Adams/36 th Street should be aligned to Marigold.				
	Clay: 37th-VMP	Roadway Project/	TBD	\$750,000

		Economic Development		ROW
<p>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.</p> <p>This project should include the addition of a pedestrian access point at Veteran's Memorial Parkway.</p> <ul style="list-style-type: none"> Cost estimate: Clay - 5 blocks at 50' wide- 600/ block = 12,500 sq ft @ \$5/ ft \$750,000 in ROW 				
	Carr: 37th-41st	Roadway Project	TBD	\$600,000 ROW
<p>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.</p> <p>Cost estimate: Carr- 4 blocks at 50' wide- 600/ block = 120,000 sq ft @ \$5/ ft \$600,000 in ROW</p>				
	Field to 50th		TBD	\$TBD
<p>Connect Field Street through to 50th Street. 50th and Adams is an intersection that is identified as a neighborhood node.</p>				
	<u>Between Glenwood and Coffey:</u> <u>Marigold to Chinden</u>	Roadway	TBD	\$TBD
<p>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.</p>				
 				
12	Brown: 36th-41st	Roadway Project	TBD	\$TBD
<p>Construct Brown as a local street with minimal right-of-way/asphalt from 36th Street to 41st.</p>				
13	Micro Street network	Roadway Project	TBD	\$TBD
<p>In order to increase densities ACHD and Garden City have identified through the co sponsored 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</p>				

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 required 7' of right of way to be preserved (for a total 14' right-of-way) where as a property in the mixed use commercial might be required to preserve 10' for right of way. Once all right-of-way has been acquired in a block section, improvements should be made. A special impact fee for these properties may be an option.



14	Reed Street	Roadway Project	TBD	\$TBD
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Straighten Reed Street at time of redevelopment of adjacent property.

Transit Projects

	Safety/ ADA Improvements at Glenwood & Riverside Drive Intersection	Transit/ Community/State Project	TBD	\$TBD
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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.



	Valley Ride Route 11 to City Hall			
<u>Route 11 services Adams Street to downtown Boise. The route stops at 50th Street. In this neighborhood many residents cannot drive and the only grocery store in that services the area is on 52nd. The route should be extended minimally to 52nd Street and ideally to City Hall so that residents can access their library, utilities and a post office.</u>				
	Connect Bus Stops to sidewalks			
<u>There are a number of bus stops that do not connect to safe travelways. The bus stop at Kent and Chinden has been noted as particularly dangerous.</u>				
2	Bus Shelters	Transit	TBD	\$TBD
<u>While VRT does not currently serve but two routes in Garden City, anticipated locations should be planned for.</u> Install covered bus shelters with bus pull-outs and increased sidewalk platforms at the following locations:				
Top Priority Shelters				
Location		Servicing		
Garrett between Chinden and Marigold		Children utilizing school bus system. The chaos is currently un safe.		
33 rd at Chinden		Riverside Hotel, Surel's Place, Payette Brewery		
36 th Street at Chinden		Alley Arts District/ Warehouse District		
42 nd and Adams		Anser/ Boys and Girls Club-/future commercial node		
50 th Street at Chinden		PD, Omega offices, Moxie HQ		
Glenwood and Marigold		Library & City Hall		
Priority Shelters				
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		
Glenwood and Chinden		TOD		
Garrett and Chinden		Higher density residential		
Glenwood at State		TOD identified in State Street Corridor Study and Comprehensive Plan		
State and Bogart or Arney		High residential location		
State and Horseshoe Bend Road		TOD		
State/Local Projects				
1	Chinden (US 20/26), Maple Grove Extension to Garrett	Community Project	TBD	\$TBD
<p>Improvements to Chinden incorporate four objectives: safety enhancement, congestion mitigation, preservation of land values along Chinden and allowing for economic development of properties off of Chinden Boulevard through increased traffic on local roads (increased business presence).</p> <p>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.</p> <p>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</p>				

identifies that not only would reduced access points increase safety, but also 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. The phasing should begin at the eastern portion of Garden City moving westerly.



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.

2	Safety/ ADA Improvements at Glenwood & Riverside Drive Intersection	Transit/ Community/ State Project	TBD	\$TBD
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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.



3	Safety Crossing on Chinden at 36th	Community/ State Project	TBD	\$TBD
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	Street			
Provide a safe and comfortable crossing at Chinden to facilitate the bike and pedestrian traffic crossing from orchard to the amenities and regional connections at 36 th street.				
4	Safety Crossing at State and Glenwood and safety Improvements	Community Project	TBD	\$TBD
<p>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.</p> <p>Additionally, there are a number of children who live southwest of their schools located on Gary Land, Castle and Pierce Park. While the children may live ½ to ¾ 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.</p>				
	Safety Crossing on Chinden at 42th Street	Community/ State Project	TBD	\$TBD
Provide a safe and comfortable crossing at Chinden to facilitate the bike and pedestrian traffic crossing from orchard to the amenities and regional connections at 42 nd Street. This is a connection to the requested bike/ pedestrian connection at 43 rd and will serve the ability to connect to the node at 42 nd .				
	Safety Crossing on Chinden at 33rd Street	Community/State Project	TBD	\$TBD
Provide a safe and comfortable crossing at Chinden to connect the City in the heart of its Live Work Create hub.				
	<u>Safety Crossing on Glenwood at Lorimer</u>			
<u>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.</u>				
	Curbing at Glenwood and Lorimer	State Project/ Safety	TBD	TBD
Curbing project should be installed at Lorimer Ln and Glenwood to prevent left hand turns onto Glenwood from Lorimer.				
	State Street Corridor Bus Rapid Transit		TBD	\$TBD
Increase capacity through an alternative means to adding additional lanes.				
<u>Bike Routes, Pathways, and Wayfinding</u>				
	Wayfinding Signage	Bike/ Pedestrian Pathway	TBD	\$TBD

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



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, Parkway Station
- Chinden & 36th East (North) noting: 36th Street Bridge to Pleasanton Ave, Whittier Elementary, Learning Lab, Head Start
- 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, 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

- 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 Lane Morton Drive-
Mountain View Elementary to
Mountain View Road**



Bike Map

Designate Garden City as an enlargement in the ACHD Bike map

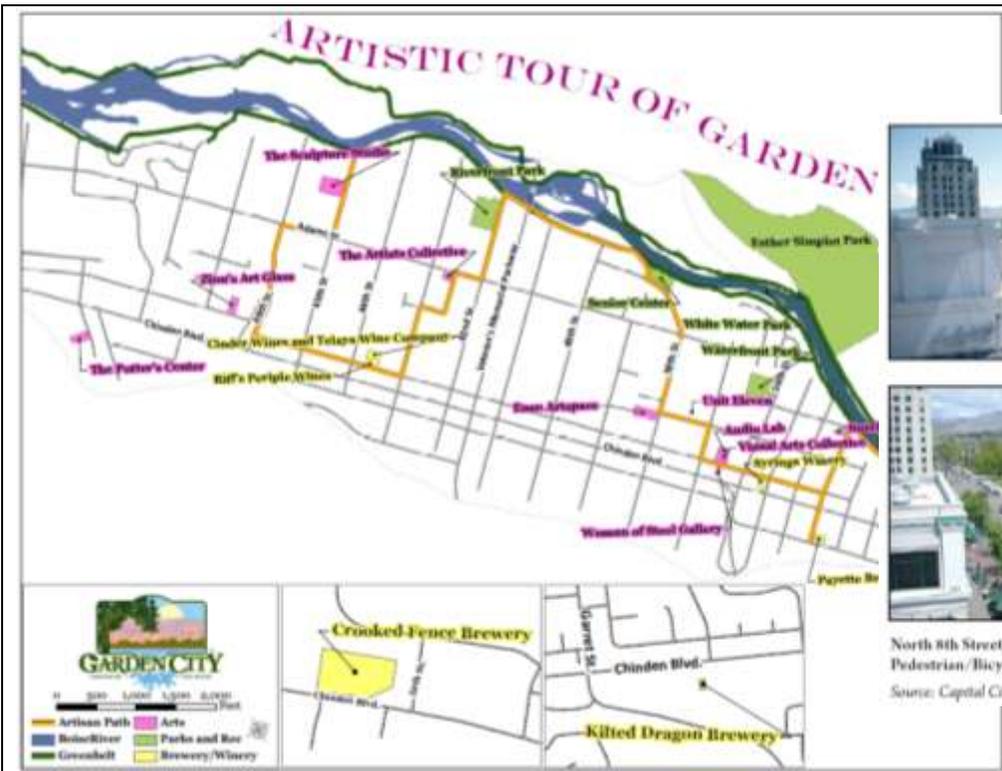
Artisan Path

Bike/ Pedestrian Pathway

TBD

\$TBD

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. A pathway could be created in existing right of way and could be achieved with minimal cost, however may require a paradigm shift that not all accesses need to be primarily vehicular in nature.

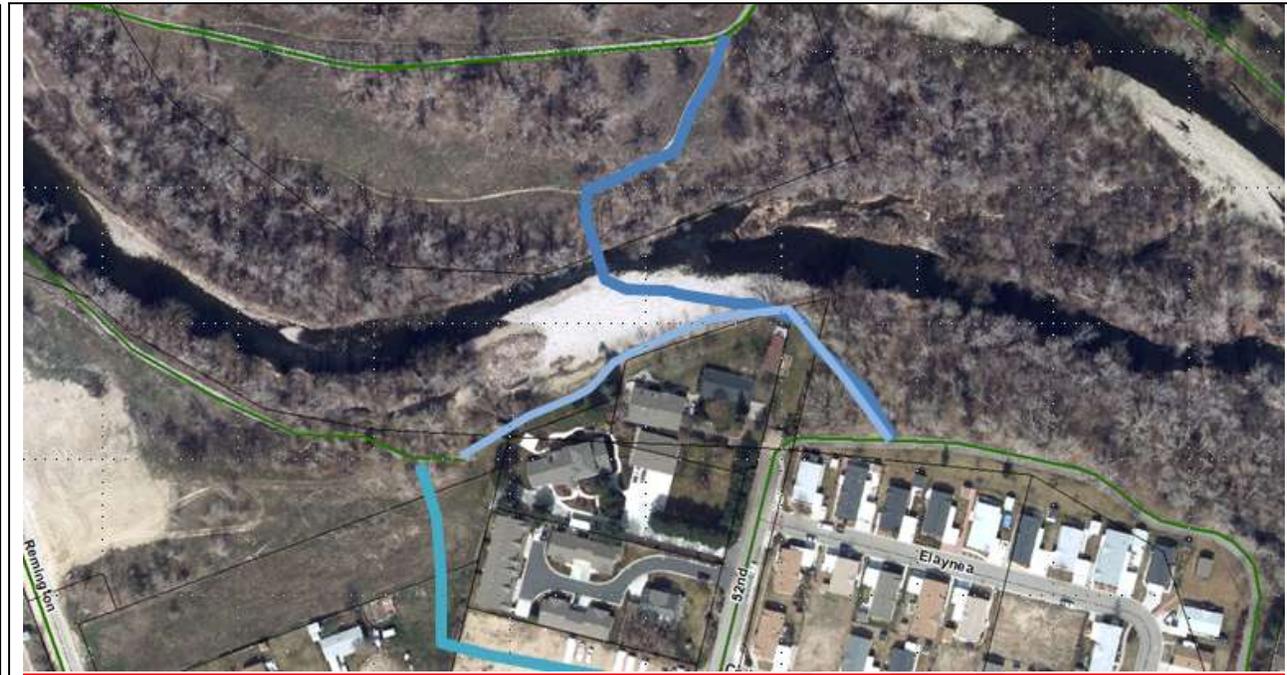


North 8th Street, Before/After Streetscape and Pedestrian/Bicycle Amenities, Boise, Idaho
Source: Capital City Development Corporation



3	Greenbelt Path Connection: 52nd Street	Bike/ Pedestrian Pathway	TBD	\$TBD
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Greenbelt Path bike/pedestrian connection between 52nd Street and Remington. bridge from the north end of 52nd to connect to the existing pathway on Plantation Island. Or Greenbelt pathway to connect on southern path from 52nd Street to Remington. Three potential identified options are shown below in blues.



Greenbelt Access at 42nd Street

While there is Greenbelt access at 42nd it crosses a private parking lot and is not well defined. With the number of children due to the park, Boys and Girls Club, and Anser, it has been requested of the City to better define the access and separate the access from vehicles. This will likely require reconfiguration of the parking lot.



Gateway signage

Bike/ Pedestrian Pathway

TBD

\$TBD



Statement signs at the gateways into Garden City or Garden City neighborhoods. These signs large enough for a statement, and may be landscaped .

- 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.
- Entrance on South East Greenbelt (Joe’s Crab Shack)- A monument sign noting Garden City or Surel Mitchell Live Work Create District.

	Pathway Connection: 43rd and Ustick	Bike/ Pedestrian Pathway	TBD	\$TBD
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Formalize and improve a pathway that is being utilized as a bike/ ped connection at 43rd and Ustick



	<u>Interim Pedestrian Path Future Adams 36th to 37th Street</u>			
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Provide and interim bike and pedestrian path between 36th and 37th Street on Adams

	Road Greenbelt interface improvements	Bike/ Pedestrian Pathway	NA	\$ TBD
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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	Bike/ Pedestrian Pathway	NA	\$ TBD
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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

	<u>Maintenance Request</u>			
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- Refresh paint designating bike lanes on VMP

	<u>Traffic Considerations</u>			
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- 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.

	<u>Speed limits</u>			
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- Maximum speed limit of 10 miles/ hour on Stockton and Osage
- Maximum speed limit of 35 miles/ hour in City limits including on State facilities

	<u>Offsite Drainage Systems Feasibility Study</u>	Plan/Study	TBD	\$ TBD
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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 more dense 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 36th street, where the drainage is located 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.