

RESOLUTION NO. 1200-25

BY THE COUNCIL: JACOBS, JORGENSEN, PAGE, RASMUSSEN

A RESOLUTION OF THE GARDEN CITY COUNCIL ADOPTING THE 2025 GARDEN CITY REQUESTS TO BE INCLUDED IN THE ADA COUNTY HIGHWAY DISTRICT INTEGRATED FIVE-YEAR WORK PLAN; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS Ada County Highway District (ACHD) has requested a list of Garden City’s transportation prioritization for the potential integration of the requests in the 2026-2030 ACHD Five Year Work Plan (FYP); and

WHEREAS The requests identify transportation needs in Garden City; and

WHEREAS The requests have been updated due to reflect additional needs identified and to remove items that have been addressed; and

WHEREAS The Garden City Parks and Waterways, who function as the Garden City Transportation Task Force have reviewed and commented on the updates; and

WHEREAS The Garden City Public Works Department and Development Service Department have reviewed the updates.


NOW THEREFORE BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GARDEN CITY IDAHO,

1. That the updated Garden City request to the Ada County Highway District Five Year Work Program, attached hereto as Exhibit A, be requested of Ada County Highway District.
2. That all resolutions, orders, or parts thereof in conflict herewith are hereby repealed.
3. This Resolution shall be in full force and effect from and after its adoption.

PASSED by the City Council and **APPROVED** by the Mayor of Garden City, Idaho, this **10th day of March 2025**.

ATTEST:

APPROVED:


Lisa M. Leiby, City Clerk




John G. Evans, Mayor



DEVELOPMENT SERVICES DEPARTMENT

6015 Glenwood Street ■ Garden City, Idaho 83714
Phone 208/472-2921 ■ Fax 208/472-2996 ■
www.gardencityidaho.govoffice

To: Mayor and City Council
From: Jenah Thornborrow, Development Services Director
Subject: ACHD Transportation Prioritization
Date: For March 10, 2025, City Council Meeting

Requested Actions

1. Review transportation requests and prioritization and amend, as necessary.
2. Adopt Resolution 1200-25, approve transportation requests to be submitted to ACHD for inclusion in their 2025-2030 Five-Year Work Program (FYP).

Update

The City Council continued this matter on February 24, 2025, to provide time for the Police Department to review the requests. On February 26, 2025, the Chief of Police and Development Services Staff met to discuss the list.

The top three “road and intersection” (ACHD funding category) projects recommended by the Parks and Waterways Committee were:

1. Marigold and Glenwood
2. Marigold and Coffey
3. State and Glenwood

Based on conversations with the Police Department, the intersection at Remington and 52nd Steet has replaced the State and Glenwood intersection.

The top three “community” (ACHD funding category) projects recommended by the Parks and Waterways Committee were:

1. Design of Adams
2. Stockton/Osage to be designed as part of the current Chinden design work that ITD is working on.
3. The design of 43rd Street that ACHD currently has in design. Of note, the 43rd crossing of Chinden is not included in this ranking.

In general, the Police Department is not in favor of traffic signals or reduction of asphalt areas that would limit emergency access, or one-way streets. The list has been reviewed to

note that pedestrian movement is important but removed statements such as “pedestrian crossings” unless specified as acceptable by the Police Department, such as at the Marigold and Coffey intersection.

Development Services Staff provided ACHD with the chief Stambough’s contact information and requested that ACHD invite the Police Department for their review and comments during the design of the community projects.

ACHD has indicated that they have advanced the Adams/Alworth review and anticipate that the project begins within the next couple of months.

Attachments:

Draft Resolution 1200-25

Draft Garden City ACHD FYP prioritization request list

Public comment provided by ACHD

Memorandum February 24, 2025

Links:

[2026-2030 Five-Year Plan Initial Outreach Map](#)



2025 Garden City Prioritization Request Form

Updates based on Adopted 2025-2029 IFYWP *

2025 Priority Ranking	2024 Priority Ranking	2023 Priority Ranking	2021 Priority Ranking	2020 Priority Ranking	Agency Project Name	Agency Project Description	Current IFYWP Status			ACHD Update	ACHD Implementation Project Name
							Design YR	ROW YR	Const YR		
Community Programs - Collectors & Local Roadways											
3	4	1	1	1	Ustick @43rd	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.	2024-2026	Future	Future	Project programmed to be designed in 2024-2026 as part of the Access to Opportunity (Raise Grant) project package.	Access to Opportunity: 43rd St, Ustick Rd / Boise River
1	1 & 2	1	13	9	Allworth/Adams	Notes to ACHD. This is programed as one project. However the length is longer than 1 mile. If broken into two projects it is suggested that 45th Street would be a logical midpoint. The city requests a review of the configuration of whole roadway for efficiency and livability and then the design and construction could be broken into a phased approach if necessary. Of particular interest are the intersections of VMP, 42nd Street, and 43rd Street. These intersections are a source of concern for the businesses and schools. Can this area be designated as a school zone to increase awareness and slow speeds to accommodate Future and Anser public schools and the Boys and Girls Club? While exploring long-term solutions, please consider any outstanding short -term solutions requested by the Garden City Police Department on October 24, 2022. The locations of the pedestrian crossing of Adams and 4-way stop at 44th should be reevaluated. They do not function well. The intersection at VMP does not function well either. Please consider the left hand turn heading east to be a yield only. Consider if possible, to include low stress (preferably separated) bicycle lane. If this roadway cannot accommodate a low stress bicycle path, please provide an alternative east-west route suggestion. Consider an interim bicycle and pedestrian path between 37th and 36th Streets until the full connection is completed. Please include the Garden City Police Department in the review of the design.	2028-2029	Future	Future	Project programmed for concept study in FY2026.	Garden City Improvements B: Adams St, 49th St / 37th St
3	4	2	Not ranked	5	43rd St Bikeway Connection, Ustick Rd / Greenbelt (Bike Connection 43rd St and Ustick Rd)	Note to ACHD: The 43rd Street Projects have been ranked as one project per recent guidance to group projects into one mile sections. Improve 43rd St, (Ustick Rd to Greenbelt), Ustick Rd (Esquire Rd to 43rd St), 43rd St, (Ustick Rd to Greenbelt), and Adams St (43rd St to Veterans Parkway) as a low-stress bikeway (preferably buffered) connection as part of a connected bicycle network to include wayfinding and bikeway signage, enhanced crossings, lighting, and markings in accordance with the Bike Master Plan. Project may also include enhancement to the existing Ustick Rd bike lanes. Concept design will further clarify project scope.	2024-2026	Future	Future	Project programmed to be designed in 2024-2026 as part of the Access to Opportunity (Raise Grant) project package.	Access to Opportunity: 43rd St, Ustick Rd / Boise River
3	4	3	38	35	43rd Street River to Chinden	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for street trees.	2024-2026	Future	Future	Project programmed to be designed in 2024-2026 as part of the Access to Opportunity (Raise Grant) project package.	Access to Opportunity: 43rd St, Ustick Rd / Boise River
3	4	4	39	36	43rd Street Chinden to Ustick	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for street trees.	2024-2026	Future	Future	Project programmed to be designed in 2024-2026 as part of the Access to Opportunity (Raise Grant) project package.	Access to Opportunity: 43rd St, Ustick Rd / Boise River
4	5	5	9	1	Arney Lane, Riverside Dr / State St	Construct bike and pedestrian improvements on Arney Ln from Riverside Dr to State St. This request appears to be previously misunderstood. The immediate request is to provide space for school children to safely pass the canal with regards to bus services. Garden City understands that a complete build of the sidewalk infrastructure has larger implications. Last year ACHD indicated that they have done an analysis to look at creative solutions and Garden City requested a detailing of those scopes as part of the 2019 IFYWP. Garden City has yet to have those provided to Garden City. Has ACHD looked at increasing the culvert under the road to provide for shoulder space to cross the canal?	2026-2027	2028	Future	Project programmed to be designed in 2025-2026.	Garden City West Improvements A: Arney Ln, Riverside Dr / SH 44 (State St)

1- Roads and Intersection	3	5	NEW	N/A	Marigold/ Glenwood Intersection	Review intersection functionality to assist with traffic flow. Currently, Marigold street functions for cut-through traffic avoiding Chinden. There are entitled and an anticipated project requests to access either Glenwood or Marigold street of around 1,000 residential units in the next couple of years. This section of roadway is a constant source of complaints from the community. It is already difficult to access and leave establishments and residents along Marigold and may have implications for bicycle and pedestrian safety. This intersection functioning directly effects the functioning of Glenwood Street. Consider adding curbing or another access barrier in the northbound Glenwood left-turn lane to Marigold to prohibit Jackson's-bound traffic from blocking it the west bound Marigold turning lane. The Glenwood Jackson's access would become right-in, right-out and a secondary access is on Marigold. Similar access management is needed on the easternmost access for the Starbucks/ Library on Marigold. This will allow for additional extend the stacking distance for the eastbound Marigold far left-turn lane. Northbound cars waiting to turn onto Marigold often either drive in the median or wait several cycles. Intersection timing does not function as it is not consistent that the yellow blinking light will be triggered by cars northbound intending to turn onto Marigold Street. ACHD has indicated in the past that this intersection was reviewed and is functioning. Users still are having intermittent experiences. Finally, the Marigold east bound traffic that could utilize the right hand lane is precluded from doing so as vehicles turning north are in this lane. It is understood that ITD will also need to be engaged with this request.	2027-2028	2029	Future	Project programmed for concept study in 2026.	Garden City Improvements B: Marigold St Bikeway, Garrett St / Greenbelt
	3	5	NEW	N/A	Marigold/ Coffey Intersection	Review intersection functionality to assist with traffic flow. Currently, Marigold street functions for cut-through traffic avoiding Chinden. As this is a cut through, there is a constant flow of traffic precluding the businesses and apartments between Coffey and Marigold Streets from accessing Marigold. A stoplight at Coffey and Marigold could provide for enough time for case to safely enter the street. Moreover there are significant ADA safety concerns at this intersection. There is an elevated number of senior citizens that utilize this area between the adjacent assisted living facilities and Willow brook Senior Community. Realign curb ramps and crosswalk at intersection as eastern crossing has no clear alignment and exposes pedestrians to unnecessary vehicle exposure time. A marked pedestrian crossing is supported by the Police Department at this location.	2027-2028	2029	Future	Project programmed for concept study in 2026.	Garden City Improvements B: Marigold St Bikeway, Garrett St / Greenbelt
9	3	5	NEW	N/A	Marigold Street Design	Review Marigold to assist with traffic flow and bicycle and pedestrian comfort and safety. Currently, the street functions for cut-through traffic avoiding Chinden. There are entitled and anticipated projects to access either Glenwood or Marigold street of around 1,000 residential units in the next couple of years. It is already difficult to access and leave establishments and residents along Marigold and may have implications for bicycle and pedestrian safety. A review identifying potential improvements to better the functioning of the road for adjacent businesses and homes as well as for bicycle and pedestrians is needed. Particular importance should be on the review of the existing pedestrian improvements and if there is a way to enhance them. The most immediate solution that would address traffic would likely be a redesign of the intersections. Notwithstanding, Garrett, Coffey, and north of Marigold all are a part of identified bike routes. A review of the road to include low stress bicycle facilities is requested.	2027-2028	2029	Future	Project programmed for concept study in 2026.	Garden City Improvements B: Marigold St Bikeway, Garrett St / Greenbelt
5	6	6	3	3	Chinden at Coffey	Provide a solution to provide for the regional movement of non vehicular traffic, particularly Capital High students.	2028	2029	Future	Project programmed to be designed in 2028.	Garden City West Improvements B: US 20/26 (Chinden Blvd) and Coffey St Pedestrian Crossing
10	7	7	4	3	Kent Design	Please note cross jurisdictional boundaries of Ada County and Garden City. Kent street is in Ada County's jurisdiction. However, it is a road that functions as part of the Garden City roadway network. Construct sidewalk connection to bus stop at Chinden/ Kent to Alworth that was removed due to safety concerns and is anticipated to be reinstated in the future. Improvements should address a low-stress bikeway (preferably buffered) connection as part of a connected bicycle network to include wayfinding and bikeway signage, enhanced crossings, lighting, and markings in accordance with the Bike Master Plan.	2024-2026	Future	Future	Project programmed to be designed in 2024-2026 as part of the Access to Opportunity (Raise Grant) project package.	Access to Opportunity: Kent St, US 20/26 (Chinden Blvd) / Alworth St
8	8	8	5	6	Riverside: Strawberry Glenn to Glenwood	Fix damaged sidewalks and complete sidewalk network to Glenwood	2026-2027	2028	Future	Project programmed to be designed in 2026-2027.	Garden City West Improvements A: Riverside Dr, Strawberry Glenn Rd / Glenwood St
7	9	9	6	7	Bike Connection Strawberry Glenn Rd and Saxton Dr	See State St and Glenwood Pedestrian Crossing.	Future	Future	Future	Construction timeline pending coordination with ITD on funding.	State St and Glenwood St

4- Roads and Intersection	Not ranked	10	9	8	State St and Glenwood St Intersection	Improve pedestrian and bike connection through and around this intersection to Greenbelt. As part of this previous Glenwood/ State Street intersection work getting transit, bikes, and pedestrians to the neighborhoods in a safe and comfortable manner remains a priority that has not been fully vetted.	Future	Future	Future	Construction timeline pending coordination with ITD on funding.	State St and Glenwood St
	Not ranked	Not ranked	Not ranked	PG	US 20/26 (Chinden Blvd) and 43rd St Pedestrian Crossing	Install an enhanced pedestrian crossing (pedestrian hybrid beacon) on Chinden Blvd at 43rd St.	2022-2024	2024	2025	Project programmed to be constructed in 2025.	US 20/26 (Chinden Blvd) and 43rd St Pedestrian Crossing
	Not ranked	Not ranked	Not ranked	PG	Clay St, 34th St / 32nd St; 32nd St, Chinden Blvd / Clay St (Clay, 32nd/37th)	Construct curb, gutter, 5' detached sidewalk, swales, landscaped bulb outs at intersections and illumination on Clay St, from 34th St to 32nd St and on 32nd St, from Chinden Blvd to Clay St. Certain improvements will require partnership with Garden City and the Garden City Urban Renewal Agency.	2023-2024	2027	2028	Project programmed to be constructed in 2028.	Clay St, 34th St / 32nd St;
	Not ranked	Not ranked	Not ranked	PG	Clay St, 34th St / 32nd St; 32nd St, Chinden Blvd / Clay St (Clay, 32nd/37th)	Construct curb, gutter, 5' detached sidewalk, swales, landscaped bulb outs at intersections and illumination on Clay St, from 34th St to 32nd St and on 32nd St, from Chinden Blvd to Clay St. Certain improvements will require partnership with Garden City and the Garden City Urban Renewal Agency.	2023-2024	2026	2028	Project programmed to be constructed in 2028.	32nd St, US 20/26 (Chinden Blvd) / Clay St
	Not ranked	Not ranked	Not ranked	4	Clay St, 37th St / 34th St	Construct curb, gutter, sidewalk, swales, landscaped bulb outs at intersections and illumination on Clay St, from 37th St to 34th St and on 34nd St, from Chinden Blvd to Clay St. Certain improvements will require partnership with Garden City and the Garden City Urban Renewal Agency.	2023-2024	2028	Future	Project programmed to be constructed in future.	Clay St, 37th St / 34th St
	Not ranked	Not ranked	Not ranked	5	34th St, Chinden Blvd / Clay St (Clay, 32nd/37th)	Construct curb, gutter, sidewalk, swales, landscaped bulb outs at intersections and illumination on Clay St, from 37th St to 34th St and on 34nd St, from Chinden Blvd to Clay St. Certain improvements will require partnership with Garden City and the Garden City Urban Renewal Agency.	Not Programmed	Not Programmed	Not Programmed	Project deferred.	Garden City East Improvements A: 34th St, US 20/26 (Chinden Blvd.) / Clay St
	Not ranked	Not ranked	Not ranked	8	35th St, Greenbelt / Brown St	Install curb, gutter, sidewalk with area for street trees, potential bulb-outs at intersections, potential parking, bike facilities, shallow seepage beds (consider permeable pavers) on 35th St from the greenbelt to Brown St. Match 36th St. design. Includes road rehabilitation. Design should include public outreach to determine the best solution for bike/ped facilities on the southern section. Of particular interest is the design of the interface with the greenbelt to maximize comfort and access.	2027-2028	2029	Future	Project programmed to be designed in 2027-2028.	Garden City East Improvements A: 35th St, US 20/26 (Chinden Blvd) / Greenbelt
	Not ranked	Not ranked	2	2	50th St and US 20/26 (Chinden Blvd)	Construct connection on east side of 50th Street to Chinden Blvd intersection so that users have a usable space to cross 50th at Chinden. Project also includes a marked pedestrian crossing at 50th St and Bradley St. Please note, this request is not a request to cross Chinden, but rather to facilitate the safe crossing of 50th Street at Chinden. There is a sidewalk west of 50th Street that is disconnected to the crossing of 50th street as well as a sidewalk on the east of 50th street that is disconnected to the crossing of 50th street. Please also include a low stress bikeway that can connect into a low stress, preferably detached bicycle network. Of particular interest is the design of the interface with the greenbelt to maximize comfort and access.	2024-2026	Future	Future	Project programmed to be designed in 2024-2026 as part of the Access to Opportunity (Raise Grant) project package.	Access to Opportunity: US 20/26 (Chinden Blvd) and 50th St Pedestrian Improvements
	Not ranked	Not ranked	8	11	35th St, Greenbelt / Brown St	Install curb, gutter, attached 5' sidewalk with landscape bulb-outs, parking, bike facilities, shallow seepage beds (consider permeable pavers) on 35th St from the greenbelt to Brown St. Match 36th St. design. Includes road rehabilitation. Due to significant business access on 35th St, south of Chinden, design should be conducted to 30% and include public outreach to determine the best solution for bike/ped facilities on the southern section. The high priority section is from Osage north to correspond with water and sewer infrastructure upgrade needs. Of particular interest is the design of the interface with the greenbelt to maximize comfort and access.	2027-2028	2029	Future	Project programmed to be designed in 2027-2028.	Garden City East Improvements A: 35th St, Brown St / US 20/26 (Chinden Blvd);
	Not ranked	Not ranked	8	11	36th St, Greenbelt / Brown St	Install curb, gutter, attached 5' sidewalk with landscape bulb-outs, parking, bike facilities, shallow seepage beds (consider permeable pavers) on 35th St from the greenbelt to Brown St. Match 36th St. design. Includes road rehabilitation. Due to significant business access on 35th St, south of Chinden, design should be conducted to 30% and include public outreach to determine the best solution for bike/ped facilities on the southern section. The high priority section is from Osage north to correspond with water and sewer infrastructure upgrade needs. Of particular interest is the design of the interface with the greenbelt to maximize comfort and access.	2026-2027	2028	Future	Project programmed to be designed in 2026-2027.	Garden City West Improvements A: Arney Ln, Riverside Dr / SH 44 (State St)
	Not ranked	Not ranked	11	31	Carr St, 33rd / 36th	Install curb, gutter, attached 5' sidewalk with landscape bulb-outs, parking, bike facilities, shallow seepage beds (consider permeable pavers) on 35th St from the greenbelt to Brown St. Match 36th St. design. Includes road rehabilitation. Due to significant business access on 35th St, south of Chinden, design should be conducted to 30% and include public outreach to determine the best solution for bike/ped facilities on the southern section. The high priority section is from Carr- Osage to correspond with water infrastructure upgrade needs.	Not Programmed	Not Programmed	Not Programmed	Project deferred.	Garden City East Improvements B: 33rd St, Brown St / US 20/26 (Chinden Blvd)

	Not ranked	Not ranked	12	8	33rd St, Greenbelt / Brown	Install curb, gutter, attached 5' sidewalk with landscape bulb-outs, parking, bike facilities (preferably operated) that connect into a regional bike path system to the greenbelt and requested crossing at Chinden, shallow seepage beds (consider permeable pavers) on 33rd St from the greenbelt to Brown St. Pedestrian signal across Chinden on east side of 33rd, close coordination with ITD. Includes road rehabilitation. Due to significant business access on 33rd St, south of Chinden, as well as the anticipated development driven rebuild of 34th Street as a mixed use corridor, the design should be conducted to 30% and include public outreach to determine the best solution for bike/ped facilities on the southern section. The high priority section is between 34th and 33rd Streets to correspond with water infrastructure upgrade needs. The	Not Programmed	Not Programmed	Not Programmed	Project deferred.	Garden City East Improvements B: 33rd St, US 20/26 (Chinden Blvd) / Greenbelt
	Not ranked	Not ranked	14	57	Glenwood Chinden to Mountain View	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for street trees.	2024-2026	Future	Future	Project programmed to be designed in 2024-2026 as part of the Access to Opportunity (Raise Grant) project package.	Access to Opportunity: Glenwood St, Spaulding Ranch Park / US 20/26 (Chinden Blvd)
	Not ranked	Not ranked	27	20	32nd Street Chinden to Brown	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for street trees.	2023-2024	2026	2028	Project programmed to be constructed in 2028.	32nd St, US 20/26 (Chinden Blvd) / Clay St
	10	Not ranked	4		33rd St and Chinden Blvd Pedestrian Crossing	Install an enhanced pedestrian crossing (pedestrian hybrid beacon) on Chinden Blvd at 33rd St.	Not Programmed	Not Programmed	Not Programmed	Project deferred.	Garden City Improvements B: 33rd St, Brown St / US 20/26 (Chinden Blvd) & 33rd St, US 20/26 (Chinden Blvd) / Greenbelt
	Not ranked	Not ranked	7	6	Chinden at 38th	Crossing to allow regional movement of non motor vehicular traffic.	2024-2026	Future	Future	Project programmed to be designed in 2024-2026 as part of the Access to Opportunity (Raise Grant) project package.	Access to Opportunity: 38th St, South end / Adams St
Duplicate- See Marigold/	Not ranked	Not ranked	8	7	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.	2027-2028	2029	Future	Project programmed for concept study in 2026. Crossing to be evaluated with bikeway project.	Garden City Improvements B: Marigold St Bikeway, Garrett St / Greenbelt
	Not ranked	Not ranked	10	N/A	34th Carr to Brown	Install curb, gutter, & sidewalk with landscape bulb-outs, parking, bike facilities, shallow seepage beds (consider permeable pavers) from the greenbelt to Brown St. Includes road rehabilitation. The high priority section is north of Osage to correspond with water and sewer infrastructure upgrade needs. Of particular interest is the design of the interface with the greenbelt to maximize comfort and access. Certain improvements will require partnership with Garden City and the Garden City Urban Renewal Agency.	Not Programmed	Not Programmed	Not Programmed	Project deferred.	Garden City East Improvements A: 34th St, US 20/26 (Chinden Blvd) / Clay St
1- Non structural Request	1	2	NEW	N/A	Review Design Standards/ Policies	Note to ACHD: The city has been requesting this for a number of years. While it is understood that road design is project specific, the streets in Garden City are seeing redevelopment. Without an ACHD approved design that can handle drainage and the constrained road, we continue to see frustration as individuals redevelop. The city is suggesting that a plan to address the street's drainage and a basic typical cross section that works for both ACHD and the city is needed. Identify two roadway designs that can facilitate class III street trees travel lane side of the sidewalk within 50' of right-of-way. One design to focus on low stress bicycle routes and one design to facilitate on-street parking at least on one side. Drainage is of particular interest in this request.	Not Programmed	Not Programmed	Not Programmed	All projects are site/area specific. ACHD will continue to work with staff as the roadways within Garden City are designed and built to be sensitive to the needs within each area.	N/A
2- Non structural Request	3	3	2	N/A	Low stress Bicycle and Pedestrian Pathway Spine: Planning Effort	Note to ACHD: The City has had this request for a number of years. Each year the city endeavors to address it differently. A recognized, cohesive low stress path was not fully identified in the Garden City Neighborhood Plan. This continues to be a priority for the city. The city will include the request with the road sections that pertain. Identify within a planning document a connected low stress bicycle and pedestrian pathway spine that anticipates heavy recreational bicycle and pedestrian use that has adjacent art and or historical signage. The bike spine should be separated from motor vehicle traffic to the extent possible. The particular streets to consider include the greenbelt at Fairview Avenue to 32nd street, Osage/Fenton, Stockton, Adams Street to 36th Street, 33rd street to the greenbelt, 38th street to the greenbelt, 43rd Street, 50th Street, Kent Street, Pintail, Atwater from Pintail to greenbelt connections, Pierce Park to Greenbelt. The highest priority is Ustick/43rd street from Mountain View Drive to the greenbelt; second priority is Adams Street; third priority is Stockton/ Fenton/ Osage. Identify future low stress bicycle and pedestrian routes to VRT stops and between each school servicing Garden City students and the neighborhoods where the children live. These priorities include 43rd Street, Coffey Street, and from the Greenbelt to the Pierce Park intersection. The intent would be that these paths would connect to facilitate movement throughout the city in a low stress manner. The identification of the streets dictates what may be required in terms of right-of-way designee and redevelopment.	Not Programmed	Not Programmed	Not Programmed	ACHD has two concept studies on adjacent roadways upcoming in 2025 & 2026 to evaluate Adams St, 49th to 37th and both Osage & Stockton, 32nd to 45th/46th. Additionally, 43rd St bikeway is part of the access to opportunity projects that will begin design in 2024.	Garden City Improvements B: Adams St, 49th St / 37th St Garden City Improvements A: Osage St, 32nd St / 46th St Garden City Improvements A: Stockton St, 32nd St / 45th St

6	4	4	42	39	45th Street River to Stockton	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for street trees.	Not Programmed	Not Programmed	Not Programmed	Project added to FY23 Scoping Effort. To be evaluated and prioritized for possible inclusion into future IFYWP updates.	45th St, US 20/26 (Chinden Blvd) / Boise River
	2	6	7	2	Design of roadways East of 43rd Street	Design Policies could take the place of this request. Design of all of the public streets east of 43rd Street to identify what type of bicycle facility (if any) will be utilized, sidewalk, street tree, street furniture zone (if any), and lighting so that they are shovel ready. This facilitates three purposes: 1. Installation of predetermined facilities during redevelopment; 2. The ability for Public Works to do work and rebuild to desired standards; 3. Potential advancement of projects if non-ACHD funding is identified. Timing is of the essence to be able to coordinate with the Urban Renewal agency prior to sunset and to accommodate an area of rapid redevelopment. If a design for private development that is consistent with public improvements can be generated, this need is reduced. <u>Note:</u> Timing is of the essence to be able to coordinate with the Urban Renewal agency prior to sunset and to accommodate an area of rapid redevelopment. If a design for private development that is consistent with public improvements can be generated, this need is reduced.	Not Programmed	Not Programmed	Not Programmed	Projects will be designed individually. Multiple roads programmed in draft IFYWP.	N/A
	7	Not ranked	N/A		Saxton/ State Street Signal	Add an enhanced pedestrian Crossing at Saxton and State Street. <u>Note:</u> Public Comment 2024	Not Programmed	Not Programmed	Not Programmed	Project request to be shared with ITD. Would need to be a joint project and location approved by ITD.	SH-44 (State St) and Saxton Dr
5- Roads and Intersection	6	Not ranked	N/A		Curtis/VMP	<u>Note to ACHD:</u> Garden City is happy to provide additional information. What information is needed? Complete sidewalks and bicycle paths; traffic calming for pedestrians at intersections; review pedestrian signals. <u>Note:</u> Public Comment 2024	Not Programmed	Not Programmed	Not Programmed	ACHD Traffic Engineering would like more information from Garden City as to what specific concerns are related to this request. Is there a movement that is especially difficult, etc.	TBD
		Not ranked	5		Millstone Drive- Pedestrian Crossing	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	Not Programmed	Not Programmed	Not Programmed	Scoped in 2023. Recommendation is to hold off on a crossing until a pathway connection on Chinden is made. Both crossing and pathway would have to be approved by ITD. Request shared with ITD.	US 20/26 (Chinden Blvd) and Millstone Dr Pedestrian Crossing
		Not ranked	6		Allworth St and 50th St Pedestrian Crossing	Install an enhanced pedestrian crossing on Allworth St at 50th St. Project request includes landscaping, pedestrian amenities, street lighting, and review if a bus shelter should be located here. This area is planned to be a destination node, and is redeveloping with densities that are consistent. Additionally there are increased ADA users that cross to Kent then either access the bus stop or Fred Meyer. Did the review of this location take into consideration the increased ADA usage and redevelopment patterns? Please respond.	Not Programmed	Not Programmed	Not Programmed	Scoped in 2023. Review found current signage and markings appropriate for speeds and volumes in the area. Landscaping and other improvements would be require a cost share from the City. As area continues to develop, further evaluation should occur. Bus shelter would need to be evaluated by VRT. Request to be shared with them.	Allworth St and 50th St Pedestrian Crossing
		Not ranked	7	23	37th Street Osage to Adams	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for street trees between the travel way and sidewalk either in bulb outs or in a furniture or landscape buffer. Install low stress bike facilities to Adams Street. The high priority section is from Osage north to correspond with water and sewer infrastructure upgrade needs.	Not Programmed	Not Programmed	Not Programmed	Scoped in 2021. To be evaluated and prioritized for possible inclusion into future IFYWP updates.	Garden City East Improvements B: 37th St, Osage St / Adams St
	5	Not ranked	15	58	Coffey Marigold to Mountain view	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for class III street trees. include a as a low-stress bikeway (preferably buffered) connection as part of a connected bicycle network to include wayfinding and bikeway signage, enhanced crossings, lighting, and markings in accordance with the Bike Master Plan. This could be a safe routes to school for Capital High, rather than utilizing Glenwood.	Not Programmed	Not Programmed	Not Programmed	Scoped in 2024. To be evaluated and prioritized for possible inclusion into future IFYWP updates.	Coffey St, Mountain View Dr / Marigold St
		Not ranked	17	26	39th Street Chinden to Bench	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for street trees. The priority area is from Adams to Osage to correspond with water infrastructure needs.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	39th St, Bench / US 20/26 (Chinden Blvd)
		Not ranked	18	27	40th Street River to Chinden	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for class III street trees. The priority area is from Adams to Osage to correspond with water infrastructure needs.	2024-2026	Future	Future	Project programmed to be designed in 2024-2026 as part of the Access to Opportunity (Raise Grant) project package.	Access to Opportunity: 40th St, South End / Boise River
		Not ranked	21	12	Carr St, 41st St to 37th St	Construct a new local street with minimal right-of-way. <u>Consider a 4-way stop on Carr.</u>	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	Carr St, 41st St / 37th
		Not ranked	22	13	Field St Extension	Extend Field St from its western terminus to 50th St.	Not Programmed	Not Programmed	Not Programmed	Defer. To be considered as properties redevelopment.	Field St Extension
		Not ranked	23	14	Brown St, 41st St / 36th St	Construct a new local street with minimal right-of-way.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	Brown St, 41st St / 36th
		Not ranked	24	16	Adams St, 37th St / 36th St	is a high priority. With that being said, Garden City presumes that ACHD will make this requirement at the time of redevelopment. As it is a connection for a regional vehicular corridor, Garden City understands that the right-of-way	Not Programmed	Not Programmed	Not Programmed	Defer. To be considered as properties redevelopment.	Adams St, 37th St / 36th St

		Not ranked	26	19	Brown Street 30th Street to 36th Street.	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for class III street trees.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	Brown St, 36th St /30th St
		Not ranked	27	20	32nd Street Chinden to Brown	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for class III street trees.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	32nd St, Brown St / US 20/26 (Chinden Blvd)
		Not ranked	28	21	Connection 36th Street to VMP	Provide connection in addition to Adams Street and Chinden between 36th Street and VMP. Roads such as Kay, Zinnia, etc. can connect to adjacent street.	Not Programmed	Not Programmed	Not Programmed	Defer. To be considered as properties redevelopment.	TBD
		Not ranked	29	22	34th Street Chinden to Brown	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for class III street trees.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	34th St, Brown St / US 20/26 (Chinden Blvd)
		Not ranked	30	24	Reed Street	Completion of Reed Street parallel to the River.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	Reed St, 40th St / Heron Park St
		Not ranked	31	25	39th Street Adams to Chinden	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for class III street trees.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	39th St, US 20/26 (Chinden Blvd) / Adam St
		Not ranked	32	28	40th Street Chinden to Bench	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for class III street trees.	2024-2026	Future	Future	Project programmed to be designed in 2024-2026 as part of the Access to Opportunity (Raise Grant) project package.	Access to Opportunity: 40th St, South End / Boise River
		Not ranked	33	29	41st Street River to Bench	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for class III street trees.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	41st St, US 20/26 (Chinden Blvd) / Boise River
		Not ranked	35	32	VMP	Complete sidewalk/ pathway Osage to Adams Street.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	Veterans Memorial Pkwy, Osage St / Adams St
		Not ranked	36	33	42nd Street River to Ustick	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for class III street trees.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	42nd St, US 20/26 (Chinden Blvd) / Boise River
		Not ranked	40	37	44th Street River to Ustick	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for class III street trees.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	44th St, US 20/26 (Chinden Blvd) / Boise River
		Not ranked	44	41	46th Street Chinden to River	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for class III street trees.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	46th St, US 20/26 (Chinden Blvd) / Boise River
		Not ranked	45	42	Goodall	Extend to 46th Street and to Ellen.	Not Programmed	Not Programmed	Not Programmed	Defer. To be considered as properties redevelopment.	Goodall St Extension, Ellen St / 46th St
		Not ranked	46	43	47th Street River to Goodall	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for class III street trees.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	47th St, Fenton / Boise River
		Not ranked	47	44	47th Street Chinden to Goodall	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for class III street trees.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	47th St, Goodall St / US 20/26 (Chinden Blvd)
		Not ranked	48	45	48th Street Chinden to Creation	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for class III street trees.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	48th St, US 20/26 (Chinden Blvd) / Creation St
		Not ranked	49	46	Creation 48th to Adams	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for class III street trees.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	Creation St, 48th St / Adams St
		Not ranked	50	47	48th Street Thurman Mill ditch to River	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for class III street trees.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	48th St, Thurman Mill Ditch / Boise River
		Not ranked	51	48	Murray Chinden to Bench	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for class III street trees.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	Murray St, Bench / US 20/26 (Chinden Blvd)
		Not ranked	52	49	Ellen Chinden to Bench	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for class III street trees.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	Ellen St, Bench / US 20/26 (Chinden Blvd)
		Not ranked	53	50	Fenton 46th to 50th	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for class III street trees.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	Fenton St, 50th St / 46th St
		Not ranked	54	51	Bradley 49th to 50th	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for class III street trees.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	Bradley St, 50th St / 49th St
		Not ranked	55	52	Field Creation to Alworth	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for class III street trees.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	Field St, 49th St / Creation St

		Not ranked	56	53	52nd Alworth to River	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for class III street trees. Of particular interest is the design of the interface with the greenbelt to maximize comfort and access. This is a designated connection for the gap in the greenbelt. With the Ada County park anticipating a million visitors a year, safety improvements for bikes and pedestrians should be given priority on this stretch.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	52nd, Alworth St / Boise River
	8	Not ranked	57	54	Remington 52nd to River	Remington is within the boundaries of Ada County, but functions as a street serving Garden City residents and is a designated connection to the Greenbelt. Ada County intends on completing half of the street with sidewalks. The entire street should be completed with sidewalks in	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	Remington St, 52nd / Boise River
		Not ranked	58	55	53rd Chinden to Bench	Complete sidewalks in accordance with Garden City Code, a minimum of 5' in width and detached adequately to allow for class III street trees.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	53rd St, Bench / US 20/26 (Chinden Blvd)
		Not ranked	59	56	Realign Alworth to terminate at Marigold	Connect Alworth to Marigold. This will allow Alworth, a collector, to exit onto Glenwood at a stoplight. This is dependent on the redevelopment of the Expo Idaho property. Note: This needs to be planned for (but not constructed until redevelopment) in conjunction with the proposed Glenwood study that ITD is working on. Another new local roadway should be considered at roughly Backstretch to Coffey.	Not Programmed	Not Programmed	Not Programmed	Defer. To be considered as properties redevelopment.	Alworth St / Marigold St Extension
		Not ranked			Garden Street: Fairview to 32nd Street	Incorporate as part of a low stress bicycle and pedestrian pathway spine through the eastern portion of the City that anticipates heavy recreational bicycle and pedestrian use that has adjacent art and or historical signage. The bike spine should be separated from motor vehicle traffic to the extent possible. This request can be incorporated in the Osage/Stockton study.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates.	Garden St, Fairview Ave / 32nd St
2		Not ranked			Osage/ Stockton	Review Stockton and Osage within the context as part of the Chinden system. Provide a specific plan to incorporate them, and, if appropriate, incorporate them as part of a low stress bicycle and pedestrian pathway spine through the eastern portion of the City that anticipates heavy recreational bicycle and pedestrian use that has adjacent art and or historical signage. The bike spine should be separated from motor vehicle traffic to the extent possible. The city is currently working with ITD on a Drainage and Design Study with ITD.	2028-2029	Future	Future	Project programmed for a concept study in 2025.	Garden City Improvements A: Osage St, 32nd St / 46th St
		Not ranked			Fenton	Incorporate as part of a low stress bicycle and pedestrian pathway spine through the eastern portion of the City that anticipates heavy recreational bicycle and pedestrian use that has adjacent art and or historical signage. The bike spine should be separated from motor vehicle traffic to the extent possible.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates. Please indicate extents for project requested.	TBD
		Not ranked			Stockton	Incorporate as part of a low stress bicycle and pedestrian pathway spine through the eastern portion of the City that anticipates heavy recreational bicycle and pedestrian use that has adjacent art and or historical signage. The bike spine should be separated from motor vehicle traffic to the extent possible.	2028-2029	Future	Future	Project programmed for a concept study in 2025.	Garden City Improvements A: Stockton St, 32nd St / 45th St
	9				38th Street	Improve entire street, including a future leg from Adams Street to the River with detached, buffered sidewalks, with adequate room to provide class II or III street trees and include a as a low-stress bikeway (preferably buffered) connection as part of a connected bicycle network to include wayfinding and bikeway signage, enhanced crossings, lighting, and markings in accordance with the Bike Master Plan.	2024-2026	Future	Future	Project programmed to be designed in 2024-2026 as part of the Access to Opportunity (Raise Grant) project package.	Access to Opportunity: 38th St, south end / Adams St
		Not ranked			Pintail Way: Marigold to Greenbelt	Incorporate as part of a connected low stress bicycle and pedestrian pathway spine. The bike spine should be separated from motor vehicle traffic to the extent possible.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates. Please indicate extents for project requested.	TBD
	10				State Street Detached and Buffered Multi-Use Path	A detached and buffered multi-use path adjacent to the south side of State Street from Glenwood East. The buffer needs to allow room enough for Class II or III street trees.	Not Programmed	Not Programmed	Not Programmed	To be evaluated and prioritized for possible inclusion into future IFYWP updates. Please indicate extents for project requested.	TBD
3- Roads and Intersection					Alworth/Remington/52nd Intersection	A group of citizens has approached the city with the increasing traffic due to the Ada County Park and greenbelt detour on 52nd/Remington. They have requested a study to review the geometry of the intersection. This critical intersection in light of the Ada County Park at Expo project and other developments in this area is bringing an increased use of this intersection. It does not function and due to the pending congestion and use they feel that a round about may be a better solution.					

***Programming status is subject to change.**

GIS Number	Object	City/ward	Submitted Date and Time	Name	Email	Project Name:	Project Description:	How important is this project to you?	Please explain your ranking of this project.	NP Area
20289	48	80a4421-666	1/27/2025 18:19	Phillip Chaffee	phillip.chaffee@gmail.com	Access to Opportunity: Glenwood St, Spaulding Ranch Park / US 20/26 (Chinden Blvd)	Community improvement project which includes constructing pedestrian facilities on the one side of the roadway, upgraded ADA ramps, and street lights. "Need for bulb-out & traffic calming treatments/locations will be evaluated during the design phase of the project."	1 - Important	This is desperately needed. Currently there is no way to safely travel from Goddard/Mountain View down into Garden City outside of a car. I've tried multiple routes and they all have been lacking.	Boise West Bench, Garden City
20289	533	baee929-6d72	1/28/2025 23:49	Deborah LaSalle	deborah.la.salle@gmail.com	Access to Opportunity: Glenwood St, Spaulding Ranch Park / US 20/26 (Chinden Blvd)	Community improvement project which includes constructing pedestrian facilities on the one side of the roadway, upgraded ADA ramps, and street lights. "Need for bulb-out & traffic calming treatments/locations will be evaluated during the design phase of the project."	1 - Important	Ensure there is also space on the pedestrian pathway to support bikes that cannot safely use the road in this section.	Boise West Bench, Garden City
104350	487	00b184b-efaf	1/27/2025 18:21	Phillip Chaffee	phillip.chaffee@gmail.com	Access to Opportunity: Kent St, US 20/26 (Chinden Blvd) / Alworth St	Community improvement project which includes constructing enhanced pedestrian and bike facilities (multi-use pathway) on the east side of the roadway as per the adopted Garden City Neighborhood Plan.	2 - Neutral	Road currently isn't very high speed. This makes safety concerns lessened compared to other areas of the Ada County.	Garden City
104990	101	064960b-4695	1/8/2025 18:21	Grace Denman	gedenman@gmail.com	Access to Opportunity: US 20/26 (Chinden Blvd) and 50th St Pedestrian Improvements	Community improvement project which includes constructing and upgrading the ADA ramps on 50th St on the north side of Chinden Blvd, a marked pedestrian crossing along 50th St at Bradley St and enhanced pedestrian facilities on the east side of 50th St from US 20/26 (Chinden Blvd) to the existing sidewalk. "Need for bulb-out & traffic calming treatments/locations will be evaluated during the design phase of the project."	1 - Important	Any pedestrian safety improvements near Chinden are important.	Garden City
210119	128	1273430-d862	1/8/2025 18:00	Jennifer Pyle	jenpyle84@gmail.com	Bridge Maintenance Program - Epoxy Lining Treatment	Bridge treatment program to apply an epoxy lining to select bridges as part of the bridge maintenance program. Riverside #1599, Gillis #1601, Castle #1200, Can Ada #1461, Cow Colony #1034 bridges	1 - Important	The bus system crosses this bridge in our neighborhood daily and maintaining this bridge will help traffic through our neighborhood.	Boise Northwest, Eagle, Garden City, Star
210119	332	1956574-852a	1/10/2025 2:15	Lynn Davis	davis@vt.edu	Bridge Maintenance Program - Epoxy Lining Treatment	Bridge treatment program to apply an epoxy lining to select bridges as part of the bridge maintenance program. Riverside #1599, Gillis #1601, Castle #1200, Can Ada #1461, Cow Colony #1034 bridges	1 - Important	The traffic on Can-Ada has greatly increased so this maintenance is needed for safety	Boise Northwest, Eagle, Garden City, Star
210119	500	6286a3f-d6e0	1/24/2025 15:56	Johanna Simon	johannasimon@gmail.com	Bridge Maintenance Program - Epoxy Lining Treatment	Bridge treatment program to apply an epoxy lining to select bridges as part of the bridge maintenance program. Riverside #1599, Gillis #1601, Castle #1200, Can Ada #1461, Cow Colony #1034 bridges	1 - Important	I live in front of this and would like more detail on the project. The changes made over the last 1.5 years to the corner of Castle Drive and Buegrass (surrounding my home) have devastated me. We met with the project managers and were told one thing and then another occurred. My landscaping was ripped out, signage put in that was not planned, and damage to a tree to the point that I had to have it removed. I would like to avoid as much damage to my property and financial burden as possible.	Boise Northwest, Eagle, Garden City, Star
200141	548	629462e-3881	1/30/2025 1:41	MORGAN CORNWALL	beturburboise@gmail.com	Curtis Rd Hill, Poplar St / Chinden Blvd	Improve Curtis Rd Hill as a bikeway to include wayfinding and bikeway signage and enhanced markings as per the Bike Master Plan.	1 - Important	This is an important route connecting the bike lanes on Curtis and 50th St and the bench to North Boise. Particularly unsafe is the section between Chinden and the river. The sidewalk is completely adjacent to the 45-50mph traffic and is unsafe even to walk on, much less bike. There is plenty of room to incorporate buffered bike lanes or a detached multi-use path on at least one side.	Garden City, Boise West Bench
105110	578	af1855a-9b1e	1/31/2025 18:03	Taylor Clark	taylorclark5@gmail.com	Garden City East Improvements A: 33rd St, Brown St / US 20/26 (Chinden Blvd)	Community improvement project which includes constructing enhanced pedestrian facilities on both sides of the roadway as per the adopted Garden City Neighborhood Plan. Project includes on-street parking.	1 - Important	This is an important route connecting the bike lanes on Curtis and 50th St and the bench to North Boise. Particularly unsafe is the section between Chinden and the river. The sidewalk is completely adjacent to the 45-50mph traffic and is unsafe even to walk on, much less bike. There is plenty of room to incorporate buffered bike lanes or a detached multi-use path on at least one side.	Garden City
201409	473	20295f1-353c	1/15/2025 18:38			Garden City Improvements A: Cragg St, 32nd St / 46th St	Corridor improvement project which includes pavement rehabilitation/condition, storm drainage improvements and identify and recommend improvements to the corridor for all users. Concept will include feasibility of pedestrian/bicycle components. Concept study in FY2025.	1 - Important	A redesign to take pedestrian traffic off of Chinden is a wonderful idea. Redesigning Chinden to increase safety and comfortability for pedestrians is a better one.	Garden City
207719	518	08f6f382-4729	1/27/2025 18:56	Nina S		Garden City Improvements A: Stockton St, 32nd St / 45th St	Corridor improvement project which includes pavement rehabilitation/condition, storm drainage improvements and identify and recommend improvements to the corridor for all users. Concept will include feasibility of pedestrian/bicycle components. Concept study in FY2025.	1 - Important	The N side of Garden City has seen great growth recently and I think ACHD has done/continues to do well in working on improvements to the side. Now, as we are seeing more development on the S end, specifically new businesses on or right off of Chinden, knowing Chinden is ITD, I'd like to see projects along this route expedited to help alleviate eventual pedestrian traffic parking in the area and walking to new places.	Garden City
208079	358	bd26ee8-5e24	1/10/2025 15:26	Brenda Morse	morseb68@yahoo.com	Garden City Improvements B: Adams St, 49th St / 37th St	Community improvement project to improve the roadway for all users. Concept study will identify potential bike facilities, filling sidewalk gaps and traffic calming options. Evaluation will look at utilizing the existing infrastructure of the roadway. Concept study in FY2025-2026	1 - Important	We live on Adams St, and I feel this project is very important. Something needs to be done on Adams St: people drive it like it is a main street like Chinden Blvd. I am not sure why there is three lanes on this street - there should be sidewalks and/or base hills. Thank you!	Garden City
208079	548	84dc45e-dc47	1/30/2025 1:51	MORGAN CORNWALL	beturburboise@gmail.com	Garden City Improvements B: Adams St, 49th St / 37th St	Community improvement project to improve the roadway for all users. Concept study will identify potential bike facilities, filling sidewalk gaps and traffic calming options. Evaluation will look at utilizing the existing infrastructure of the roadway. Concept study in FY2025-2026	1 - Important	Appropriate bike facilities (like a narrow) are desperately needed on Adams, especially with the increased vehicle and bike traffic happening with the apartments infilling between Adams and the river. This is an important corridor thoroughfare for those who want to avoid the chaos, kids, and dogs on the greenbelt.	Garden City
204029	532	6811228-d61c	1/28/2025 23:48	Deborah LaSalle	deborah.la.salle@gmail.com	Garden City Improvements B: Maingold St Bkeway, Garrett St / Greenbelt	Community improvement project which includes establishing a new bikeway corridor on Maingold St as per the Garden City Neighborhood Plan and the Bike Master Plan. "Project may include a variety of treatment types (examples: wayfinding/bikeway signage, striping, vertical delineators, etc) that will be evaluated during the design phase of the project. Concept in FY2025."	1 - Important	Yay! This is a great bikeway to connect the greenbelt with Delimita fields and NW Boise neighborhoods.	Garden City
105000	98	6b169f9-7f2c	1/8/2025 18:19	Grace Denman	gedenman@gmail.com	Garden City West Improvements B: US 20/26 (Chinden Blvd) and Coffey St Pedestrian Crossing	Community improvement project which includes the installation of an enhanced crossing (PHB) across US 20/26 (Chinden Blvd) at Coffey St, upgraded ADA ramps/bulb-outs and pavement markings/street lights. "Need for bulb-out treatments will be evaluated during the design phase of the project."	1 - Important	Pedestrian crossings on Chinden are few and far between. This will help.	Garden City
209619	92	cb18947-b05e	1/8/2025 18:15	Grace Denman	gedenman@gmail.com	Pedestrian Crossing Safety Access Projects	Install four (4) enhanced pedestrian projects at various locations. Two pedestrian hybrid beacons (PHB) at Beacon St and Grant Ave & at Under Rd and Arden Rd. Two rectangular rapid flashing beacons (RRFB) at Alworth St and 50th St & at Hill Rd and Edgewood Ln	1 - Important	Pedestrian safety improvements are much needed.	Boise Southeast, Eagle, Garden City, Kuna
209619	93	2670757-4297	1/8/2025 18:17	Grace Denman	gedenman@gmail.com	Pedestrian Crossing Safety Access Projects	Install four (4) enhanced pedestrian projects at various locations. Two pedestrian hybrid beacons (PHB) at Beacon St and Grant Ave & at Under Rd and Arden Rd. Two rectangular rapid flashing beacons (RRFB) at Alworth St and 50th St & at Hill Rd and Edgewood Ln	1 - Important	Enhancing pedestrian safety is a critical need.	Boise Southeast, Eagle, Garden City, Kuna
200236	95	178ff76c-80f4	1/8/2025 18:18	Grace Denman	gedenman@gmail.com	State St and Glenwood St	Intersection improvement project which includes widening per the State/Glenwood Intersection Concept Study and the adopted 2020 Capital Improvement Plan (CIP). Project includes adding APS (accessible pedestrian signal) with LPI (leading pedestrian interval), enhanced pedestrian/bike facilities and intersection lighting.	1 - Important	Crazy busy intersection needs pedestrian and bicycle safety improvements.	Boise Northwest, Garden City
200236	110	488511d-0f3c	1/8/2025 18:28	Vincent Silva	silva@bea@gmail.com	State St and Glenwood St	Intersection improvement project which includes widening per the State/Glenwood Intersection Concept Study and the adopted 2020 Capital Improvement Plan (CIP). Project includes adding APS (accessible pedestrian signal) with LPI (leading pedestrian interval), enhanced pedestrian/bike facilities and intersection lighting.	1 - Important	We have lived in or around this area for years. Glenwood and State has always been a problem with increasing traffic. I bottle necks especially leaving Glenwood and upon entering Gary Ln. northward. I've seen way too many accidents in that intersection. Thanks for asking me to make an input.	Boise Northwest, Garden City
200236	482	73888576-d835	1/22/2025 19:51	Margie Mick		State St and Glenwood St	Intersection improvement project which includes widening per the State/Glenwood Intersection Concept Study and the adopted 2020 Capital Improvement Plan (CIP). Project includes adding APS (accessible pedestrian signal) with LPI (leading pedestrian interval), enhanced pedestrian/bike facilities and intersection lighting.	1 - Important	This is a very dangerous intersection. It gets backed up constantly and causes delay across the street. Additionally, there are no bike facilities and the pedestrian facilities are not compliant with ADA. The light will often change while I am riding my bike through there it is not so much traffic which is terrifying. This is a serious safety issue and some vulnerable road user (maybe me!) is going to experience a life altering injury/crash here. Right turn from State to Glenwood is dangerous.	Boise Northwest, Garden City
N210-03	18	8a02f58e-a0d0	1/8/2025 17:25	justin meltz	justin.meltz@gmail.com	State St and Pierce Park Ln	Intersection improvement project which includes widening the north and south legs to four (4) lanes and the east and west legs to seven (7) lanes as per the State St TTOP and the adopted 2020 Capital Improvement Plan (CIP). Project includes buffered bike lane to the north, pathway to the south, and medians.	2 - Neutral	PLEASE PLEASE PLEASE do as much as possible to maintain east-west capacity on State Street crossing. Similar projects at both Colliette and Veterans created a traffic nightmare with ridiculous backups as there was often just a single through lane... that obviously can't handle State Street traffic! Huge backups. Prioritize keeping State Street flowing during construction.	Boise Northwest, Garden City
N210-03	89	0be137e0-ab45	1/8/2025 18:13	Grace Denman	gedenman@gmail.com	State St and Pierce Park Ln	Intersection improvement project which includes widening the north and south legs to four (4) lanes and the east and west legs to seven (7) lanes as per the State St TTOP and the adopted 2020 Capital Improvement Plan (CIP). Project includes buffered bike lane to the north, pathway to the south, and medians.	1 - Important	Veteran's needed to be redone. Colliette a lesser extent. This is needed even less at Pierce Park.	Boise Northwest, Garden City
N210-03	129	4920705-05fe	1/8/2025 18:29	Alicia (Liz) Seert	aliceseert@gmail.com	State St and Pierce Park Ln	Intersection improvement project which includes widening the north and south legs to four (4) lanes and the east and west legs to seven (7) lanes as per the State St TTOP and the adopted 2020 Capital Improvement Plan (CIP). Project includes buffered bike lane to the north, pathway to the south, and medians.	1 - Important	I live at 6613 Lakeside Drive, which has two entrances off State Street. An issue is the almost a mile of the median proposed to extend from Pierce Park Lane to N. Hertford Way.	Boise Northwest, Garden City
N210-03	352	20f867f7-dced	1/10/2025 14:07			State St and Pierce Park Ln	Intersection improvement project which includes widening the north and south legs to four (4) lanes and the east and west legs to seven (7) lanes as per the State St TTOP and the adopted 2020 Capital Improvement Plan (CIP). Project includes buffered bike lane to the north, pathway to the south, and medians.	2 - Neutral	This would not only create issues for residents of Lakeside and the 6,000 members of the River Club, but also impact eastbound residents of N. Hertford. Customers of Northgate Shopping Center, and anyone traveling west on State Street needing to access the businesses on the south side of almost a mile of median strip.	Boise Northwest, Garden City
N210-03	363	895b0dc-1c06	1/10/2025 16:12	Art piovary	Artpiovary@gmail.com	State St and Pierce Park Ln	Intersection improvement project which includes widening the north and south legs to four (4) lanes and the east and west legs to seven (7) lanes as per the State St TTOP and the adopted 2020 Capital Improvement Plan (CIP). Project includes buffered bike lane to the north, pathway to the south, and medians.	1 - Important	As someone who lives in this area and uses this intersection, moving this intersection for safety and to connect to the new road on the south leg, and better pedestrian/bike facilities, is critical. The widening of State St on the whole is not critical/detrimental to the street and area and should be deprioritized.	Boise Northwest, Garden City
200434	7	8a0a866-b0bf	1/8/2025 17:22	Candice Hopkins	candice.adkins@gmail.com	State St, Pierce Park Ln / Colliette Dr	Corridor improvement project which includes widening the roadway to seven (7) lanes (3 thru lanes in each direction, center median and turn pocket where appropriate) & constructing enhanced pedestrian and bike facilities on both sides of the roadway and HOV/transit lanes as per the State St TTOP and the adopted Capital Improvement Plan (CIP). **This project may include an access management component.	1 - Important	I live here and will be directly impacted by the construction AND the increased traffic the project will bring to my commute.	Boise Northwest, Garden City
CM214-53	289	7d138c46-d72a	1/8/2025 8:13	chris demour	chridemour@gmail.com	US 20/26 (Chinden Blvd) and 43rd St Pedestrian Crossing	Community improvement project which includes the installation of an enhanced crossing (PHB) across US 20/26 (Chinden Blvd) at 43rd St as per the adopted Garden City Neighborhood Plan "Federal Aid Project"	1 - Important	This is a dangerous stretch. Please bump up in priority.	Garden City
CM214-53	385	11b310c-8440	1/10/2025 16:42	Alix Paul	alix.paul@gmail.com	US 20/26 (Chinden Blvd) and 43rd St Pedestrian Crossing	Community improvement project which includes the installation of an enhanced crossing (PHB) across US 20/26 (Chinden Blvd) at 43rd St as per the adopted Garden City Neighborhood Plan "Federal Aid Project"	1 - Important	this should be a bridge or tunnel and really open up the west bench to the greenbelt	Garden City
CM214-53	424	264d81d-1805	1/15/2025 18:41			US 20/26 (Chinden Blvd) and 43rd St Pedestrian Crossing	Community improvement project which includes the installation of an enhanced crossing (PHB) across US 20/26 (Chinden Blvd) at 43rd St as per the adopted Garden City Neighborhood Plan "Federal Aid Project"	1 - Important	Google is always telling me the closest greenbelt access point is on 43rd but since you can't cross chinden at this intersection it's not actually true. I always access the greenbelt via orhard instead. I would LOVE to be able to easily cross chinden and get a better greenbelt access closer to my house.	Garden City
CM214-53	483	13d184a-d91b	1/22/2025 18:14	Phillip Chaffee	phillip.chaffee@gmail.com	US 20/26 (Chinden Blvd) and 43rd St Pedestrian Crossing	Community improvement project which includes the installation of an enhanced crossing (PHB) across US 20/26 (Chinden Blvd) at 43rd St as per the adopted Garden City Neighborhood Plan "Federal Aid Project"	1 - Important	A stronger effort could be made to overhaul Chinden. It is a place people only travel on foot/bike by necessity with barely any sidewalk connection - on land that ACHD owns the right of way. Those who have a choice or extra time, they avoid the entire corridor. This is defined as and kept as a high volume vehicle moving corridor, but if ACHD truly prioritized the livability of Garden City and wanted people to travel to their new world-class park and sport complex, it could clearly do more.	Garden City
CM214-53	539	ff14a893-7070	1/28/2025 0:21	Becky Walker	beckywalker@gmail.com	US 20/26 (Chinden Blvd) and 43rd St Pedestrian Crossing	Community improvement project which includes the installation of an enhanced crossing (PHB) across US 20/26 (Chinden Blvd) at 43rd St as per the adopted Garden City Neighborhood Plan "Federal Aid Project"	1 - Important	We need to be better pedestrian crossing options along Chinden. Currently crossing points are too far apart encouraging more dangerous mid-block crossings.	Garden City
CM214-53	550	1096167-0507	1/30/2025 1:53	MORGAN CORNWALL	beturburboise@gmail.com	US 20/26 (Chinden Blvd) and 43rd St Pedestrian Crossing	Community improvement project which includes the installation of an enhanced crossing (PHB) across US 20/26 (Chinden Blvd) at 43rd St as per the adopted Garden City Neighborhood Plan "Federal Aid Project"	1 - Important	I use colliette and veterans to get to the greenbelt frequently. Have done so for many years. This intersection is dangerous intersection. We need better, safer connectivity between W Boise and Garden City.	Garden City
203219	633	1aa1a4a-3883	2/4/2025 16:49	Lynn Johnson	ljohnston@earthlink.net	Veterans Memorial Bikeway, US 20/26 (Chinden Blvd) / Sunset Ave	Community improvement project which includes the installation of an enhanced crossing (PHB) across US 20/26 (Chinden Blvd) at Sunset Ave. "Project may include a variety of treatment types (examples: wayfinding/bikeway signage, striping, vertical delineators, etc) that will be evaluated during the design phase of the project."	1 - Important	This is much needed! There are two schools that many families from the bench access. My children went to Anagar for 11 years and we live very close, on the Westside Park neighborhood of the bench. We used to have our kids walk and bike to school at Anagar, but had too many close calls with drivers during morning rush hour at Curtis and Chinden and also Curtis and Josta. So we were forced to add to the rush and drive them to a school less than a mile from our home.	Garden City
									There are very few crossings over the Boise River and Veterans is a popular bike commuting route. This is another area where a bike lane should be considered.	Boise North, Garden City



DEVELOPMENT SERVICES DEPARTMENT

6015 Glenwood Street ■ Garden City, Idaho 83714
Phone 208/472-2921 ■ Fax 208/472-2996 ■
www.gardencityidaho.govoffice

To: Mayor and City Council
From: Mariia Antonova, Assistant Planner
CC: Jenah Thornborrow, Development Services Director
Subject: ACHD Transportation Prioritization
Date: For February 24, 2025, City Council Meeting

Requested Actions

1. Review transportation requests and prioritization and amend, as necessary.
2. Adopt Resolution 1200-25, approve transportation requests to be submitted to ACHD for inclusion in their 2025-2030 Five-Year Work Program (FYP).

Summary

Ada County Highway District (ACHD) requests an annual list of Garden City's transportation priorities to inform their Integrated Five-Year Work Plan (IFYWP). This year the name has changed to Five Year Program (FYP). The Garden City Parks and Waterways Committee is the recommending authority for right-of-way and parks projects. The Garden City Parks and Waterways Committee has provided suggestions.

ACHD Direction

- The Partner Project Prioritization Lists are due on March 15, 2025.
- ACHD provided the following recommendations:
 - Provide a list of the agency's true top project priorities for Roads and Intersections.
 - Provide a list of the agency's true top project priorities for Community Programs projects.
 - Projects should not be separated between non-programmed and programmed.
 - It is not recommended to remove or lower the priority of any projects that have a construction year of 2026 or later unless that is the actual agency priority for that project.
- The public outreach for project ranking and suggestions was open from January 8, 2025, to February 5, 2025. The responses were shared with the Garden City and are included as an attachment in the packet.

Parks and Waterways Committee

On January 28, 2025, the Garden City Parks, and Waterways Committee provided that has been incorporated into the list.

Ada County

There is overlap with Ada County on the programmed projects:

- Access to Opportunity: Kent St, US 20/26 (Chinden Blvd) / Alworth St - Pedestrian Improvements
- Access to Opportunity: Glenwood St, Spaulding Ranch Park / US 20/26 (Chinden Blvd)- Pedestrian Improvements

There is overlap with the non-programmed projects:

- State St and Glenwood St - Pedestrian Crossing

Public Comment

Below is a summary of the public comments that ACHD received for the 2025 request lists. In the list of projects, projects that have received comments are marked in orange.

1. Comments related to programmed projects:
 - a. Six comments were addressed to US 20/26 (Chinden Blvd) and 43rd St Pedestrian Crossing, stated:
 - i. Enhance pedestrian and cyclist infrastructure along Chinden to make it more accessible and safer.
 - ii. Increase the number of pedestrian crossings along Chinden to reduce dangerous mid-block crossings.
 - iii. Improve connectivity between West Boise and Garden City, especially for families and school children.
 - b. Three comments were addressed to State Street and Glenwood Pedestrian Crossing, stated:
 - i. Enhance pedestrian and bicycle safety measures.
 - ii. Address bottlenecks to improve traffic flow.
 - iii. Adjust traffic signal timing to ensure safety for all users.
 - iv. Implement measures to reduce accidents.
 - v. Make the right turn from State to Glenwood safer.
 - c. Commentators support the following projects and highlight the importance of creating safer pedestrian and bicycle paths, improving crossings, and increasing accessibility for alternative modes of travel other than cars:
 - i. Access to Opportunity: Glenwood St, Spaulding Ranch Park / US 20/26 (Chinden Blvd)
 - ii. Access to Opportunity: Kent St, US 20/26 (Chinden Blvd) / Alworth St
 - iii. Access to Opportunity: US 20/26 (Chinden Blvd) and 50th St Pedestrian Improvements

- iv. Garden City Improvements B: Marigold St Bikeway, Garrett St / Greenbelt
 - v. Garden City West Improvements B: US 20/26 (Chinden Blvd) and Coffey St Pedestrian Crossing
 - vi. Pedestrian Crossing Safety Access Projects
- d. One comment was in support of 35th St, Greenbelt / Brown St project stating that the section of Chinden Blvd between 30th and 37th Streets in Garden City needs safer crossings and a narrower street to protect pedestrians, bicyclists and scooters accessing the growing number of businesses in the area.
2. There were four comments not associated with programmed projects for Low-stress Bicycle and Pedestrian Pathway Spine. They included:
- a. Need for appropriate bike and pedestrian facilities on Adams Street due to increased vehicle and bike traffic.
 - b. Focus on redesigning Chinden to enhance safety and comfort for pedestrians
3. Several comments were made regarding projects that are not reflected in the list and only partially related to Garden City. However, their comments raised safety concerns for the bicycle and pedestrian paths on the Garden City side. In addition, inconveniences, and accessibility issues at the intersection of State Street and Pierce Park Lane were noted. These projects include:
- i. State St and Pierce Park Ln
 - ii. State St, Pierce Park Ln / Collister Dr
 - iii. Curtis Rd Hill, Poplar St / Chinden Blvd

2025 Request List

The changes to the FYP request in 2025 include:

1. Projects that may be eligible to be a Roads and Intersection project have been noted in blue.
2. Projects that are not capital projects have been noted in green.
3. In previous years, rankings from 1 to 10 were provided for both programmed and non-programmed projects. This year, rankings from 1 to 10 were provided for the entire list of programmed and non-programmed projects. This reduces the number of ranked projects.
4. Adams and Marigold streets remain high priority.
5. Stockton and Osage were prioritized to coincide with the current Chinden Drainage and Design Plan that the city is working on with ITD.
6. The 43rd Street projects were combined into one project to reflect the ACHD bundling of the projects for the RAISE design work.
7. Specific design work for roadways has been removed to be included in a request for design criteria for roads that are limited to 50' of right-of-way.
8. Based on the reduction of available rankings and current projects there have been adjustments in ranking.
9. The Parks Committee has requested that the intersection of 52nd Street and Alworth be addressed due to the anticipated increased traffic due to valley growth and the Expo Idaho park.

Garden City Projects/ Impact Fees

In 2024, the city requested but did not receive a list of any projects completed in Garden City in 2023 nor for the impact fees collected in the city's boundaries. This will be requested again.

Attachments:

Draft Resolution 1200-25

Draft Garden City ACHD FYP prioritization request list

Public comment provided by ACHD

Links:

[2026-2030 Five-Year Plan Initial Outreach Map](#)

From: [Kent Rasmussen](#)
To: [Lisa Leiby](#)
Subject: Comments from ACHD 5 yr work plan
Date: Monday, March 10, 2025 6:54:07 PM

Hi Lisa:

Here are the comments I made from the meeting tonight.

Thanks for including them in the record. Good to see you as always.

Achd 5yp

So the chief makes a very strong point as he works to ensure the community is adequately served when police services are needed. But with a future Adams st project and others in mind, I think roadway agencies have done a disservice to some taxpayers by primarily focusing on how best to move cars, not as much the movement of people. I think ACHD is trying to acknowledge that and change course.

Achd receives (if I'm not mistaken) about 1/3 of its revenue from property taxes.

- granted a large majority of these taxpayers are car users
- But some property tax payers either can't, won't or don't own cars and use other means to get around, and I believe the share is growing.
- Our highly trafficked greenbelt is proof of that.
- I just think road agencies historically have supplied insufficient safe space for alternative modes of transportation in busier rights-of-way.
- Some might say "there are already bike lanes on most collectors/arterials" and that is true. But the missing piece is these spaces are objectively not safe for alternative modes. I'm pretty sure most people that want to bike or scooter or whatever will avoid roads like chinden, state and even Adam's due to risk of serious accidents with motor vehicles. I think the installation of safe infrastructure for alternative modes would encourage more people to use them, and potentially relieve traffic.
- Again, I think greenbelt usage is strong proof of this.
- If I had a pre-driving age child, I know I would not send them out on their bikes on any of our busier roads. But I would be far less worried about sending them off down the greenbelt if I knew they would stay there.

Ultimately, I think we can serve all our taxpayers better if we work to make our busier roads more "multi-modal" and safer for all ways of getting around. But admittedly, I don't know what roadway cross section solutions could look like. I completely understand the chief's concerns, but hope there is way to collaborate through some of these difficult considerations to modernize our scarce roadway space.

Kent Rasmussen

Council Member
City of Garden City, ID
6015 N. Glenwood St.
Garden City, ID 83714



GARDEN CITY POLICE DEPARTMENT

Cory Stambaugh - Chief of Police
Tom Patterson - Patrol Division Commander
Tyler Domeny - Administrative Division Commander



301 EAST 50TH STREET GARDEN CITY, IDAHO 83714

TELEPHONE 208-472-2950
FAX 208-472-2997

To: Mayor John Evans
Cc: Jenah Thornborrow, Director Development Services
From: Chief C. Stambaugh
RE: ACHD 5 year plan

Mayor,

Below you will find the Garden City Police Departments comments on the Ada County Highway District 5 year plan. I recognize that highway and city planners view projects from a different perspective than the police do, and I appreciate that view. My comments are based on how these projects effect public safety and how to keep traffic moving in Garden City.

With regard to Road and Intersection projects the list as recommended by the Parks is:

- 1. Marigold and Glenwood
- 2. Marigold and Coffey
- 3. State and Glenwood

The City has Marigold and Glenwood as the number one project and the current text is below.

“Review intersection functionality to assist with traffic flow. Currently, Marigold street functions for cut-through traffic avoiding Chinden. There are entitled and an anticipated project requests to access either Glenwood or Marigold street of around 1,000 residential units in the next couple of years. This section of roadway is a constant source of complaints from the community. It is already difficult to access and leave establishments and residents along Marigold and may have implications for bicycle and pedestrian safety **(From a public safety standpoint, a marked crosswalk at Coffey and Marigold is the most important issue right now. Unless ITD expands Glenwood to include the bridge, or builds the 3 Cities bridge, I am not sure that anything can be done to make the flow of traffic better.)** This intersection functioning directly effects the functioning of Glenwood Street. Consider adding curbing or another access barrier in the northbound Glenwood left-turn lane to Marigold to prohibit Jackson’s-bound traffic from blocking it the west bound Marigold turning lane. The Glenwood Jackson’s access would become right-in, right-out and a secondary access is on Marigold. Similar access management is needed on the easternmost access for the Starbucks/Library on Marigold. This will allow for additional extend the stacking distance for the eastbound Marigold far left-turn lane. Northbound cars waiting to turn onto Marigold often either drive in the

median or wait several cycles. Intersection timing does not function as it is not consistent that the yellow blinking light will be triggered by cars northbound intending to turn onto Marigold Street. ACHD has indicated in the past that this intersection was reviewed and is functioning. Users still are having intermittent experiences. **Finally, the Marigold east bound traffic that could utilize the right hand lane is precluded from doing so as vehicles turning north are in this lane. (ACHD or ITD changed this a long time ago without PD input. The right lane should be for right turns only.** It is understood that ITD will also need to be engaged with this request”.

Priority #2 Marigold and Coffey

Review intersection functionality to assist with traffic flow. Currently, Marigold street functions for cut-through traffic avoiding Chinden. As this is a cut through, there is a constant flow of traffic precluding the businesses and apartments between Coffey and Marigold Streets from accessing Marigold. **A stoplight at Coffey and Marigold could provide for enough time for case to safely enter the street. A marked crosswalk is needed in this area. The PD does not support a traffic signal light at this intersection.** Moreover there are significant ADA safety concerns at this intersection. There is an elevated number of senior citizens that utilize this area between the adjacent assisted living facilities and Willow brook Senior Community. Realign curb ramps and crosswalk at intersection as eastern crossing has no clear alignment and exposes pedestrians to unnecessary vehicle exposure time.

Road and intersections: **Police Department priority #1**

With the redevelopment of the fairgrounds, the intersection of 52nd and Alworth is the most pressing issue for the PD. The first soccer game is expected in 2026. The increased load in this area will create significant public safety issues.

Community funding Category

Priority #1 Alworth and Adams -- Other than VMP, 42nd and 43rd, Adams functions as it should. The PD supports fixing VMP, 42nd and 43rd, but the rest of Adams is not a priority for the PD (except for 52nd and Alworth. Eliminating the center turn lane will create significant public safety issues and could expose the city and ACHD to liability.

Priority #2 Stockton and Osage redesign

These “streets” are a valuable resource for LE and the PD would not support turning these into one way streets or to be only used by pedestrian/bicycles.

Priority #3

43rd Street redesign that is already funded. I would like to reiterate that the PD does not support a pedestrian crossing at Chinden and 43rd. I know this is not ranked by the city; however I want to make sure that our stance is not forgotten

In summary, I hope that any future road projects by either ACHD or ITD will include input from the Police Department. As that has not happened in the past, I wanted it on record the police departments comments about the priority projects in Garden City.