



Chinden Drainage and Design Final Report

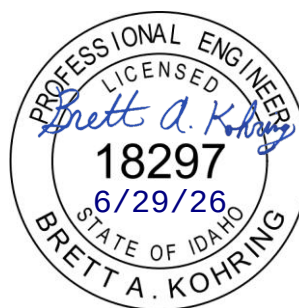
Idaho Transportation Department

City of Garden City

Key No. 23311

Garden City, Idaho

June 29, 2026





Executive Summary

The Chinden Drainage and Design Study was conducted by the Idaho Transportation Department District 3 (ITD) and the City of Garden City to develop a coordinated, corridor-wide framework for improving safety, multi-modal access, and stormwater management along Chinden Blvd. (US 20-26) between Joplin Rd. and the Fairview Ave. / I-184 interchange. As Garden City continues to urbanize and redevelop, the corridor should balance its role as a regional arterial with growing local needs for walking, bicycling, transit access, and sustainable infrastructure. The stormwater management system within this segment should be updated to accommodate existing and planned urban land uses as redevelopment occurs.

The study identified several corridor-wide challenges. Chinden Blvd. exhibits high driveway densities, inconsistent access spacing, and frequent turning movements that contribute to elevated crash frequencies. Over the most recent five-year period, 697 crashes were reported along the corridor, including three fatalities. Rear-end collisions accounted for 51.1 percent of crashes, followed by angle and turning crashes (14.9 percent), sideswipe same-direction crashes (11.9 percent), and head-on turning crashes (7.9 percent). Together, these crash types represent more than 85 percent of all crashes, with approximately 19 percent occurring during nighttime conditions.

Pedestrian and bicycle facilities are intermittent, particularly west of 43rd St., resulting in limited east-west connectivity and long distances between safe crossing opportunities. Existing drainage infrastructure is similarly fragmented, transitioning unevenly between rural and urban systems and relying on sheet flow, ditches, and undersized facilities that do not reflect current water-quality standards or Garden City's Green Boulevard vision.

To address these conditions, the study establishes a corridor-wide concept plan based on the recommendations of numerous previous studies. This plan integrates roadway geometry, access management, multi-modal facilities, streetscape enhancements, and stormwater infrastructure. Proposed roadway improvements include buffered sidewalks and multi-use pathways, access consolidation where feasible, targeted intersection modifications, conversion of free-running right-turn lanes to yield-controlled movements, additional controlled pedestrian crossings, and installation of continuous corridor lighting. These strategies directly respond to observed crash patterns and are supported by Highway Safety Manual crash modification factors.

A central component of the study is the development of an integrated stormwater management approach consistent with MS4 permit requirements. The plan emphasizes on-site infiltration and storage, minimizing new surface outfalls to the Davis and Thurman Drains where practicable. Recommended best management practices include stormwater tree cells, urban bioretention swales, and rural bioretention swales, selected based on roadway context, buffer width, traffic speed, groundwater depth, and constructability. East of 43rd St., existing downstream treatment facilities are retained, while targeted storm sewer upgrades are recommended to address undersized infrastructure and improve capacity. West of 43rd St., new infiltration-based facilities are proposed that can be implemented incrementally as redevelopment occurs.



Public and stakeholder involvement played a key role in shaping the final concepts. Two rounds of public engagement and multiple interagency coordination meetings informed refinements to pedestrian crossing locations, access strategies, drainage approaches, and intersection designs. Feedback highlighted the importance of improving safety and multi-modal access while maintaining reasonable vehicle mobility and business access. The resulting concepts reflect this balance and are consistent with ITD's IDAGO 2040 Long-Range Transportation Plan and the City of Garden City Comprehensive Plan.

This study provides a flexible, implementable roadmap to guide future project development, funding, and coordination. By organizing improvements by corridor segment and emphasizing incremental implementation, the plan allows ITD, Garden City, and partner agencies to advance individual projects over time while maintaining a cohesive long-term vision. Continued interagency coordination, project-level traffic analysis, environmental clearance, and agreements regarding maintenance and ownership will be required as improvements move forward.

Detailed drainage analyses, including proposed solutions, sizing criteria, and design assumptions, are documented in the Drainage Report provided in **Appendix III**. Plan-view layouts of the proposed roadway, multi-modal, and drainage improvements are presented in **Appendix IV**, illustrating the location and extents of corridor-wide concepts. Representative cross sections for each corridor segment are included within the main body of the report and are referenced throughout the Corridor Plan Overview to illustrate typical roadway and streetscape configurations. **Appendix VIII** and **Section 6** outline project segmentation, cost estimates, and a phasing strategy for the corridor.



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1 Introduction

1.1 Background and Purpose

Idaho Transportation Department District 3 (ITD) and the City of Garden City (City) conducted the Chinden Drainage and Design Study along Chinden Blvd. (US 20-26) to determine corridor improvements for multi-modal users including bicyclists, pedestrians, and transit operations. Additionally, a conceptual drainage study was developed to transition the existing rural corridor section into an urban drainage system. Together, the multi-modal improvements and the drainage system will provide ITD and the City with a unified plan to direct development in uniform improvements along the corridor. The purpose of this report is to document the concept study process, share the public involvement and feedback, and highlight features of the concepts.

1.2 Study Area

The study area is located along Chinden Blvd., located in Garden City, Idaho, beginning at milepost (MP) 42.8 near Joplin Rd. and ending at MP 47.3, just west of Chinden Blvd., Interstate 184 (I-184), and Fairview Ave. Interchange. **Figure 1** depicts the study area. This section of Chinden Blvd. is a US highway listed on the National Highway System and links the cities of Boise, Garden City, Eagle, Star and Caldwell. The Community Planning Association of Southwest Idaho (COMPASS), the local municipal planning organization, classifies Chinden Blvd. as a principal arterial.

Garden City is located between the elevated Boise Bench and the Boise River, meaning Chinden Blvd. is not only a major east-west arterial through the City, but also collects regional traffic from the north-south intersecting streets. The corridor connects to four major crossings of the Boise River via Glenwood St., Curtis Rd., the Main St./Fairview Ave. couplet, and the I-184 Connector. Additionally, only four cross streets, Maple Grove Rd., Glenwood St., Curtis Rd. and Orchard St. provide connections up to the bench.

Traffic along the corridor is influenced by several nearby generators, including commercial uses such as UPS and Grasmick Produce, as well as institutional and recreational destinations. These include nearby schools and the Expo Idaho area near Glenwood St., which encompasses the Western Idaho Fairgrounds, a baseball and soccer stadium, and the future Park at Expo Idaho. Additional traffic demand is generated by the Riverside Hotel at the eastern end of the corridor. The roadway also provides access to high-density residential developments, including the Boardwalk and Parkway communities. The nearby Boise River Greenbelt also attracts pedestrian and bicycle traffic through Garden City.

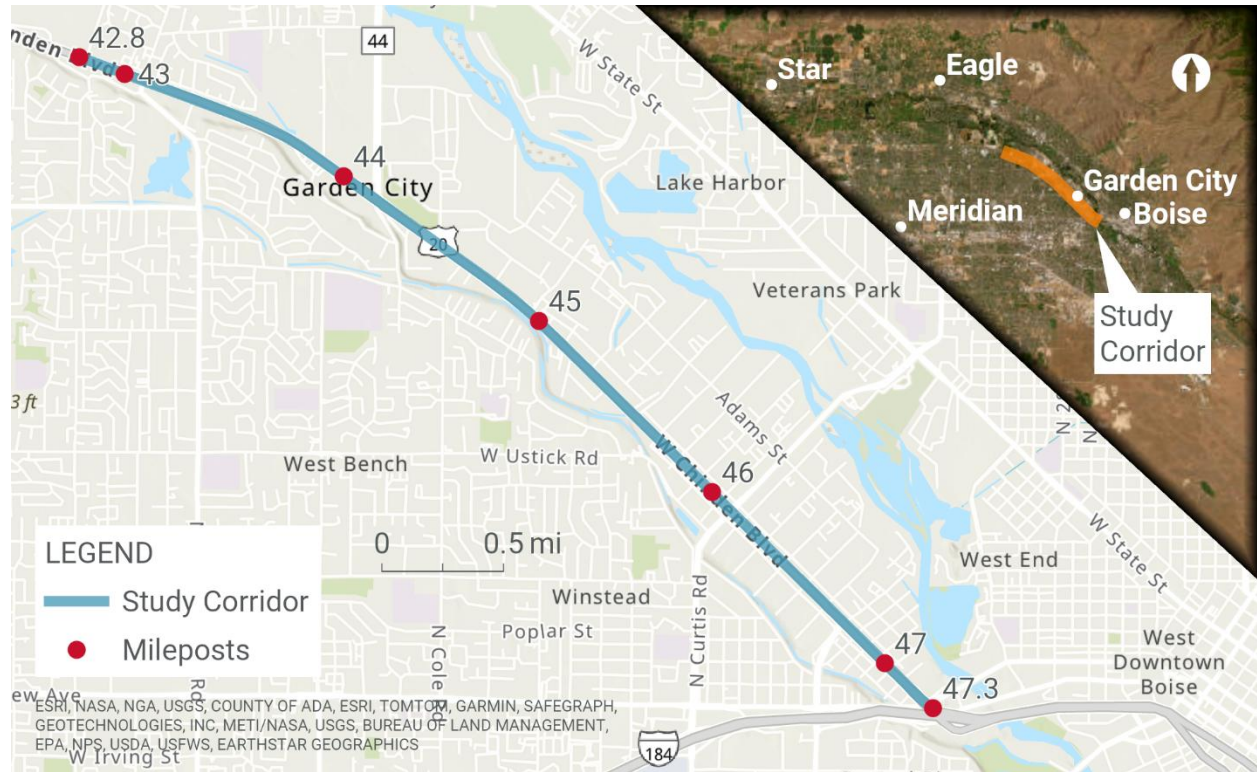


Figure 1. Study Area

1.3 Study Process

Figure 2 outlines the process followed during the study. The study team first performed an initial evaluation of existing conditions in the study area that evaluated the existing roadway, determined the safety needs and assessed the environmental impacts. The team aggregated previously completed studies to develop cross sectional views, plan views and drainage reviews for the corridor. These concepts were presented to agency partners and the public through an online public meeting. Based on the feedback received, the team refined the concepts and conducted additional coordination with agency partners and the public. Agency coordination included discussion of adjacent projects and the long-term vision for improvements in the surrounding area. Following this coordination, the team finalized the vision, developed potential projects for implementation and prepared a final report and project portfolio.

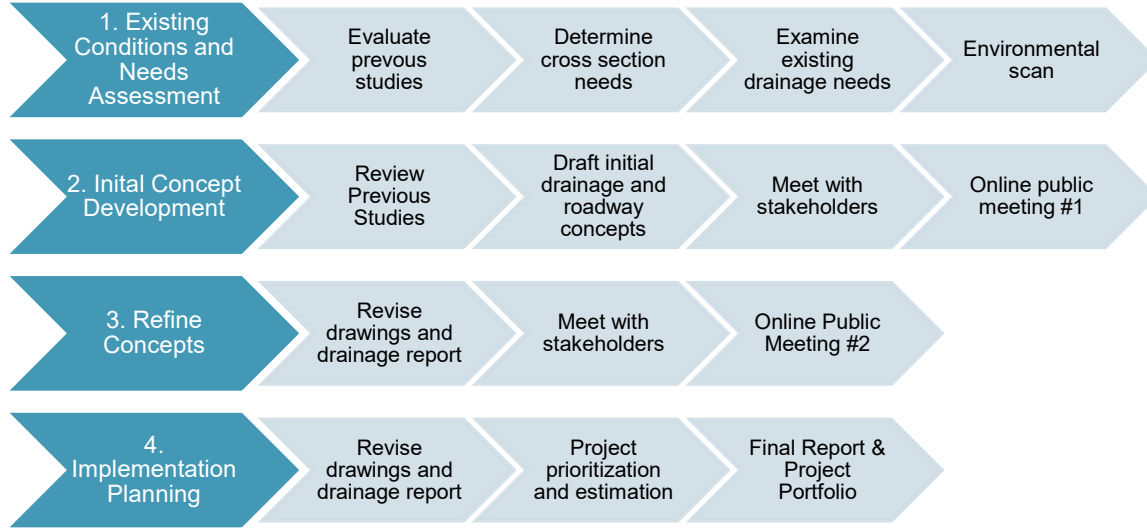


Figure 2. Generalized Study Process

During the stakeholder coordination phase, the study team coordinated with the following entities:

- ITD District 3 (D3) Planning
- Garden City Planning Department
- Garden City Police Department
- Ada County Highway District (ACHD)
- COMPASS
- Valley Regional Transit (VRT)
- Adjacent property owners

1.4 Organization of the Report

This report is organized as follows:

- **Section 1** introduces the background of the study, the study area, and process
- **Section 2** describes the existing conditions and determines needs.
- **Section 3** presents the proposed roadway improvement concepts.
- **Section 4** describes the proposed drainage improvement concepts.
- **Section 5** summarizes the public involvement process and the resulting changes.
- **Section 6** describes the proposed phasing and cost estimates.
- **Section 7** outlines additional steps to make this plan actionable.

2 Existing Conditions, Policy and Prior Studies

2.1 Existing Conditions

The existing conditions of the corridor are documented in the Existing Conditions Memo, dated June 4, 2025, and included in **Appendix I**. The narrative here summarizes the relevant existing conditions.

2.1.1 Right-of-Way Widths

For most locations along the corridor the state right-of-way (ROW) ranges from 100 to 110 feet, with wider sections occurring at intersections to accommodate turn lanes.

2.1.2 Roadway Physical Conditions

The study corridor is a five-lane section with two 12-foot travel lanes in each direction and a 13-foot two-way left turn lane (TWLT) in the center. No raised median is present in the study area and left and right turn lanes are present at major intersections. East of 43rd St. the section includes curb and gutter, while west of 43rd St. it is a more rural cross section with four-foot shoulders. The existing speed limit is 50 mph west of Coffey St. and 35 mph east of Coffey St.

There are a high number of driveways within the study area which cross sidewalks and pathways, creating conflicts between pedestrians and bicyclists with turning vehicles. The abundance of driveways may also be contributing to the rear end and turning movement crashes described in **Section 2.5**. **Table 1** summarizes the number of driveways and driveway density for each segment along the study corridor. Many access points are also large or undefined, further increasing pedestrian exposure to conflict. Most corner parcels have access points from side streets, while other businesses are accessed from the rear of the parcel via Stockton, Osage, or Fenton St.

Table 1. Existing Driveway Density

#	Segment	Access (# of Driveways)	Segment Length (miles)	Driveway Density (Driveways/Mile)
1	N. Joplin Rd. to N. Maple Grove Rd.	5	0.25	20
2	N. Maple Grove Rd. to N. Coffey St.	9	0.82	11
3	N. Coffey St. to N. Glenwood St.	5	0.27	19
4	N. Glenwood St. to N. Kent Ln.	0	0.31	0
5	N. Kent Ln. to E. 50 th St.	19	0.49	39
6	E. 50 th St. to E. 48 th St.	19	0.43	44
7	E. 48 th St. to E. 44 th St.	35	0.52	67
8	E. 44 th St. to E. 43 rd St.	6	0.12	50
9	E. 43 rd St. to N. Curtis Rd.	13	0.19	71
10	N. Curtis Rd. to E. 36 th St.	46	0.66	70
11	E. 36 th St. to W. Fairview Ave.	28	0.48	58

2.1.3 Pedestrian and Bicycle Facilities

There are no designated bicycle facilities along the study corridor. There is not a consistent and connected sidewalk network between Joplin Rd. and 43rd St. Major signalized intersections in this section have pedestrian ramps and sidewalk that connect to the north and south intersecting roadways but lack east-west pedestrian facilities. In contrast, the segment from E. 43rd St. to the end of the corridor includes sidewalk on both sides of the road. Further details about existing pedestrian and bicycle facilities are provided in **Appendix I**.

Signalized pedestrian crossings are present only at the existing signalized intersections, meaning large gaps exist between intersections for pedestrians to cross Chinden Blvd. There is not a pedestrian hybrid beacon (PHB) currently active on the corridor, however one is being installed by the ACHD at the 43rd St. Intersection in 2026. The free right turn lanes (slip lanes) at Glenwood St. and Orchard St. intersections do not have signalized pedestrian control and vehicles making these turns may move at higher turning speeds and make pedestrian crossing more difficult.

ACHD has designated several nearby bikeways as “High Comfort for All” facilities on its Bicycle Map. These routes are intended to accommodate cyclists of all ages and abilities and to support low-stress connections from the Boise Bench across Chinden Blvd. to the Boise River Greenbelt. The identified low-stress cross-street corridors include Coffey St., Maple Grove Rd., 43rd St., and 36th St.

2.1.4 Parking

There is no on-street parking along Chinden Blvd. There are vehicle sales businesses that park and move vehicles that encroach on the state right-of-way. Most businesses provide off-street parking with access from Chinden Blvd., side streets or from Stockton St., Osage St., or Fenton St. at the rear of the parcel.

2.1.5 Existing Intersection Configurations and Control

Intersections along the corridor range from large, multi-lane signalized arterials to closely spaced local street intersections operating under two-way stop control. This contributes to variable access spacing and operational complexity. The signalized intersections within the study corridor include:

- N. Maple Grove Rd.
- N. Glenwood St.
- N Kent Ln.
- E. 50th St.
- N. Curtis Rd.
- N. Orchard St.
- W. Fairview Ave.

Additional information regarding existing intersection configurations and control are provided in **Appendix I**.

2.1.6 Transit

Within the study area, Chinden Blvd. is served by VRT Route 8 (Chinden), which operates between Discovery Way near the West Boise YMCA and Main Street Station in downtown Boise. Additional service is provided by Routes 20 (Orchard) and 21 (Cole/Glenwood), both of which intersect the corridor, with Route 20 also operating along a portion of Chinden Blvd. between N. Curtis Rd. and N. Orchard St.

A total of 20 bus stops are located in the study area, including 19 along Chinden Blvd. and one on N. Glenwood St. Route 8 operates during peak periods only at 30-minute headways, Route 20 provides 30-minute peak and 60-minute off-peak service, and Route 21 operates on 30-minute headways throughout the day.

Some stops, such as Kent Ln., lack connections to the surrounding pedestrian network (see **Figure 3**). In addition, the in-lane stops at Maple Grove Rd. may pose operational concerns due to the 50-mph posted speed limit.



Figure 3. Unconnected Bus Stop Near Kent Lane

2.2 Environmental Scan

A preliminary desktop assessment of environmental resources in the study area was compiled for consideration when developing future projects in the Chinden Blvd. corridor. **Table 2** summarizes those resources that may require additional evaluation and/or permitting. The full environmental scan is in **Appendix II**.

Table 2 is not necessarily an exhaustive list of environmental evaluations and permitting that may be required for future projects in the study area. Rather, it is a preliminary assessment of those that could be needed given the information currently available at a desktop review level. In addition to permitting potential listed in a federal nexus for future projects, including funding or a federal permit, would necessitate a National Environmental Policy Act (NEPA) review.

Table 2. Environmental Scan Results

Environmental Resource	Applicable Funding Source	Potential Further Evaluations and/or Permitting	Section In Appendix II for Additional Information
Section 4(f)	Federal, FHWA	Section 4(f) evaluation potentially necessary if impacts to park – most likely a “Temporary Occupancy” or de minimis finding. Further Section 4(f) evaluation(s) potentially necessary depending on impacts to historic and cultural resources.	4.2.1
Community Features	State, Federal	Emergency services, public transit, and school bus access during construction should be coordinated. Additionally, Federal Aviation Administration coordination may be required as the southeast portion of the Environmental Scan Area is within 20,000 feet of the Boise Airport.	4.2.2
Socioeconomics	State, Federal	Access for businesses and residents in Garden City to Chinden Boulevard should be considered as temporary construction traffic control is developed. As part of this concept study, ROW needs will be evaluated with the conceptual layout.	4.2.3
Historic Resources	State, Federal	Section 106 applies to projects with federal funding and/or permitting (i.e., 404 permit). US-20, The Oregon Trail, Warm Springs Creek/Thurman Drain, and the Thurman Miller Canal are eligible for listing on the NRHP. If impacts on cultural resources occur, a Determination of Adverse Effect, MOA, and mitigation will be required, as well as applicable Section 4(f) evaluation(s), if applicable.	4.3
Hazardous Materials	State, Federal	Due to the historic automotive repair and maintenance activities and businesses throughout the corridor, there is potential to encounter petroleum impacted soils.	4.4
Wetlands and Waters of the U.S.	State, Federal	Impacts to wetlands and waters in the Environmental Scan Area will likely be under USACE jurisdiction. Delineation and CWA Section 404 permitting will be required. Avoidance and minimization of impacts are recommended to avoid exceeding mitigation thresholds.	4.5.1
Federally listed ESA species	State, Federal	Consultation with USFWS may be required for listed Yello-billed cuckoo and possibly for monarch butterfly (proposed threatened) and Suckley's Cuckoo Bumble Bee (proposed endangered).	4.6.1



Environmental Resource	Applicable Funding Source	Potential Further Evaluations and/or Permitting	Section In Appendix II for Additional Information
Migratory Birds	State, Federal	Conservation measures will likely be needed, and possibly permits, if impacts to bird nests and/or trees would occur.	4.6.2

2.3 Existing Drainage Conditions

2.3.1 Existing Stormwater Conditions

Existing drainage conditions can be categorized into two groups. The western end of the corridor is primarily a rural roadway section with no comprehensive conveyance system for stormwater. Stormwater sheet flows off the roadway into adjacent ditches, swales, parking lots, undeveloped land, or side streets. At points, stormwater sheet flows or is collected and outfalls to the nearby Davis Drain or Thurman Drain. The eastern end of the corridor is an urban section where stormwater is conveyed in the gutter to catch basins, which route it into a subsurface pipe network. The stormwater in this area outfalls to the Davis Drain, where it either infiltrates or is conveyed to the ACHD stormwater basin at the southwest corner of Ustick Rd. and Curtis Rd. Excess stormwater continues past the basin through the Davis Drain and into the Boise River. The recent Coffey Townhomes development at Chinden Blvd. and Coffey St. installed a new stormwater outfall to the Thurman Drain.

2.3.2 Irrigation and Water Ways

Many properties in nearby developments receive irrigation service through a combination of pipes, ditches, and irrigation boxes. The Boise River runs about a half mile to the northeast and parallel to the study corridor. There are two irrigation canals that run near the study corridor: the Settlers Canal and the Thurman Mill Canal. The Settlers Canal is maintained by Settlers Irrigation District, and the Thurman Mill Canal by the Thurman Mill Ditch Co. Ltd. The Thurman Mill Canal crosses Chinden Blvd. at 46th St. The Fairview Acres Lateral has irrigation lines that run along both the north and south sides of Chinden Blvd., from I-184 to just west of 42nd St.

The Davis Drain sits south of Chinden Blvd., running parallel to it and along the toe of the Settlers Canal from 31st St. through 46th St., where it crosses Chinden Blvd. and eventually outfalls to the Boise River. Ownership of the Davis Drain remains uncertain, and the details are described more in the Drainage Report in **Appendix III**.

The Thurman Drain also sits south of Chinden Blvd., branching off the Thurman Mill Canal at Waltz Ln. It sits directly adjacent to Chinden Blvd. from Garrett St. to Maple Grove Rd., where it crosses Chinden Blvd. and eventually makes it way to the Boise River. It is believed that the drain is owned by the Thurman Mill Ditch Co. Ltd.

2.3.3 Utilities

Segments of municipal waterlines and sanitary sewer run along Chinden Blvd. Both are maintained by Garden City's Public Works department. Further details regarding their locations and other existing conditions are summarized in **Appendix III**.

2.4 FEMA Floodplain Information

Federal Emergency Management Agency (FEMA) floodplain maps have been downloaded using the Flood Map Service center reviewed. The limits of the study area are contained within Community-Panels 16001C0168J, 16001C0169J, 16001C0188J, and 16001C0276J, all dated June 19, 2020. Starting at 42nd St. and through the west end of the study corridor, Chinden Blvd. is located within a zone designated as a “0.2% annual chance flood hazard, areas of 100-year (1% annual chance) flood with average depth less than one foot or with drainage areas of less than one square mile.”

2.5 Existing Crash Analysis

A total of 697 crashes were reported along the study corridor during the most recent five-year period. **Figure 4** presents a heat map of crashes along the corridor. Segment crashes and major intersection crashes were summarized by the designated study segments and major intersections along the corridor. A full crash analysis is presented in the Existing Conditions Memo in **Appendix I**.

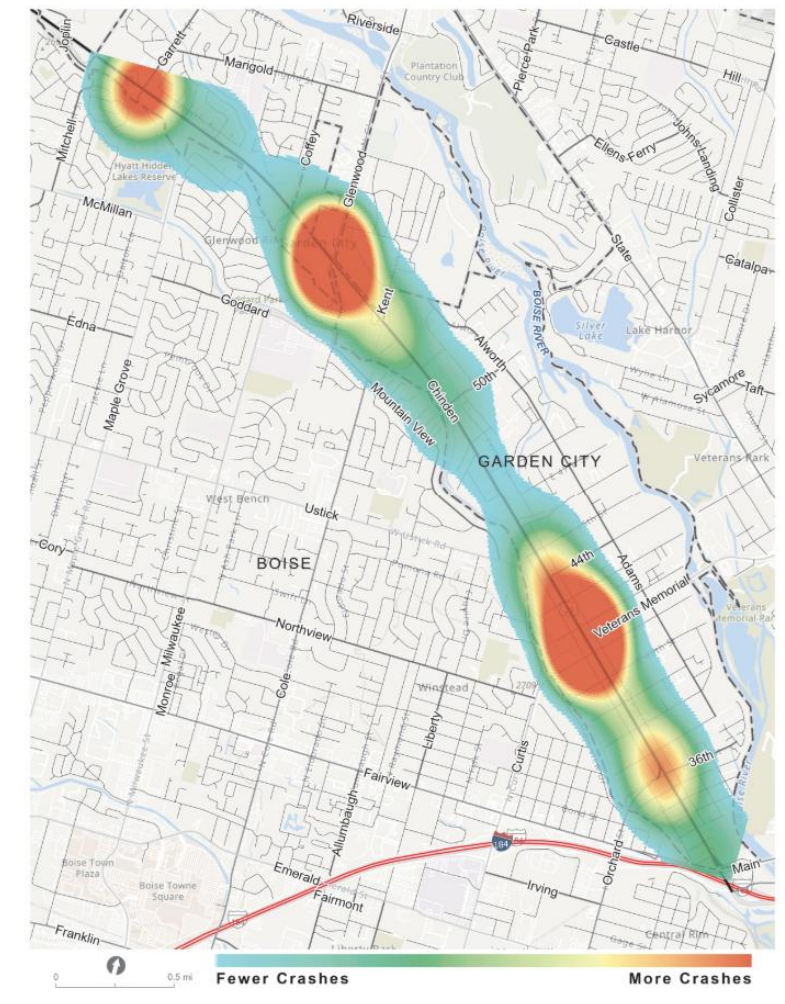


Figure 4. Crash Heat Map

Figure 5 summarizes overall crash severity along the corridor. The majority of crashes (68.0 percent) resulted in property damage only (PDO). The remaining 32.0 percent involved fatalities or injuries. Three fatal crashes, which represent 0.4 percent of total crashes. One fatal crash occurred at the intersection of 44th St. and Chinden Blvd., and the remaining two occurred along roadway segments between N. Maple Grove Rd. and N. Coffey St., and between N. Curtis Rd. and E. 36th St.

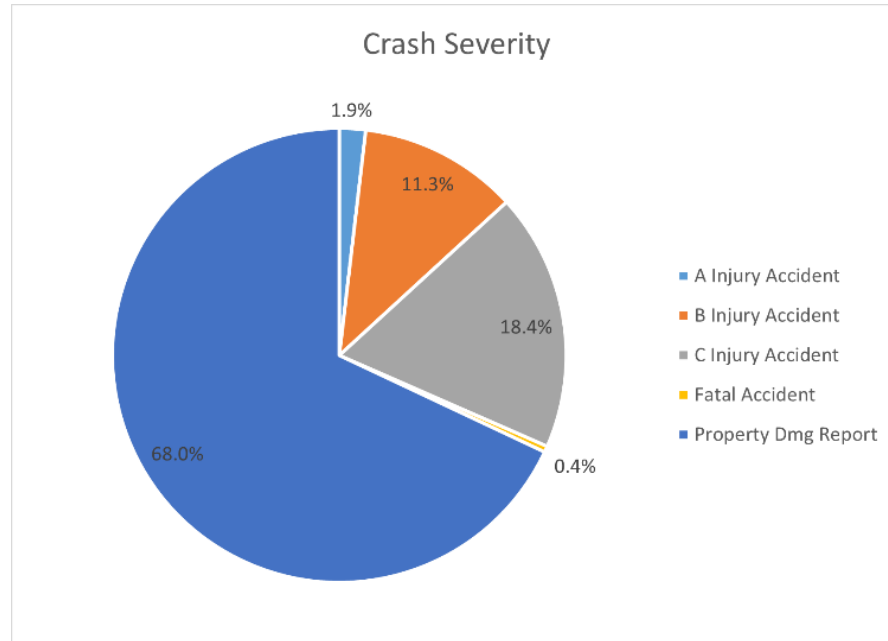


Figure 5. Crash Severity

Rear-end collisions make up the majority of crashes at 51.1 percent of the total. Angle/angle-turning crashes make up 14.9 percent, sideswipe-same-direction crashes make up 11.9 percent, and head-on-turning crashes make up 7.9 percent. Collectively, these four types of crashes account for over 85 percent of all crashes in this corridor. About 19 percent of crashes occurred at night.

2.5.1 Segment Crashes

A crash rate per million vehicle miles traveled (MVMT) was calculated for each segment and compared to the average statewide urban crash rate (R_{State}) for the same period, which was obtained from Table 10 in the Idaho Traffic Crashes 2023 document (ITD, 2023). **Table 3** summarizes the study area roadway segment crash rates. Based on the annual average daily traffic (AADT) and crash history data, the crash rates between E. 43rd St. to N. Curtis Rd. and E. 36th St. to W. Fairview Ave. exceeded the statewide urban crash rate. These segments' injury crash rate also exceeded the statewide average, making these two segments particularly critical for safety considerations.

Table 3. Chinden Blvd. Segment Crashes

	Segment	2023 AADT	Segment Length (miles)	2019- 2023 Total Crash	R _{Segment} (Crashes/ MVT)	R _{State}	Over/ Under Statewide Average
1	N. Joplin Rd. to N. Maple Grove Rd.	33,500	0.25	12	0.79	2.2	Under
2	N. Maple Grove Rd. to N. Coffey St.	35,500	0.82	37	0.7		Under
3	N. Coffey St. to N. Glenwood St.	29,500	0.27	26	1.79		Under
4	N. Glenwood St. to N. Kent Ln.	35,000	0.31	31	1.57		Under
5	N. Kent Ln. to E. 50 th St.	29,000	0.49	35	1.35		Under
6	E. 50 th St. to E. 48 th St.	29,000	0.34	3	0.17		Under
7	E. 48 th St. to E. 44 th St.	29,000	0.52	27	0.98		Under
8	E. 44 th St. to E. 43 rd St.	29,000	0.12	9	1.42		Under
9	E. 43 rd St. to N. Curtis Rd.	29,000	0.19	27	2.69		Over
10	N. Curtis Rd. to E. 36 th St.	42,500	0.66	78	1.52		Under
11	E. 36 th St. to W. Fairview Ave.	24,000	0.48	55	2.62		Over
Total			4.45	340			

2.5.2 Intersection Crashes

During the crash analysis period, 70.0 percent of all crashes were intersection-related or occurred at intersections. An additional 8.2 percent were related to driveways, alleys, or parking lots. The most common type of intersection-related crashes along the corridor were rear-end collisions, which accounted for 50.0 percent of these crashes. The second and third most common types were angle-turning crashes (14.4 percent) and sideswipe-same-direction crashes (12.7 percent).

As shown in **Table 4** the Chinden Blvd. and Glenwood St. intersection recorded the highest number of crashes, totaling 100 incidents. The Curtis Rd. (75 crashes) and Maple Grove Rd. (64 crashes) intersections ranked second and third, respectively. These three intersections also recorded the most injury related crashes in the corridor.

Table 4. Major Intersection Crashes

Intersections		Unsignalized/ Signalized	2023 AADT		2019- 2023 Total Crash	R _{Int.} (Crashes/ MEV)	R _C	Over/ Under Critical
			E/W Road	N/S Road				
1	N. Maple Grove Rd.	Signalized	35,500	9,100	64	0.79	0.67	Over
2	N. Coffey St.	Unsignalized	35,500	1,400	5	0.07	0.34	Under
3	N. Glenwood St.	Signalized	35,000	33,500	100	0.80	0.64	Over
4	N. Kent Ln.	Signalized	35,000	2,500	17	0.25	0.69	Under
5	E. 50 th St.	Signalized	29,000	3,600	15	0.25	0.70	Under
6	E. 48 th St.	Unsignalized	29,000	1,100	8	0.15	0.36	Under
7	E. 44 th St.	Unsignalized	29,000	1,200	19	0.34	0.36	Over
8	E. 43 rd St.	Unsignalized	29,000	2,000	24	0.42	0.36	Over
9	N. Curtis Rd.	Signalized	42,500	29,000	75	0.57	0.64	Under
10	E. 36 th St.	Signalized	42,500	12,000	30	0.30	0.66	Under
Total					357			

2.6 Crash Modification Factors

After analyzing the data, Highway Safety Manual (HSM) crash modification factors (CMFs) were used to identify countermeasures that would decrease crashes along the corridor. FHWA applies a star rating system to CMFs to highlight their reliability, with five stars being the highest and one being the lowest. Only CMFs with a rating of three stars or higher were considered. The following is a summary of the proposed treatments and their benefits:

- Reduce driveway density (CMF's 178 and 179): 25-31% decrease in all crash types along a corridor.
- Install sidewalk (CMF 11246): 40.2% reduction in vehicle-pedestrian crashes across all severities.
- Install PHBs at intersections:
 - CMF 10585: 11.7% Reduction in all crash types
 - CMF 10591: 43.3% Reduction in vehicle-pedestrian crashes
- Replace TWLT with a raised median (CMF 2514): 23% decrease in angle, fixed object, head on, rear end, run off road, sideswipe and single vehicle crashes.
 - Did not advance after the first public involvement meeting, see **Section 5**.
- Change right-turn lane geometry to increase line of sight at an intersection (CMF 8496): 44.2% reduction in crashes at an intersection.
 - Install rectangular rapid flashing beacon (RRFB) (CMF's 11158 and 11169): 69% vehicle-pedestrian crash reduction including a 73% reduction of high severity or fatal crashes.
- Install continuous lighting (CMF's 11026 and 7774): Show a 32% decrease in crashes when uniformity is improved and a 37% reduction in crashes if lighting is installed.

2.7 State and Local Transportation Plans

2.7.1 ITD Long Range Transportation Plan

ITD's 2040 Long-Range Transportation Plan (IDAGO 2040) establishes statewide policy guidance for planning, operating, and improving the State Highway System through 2040. The plan is grounded in three long-term goals: Safety, Mobility, and Economic Opportunity. These goals guide ITD's planning, investment, and project development decisions. IDAGO 2040 emphasizes performance-based planning, data-driven decision-making, and preservation of existing infrastructure while preparing for continued population and economic growth across Idaho.

IDAGO 2040 encourages local, regional or statewide transportation plans to incorporate a multi-modal plan that best fits the planning area. ITD recognizes that no single "complete street" approach fits for the entire state. The plan recognizes that urban and urbanizing corridors often require more complex solutions than rural highways and encourages corridor-level planning that balances regional mobility with local access, safety, and redevelopment needs.

Recommendation 2.3 also reaffirms ITD's commitment to local stakeholders in the planning process as it assists in gathering valuable insight and develops larger knowledge base.

2.7.2 Garden City Comprehensive Plan

The Garden City 2025 Comprehensive Plan sets the vision for the City to be a city that "nurtures its natural and built environments, serves its residents, visitors, and businesses with quality public facilities and services". Using this vision as a guide, the City seeks to transform Chinden Blvd. into a "Green Boulevard Corridor" through the following objectives of the Comprehensive Plans:

- Objective 1.5.2: Partner with ITD and ACHD to incorporate artistic work into street and highway infrastructure.
- Objective 2.4: Create a vision for the design of all streets and highways consistent with the City's Urban Setting.
- Objective 4.3: Beautify streets, sidewalks and gateways with landscaping, trees and public art.
- Objective 5.3.4: Explore the feasibility of a comprehensive approach to stormwater management that would restore the natural infiltration system balanced with existing conditions and flood hazards.
- Objective 5.5.2: Develop a city-wide pathway and sidewalk plan with links to the Boise River Greenbelt. Consider linear pathways adjacent to existing waterways such as the Thurman Mill Ditch.
- Objective 7.2.5: Partner with ITD, ACHD and Valley Regional Transit on a corridor plan for Chinden Boulevard with these objectives:
 - Emphasize multi-modal facilities.
 - Maintain vehicular mobility and traffic flow.
 - Improve convience for drivers and pedestrians.
 - Improve accessibility.
 - Improve appearance of the corridor.

- Improve multi-modal access from streets intersecting Chinden.
- Objective 7.4.2: Work with ITD in developing standards for sidewalk improvements along state highways.

The City's vision for Chinden Blvd. emphasizes not only multi-modal connectivity and streetscape improvements, but also a more comprehensive and sustainable approach to stormwater management. Drainage infrastructure is envisioned as a functional and visual component of the corridor, supporting natural infiltration, reducing flood risk, and complementing sidewalk and landscaping improvements within the Green Boulevard framework.

The City is in the process of updating their Master Transportation Plan and the results of this study may be used to support outcomes of that study.

2.8 Existing and Proposed Land Use

There are numerous small and large businesses along the corridor, as well as several residential housing units. **Figure 6** and **Appendix I** display the current Garden City Zoning Map (Garden City, 2019). Zoning directly adjacent to Chinden Blvd includes R-3 (medium density residential), R-20 (medium-high density residential), RUT (unincorporated Area of Impact), C-1 (highway commercial), and C-2 (general commercial). The adjacent residential zoning abuts the north side of Chinden Blvd. from halfway between Joplin Rd. and Maple Grove Rd. 3,400 feet to the east, with the portion west of N. Maple Grove Rd. being R-20 and the portion east of Maple Grove Rd. being R-3. Excluding the residential portion, the adjacent zoning from Joplin Rd. to 49th St. is primarily C-2 on both sides of Chinden Blvd.

Two large parcels on the north side in the vicinity of N. Glenwood St., one owned by the ITD and the other owned by Ada County, are identified as RUT. Additionally, two parcels on the south side of Chinden Blvd. in the vicinity of E. 50th St. begin the transition to C-1 zoning that carries through the remainder of both sides of Chinden Blvd. to W. Fairview Ave. The parcels north and south of the C-1 zoning directly adjacent to Chinden Blvd. are C-2.

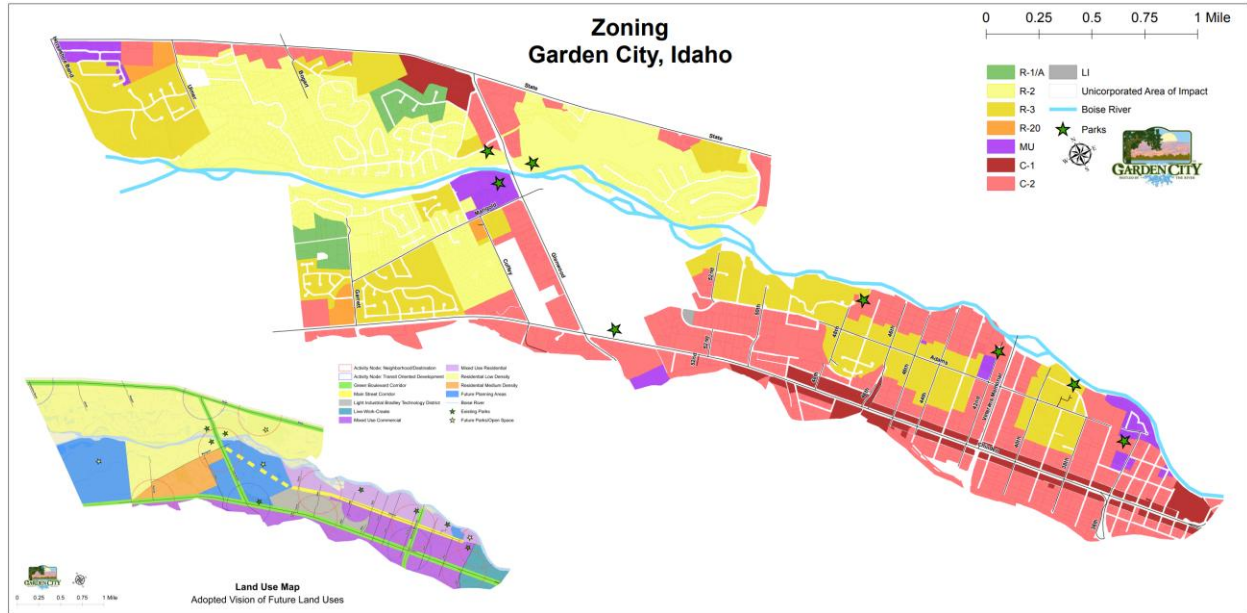


Figure 6. Zoning Map

In the 2025 update to the comprehensive plan, the City has identified a Future Land Use map, shown in **Figure 7**, which outlines future development plans for the City. East of Glenwood St., the corridor features more medium density residential housing. The area around Glenwood St. is slated for a special future planning area to determine its land use. Between Kent Ln. and 46th St., this area is planned for a light industrial area. Finally, moving east from 46th St. to the I-184 corridor is zoned as a mixed-use commercial space.

The City has also identified the 50th St. and Garrett St. intersections as “Activity nodes” which are neighborhood centers or local and regional destinations. These nodes are meant to be a center of mixed use and public spaces and support non-motorized connections within a quarter mile of the node. The City has also identified the Glenwood St. intersection and Curtis Rd. intersection as transit-oriented development nodes, which seek to develop these areas with higher density and multi-story developments.

The planned future land uses reinforce the need for integrated stormwater systems and multi-modal facilities that support higher activity levels, urban form, and corridor aesthetics. As a regional corridor, Chinden Blvd. will also need to balance these needs with moving regional traffic.

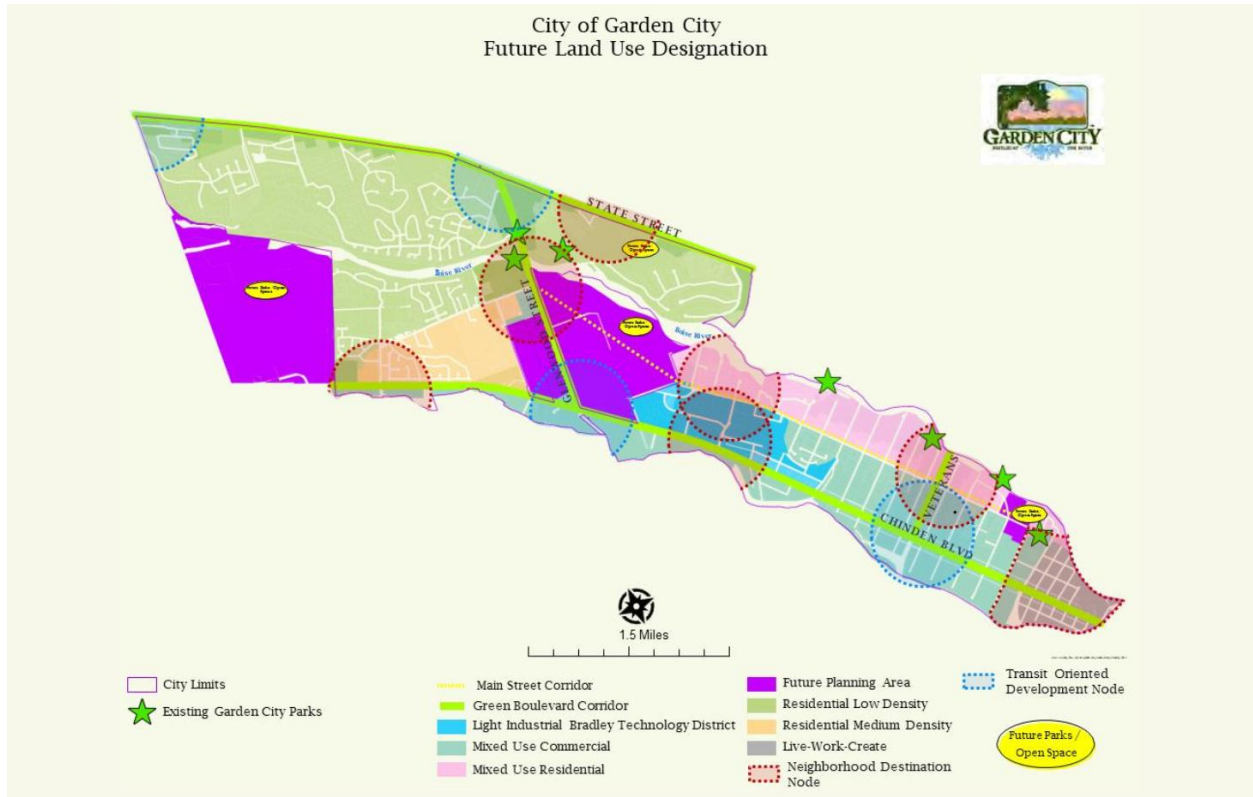


Figure 7. Future Land Use Map

2.9 Prior Studies

HDR reviewed several studies and plans developed for the Chinden Blvd. corridor and their recommended pedestrian and bicycle improvements. The following documents were reviewed and are available in **Appendix I**:

- Chinden Boulevard Corridor Study (MK Centennial, 1999)
- Chinden Boulevard Corridor Project Development (Kittleson & Associates, 2016)
- Garden City Access Management Plan (Presentation) (ITD, 2019)
- Chinden: A Corridor for All (Vitruvian Planning, 2019)
- Chinden Blvd South Sidewalk (J-U-B Engineers, 2021)
- Garden City Comprehensive Plan (Garden City, Addended 2024)
- Integrated Five Year Work Plan (ACHD, 2024)
- FY 2025-2031 Idaho Transportation Investment Program (ITIP) (ITD, 2024)
- FY2025-2031 Idaho's Statewide Transportation Improvement Program (STIP) (ITD, 2024)

Each study or plan recommends improvements to Chinden Blvd. to improve the pedestrian and bicyclist experience, building on Garden City's comprehensive plan. **Figure 8** shows renderings of a concept from the *Chinden: A Corridor for All* documents.

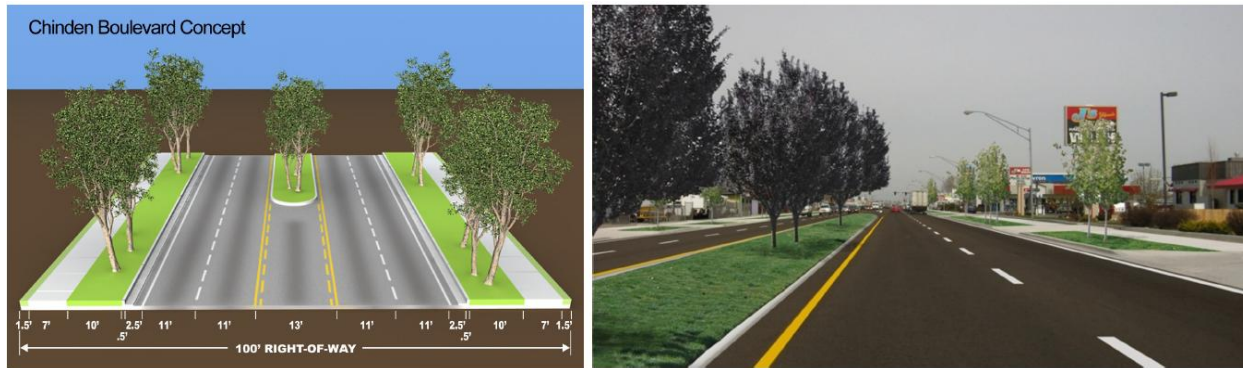


Figure 8. Concept Rendering (Vitruvian Planning, 2019)

Improvements from the different studies are summarized below:

- **Pedestrian Improvements**
 - Installing a multi-use pathway along the Settlers Canal between N. Maple Grove Rd. and N. Glenwood St. (J-U-B Engineers, 2021).
 - Installing a multi-use pathway along the north side of Chinden Blvd. between N. Glenwood St. and the eastern terminus near W. Fairview Ave. (Kittleson & Associates, 2016).
 - Installing 7-foot-wide detached sidewalks with a 10-foot tree lined buffer for the length of the corridor (Vitruvian Planning, 2019).
- **Access Management**
 - Install center landscaped medians with breaks for left turn lanes (MK Centennial, 1999) (Vitruvian Planning, 2019).
 - Reduce the width of commercial driveways to 40-foot maximum to meet IDAPA 39.03.42 access spacing requirements (ITD, 2019).
 - Remove or consolidate commercial access with willing property owners based on the following guidelines (Garden City, Addended 2024) (ITD, 2019):
 - One access per parcel onto Chinden Blvd.
 - Remove access if provided on a side street.
 - Limit access to right-in/right-out (RIRO) where safety problems exist.
- **Adding Signalized Pedestrian Crossings at the following intersections with Chinden Blvd. (Vitruvian Planning, 2019).**
 - N. Coffey St.
 - N. 50th St.
 - N. 48th St.
 - N. 43rd St.
 - N. 40th St.
 - N. 38th St.
 - N. 33rd St.

ACHD has programmed several projects near the corridor to improve pedestrian and bicycle connections across Chinden Blvd. and to the Greenbelt (ACHD, 2024).

- Garden City West Improvements B: US 20/26 (Chinden Blvd.) and Coffey St. Pedestrian Crossing
- Garden City Improvements B: Marigold St Bikeway, Garrett St / Greenbelt
- Access to Opportunity: Glenwood St., Spaulding Ranch Park / US 20/26 (Chinden Blvd.)
- Access to Opportunity: Kent St., US 20/26 (Chinden Blvd.) / Alworth St.
- Access to Opportunity: US 20/26 (Chinden Blvd.) and 50th St. Pedestrian Improvements

- US 20/26 (Chinden Blvd.) and 43rd St. Pedestrian Crossing
- Access to Opportunity: 40th St., South End / Boise River
- Access to Opportunity: 38th St., South End/Adams St.
- Garden City East Improvements A: 35th St., US 20/26 (Chinden Blvd.) / Greenbelt
- Garden City East Improvements A: 35th St, Brown St / US 20/26 (Chinden Blvd)
- 32nd St., US 20/26 (Chinden Blvd.) / Clay St.
- Ustick Rd, Cole Rd / Curtis Rd
- Garden City Improvements A: Stockton St, 32nd St / 45th St.
- Garden City Improvements A: Osage St, 32nd St / 45th St.
- Garden City Improvements B: Adams St, 49th St / 37th St.
- Clay St, 37th St / 34th St
- Clay St, 34th St / 32nd St
- 32nd St, US 20/26 (Chinden Blvd) / Clay St
- Access to Opportunity: Fairview Ave Hill, Orchard St / Garden St
- Stockton and Osage Low Stress Bikeway Study

ITD Programs in the Chinden Blvd. vicinity include (ITD, 2024) (ITD, 2024):

- SH 44 Glenwood Corridor Plan
- SH 44, Chinden Blvd. to State St.
- Int 43rd St. Ped Improvements
- Greenbelt Conn Pathway Near 52nd St.

Collectively, these studies and proposed improvements demonstrate longstanding support for multi-modal improvements, access management, and streetscape enhancements along Chinden Blvd., providing a consistent planning foundation for the concepts developed in this report. While prior studies largely focused on transportation, access, and land use considerations, this study expands upon that foundation by integrating corridor-wide stormwater management concepts consistent with the City's Green Boulevard vision.

3 Identifying the Needs of the Corridor

The Chinden Blvd. corridor lacks both consistent multi-modal facilities and a comprehensive drainage conveyance system for stormwater. Both conditions are contrary to Garden City's desire to have a Green Boulevard and ITD's commitment to providing safe and consistent mobility for all users.

The crash history along Chinden Blvd. reflects consistent patterns that suggest broader corridor characteristics influencing safety outcomes rather than a small number of isolated locations. The prevalence of rear-end, angle, and turning-related crashes, along with a large share of crashes occurring at intersections and driveways, indicates opportunities to improve access control, operational consistency, and overall roadway predictability. Concentrations of injury and fatal crashes within certain segments further suggest that safety considerations should extend along the length of the corridor. Reported contributing factors such as following too close, failure to yield, and inattention point to the value of, reduced conflict points, and more consistent corridor design. Together, these patterns support the need for a coordinated, corridor-wide approach that incrementally enhances safety for all users while continuing to support the regional mobility function of Chinden Blvd.

Based on the existing conditions, crash analysis, long-term visions of the corridor, and prior corridor studies, the following objectives were established to address the identified corridor needs:

- **Integrate Sustainable Stormwater Management**
 - Replace isolated stormwater conveyance approaches with a coordinated, corridor wide drainage strategy.
 - Incorporate green infrastructure techniques that promote natural infiltration, improve water quality, and reduce runoff impacts.
 - Coordinate existing and proposed stormwater facilities with sidewalk, roadway, and landscaping improvements so drainage functions as a visible and beneficial component of the streetscape.
- **Accommodate Regional Mobility**
 - Preserve the function of Chinden Blvd. as a major regional arterial while supporting local access and multi-modal use.
 - Balance local redevelopment with the corridor's role in carrying regional east-west traffic.
- **Integrate Access Management and Conflict Reduction**
 - Address high driveway densities and undefined access points that contribute to frequent vehicular, pedestrian, and bicycle conflicts and crashes.
 - Balance access to adjacent properties with corridor safety, operational efficiency, and multi-modal accommodation.
 - Support coordinated access management strategies consistent with future development and land use patterns.
- **Address Crash History and Safety Deficiencies**
 - Reduce high-frequency rear-end, angle, and turning-related crashes that account for the majority of corridor incidents.
 - Improve safety at high-crash intersections, including Glenwood St. and Curtis Rd., and select unsignalized crossings.
 - Address segment-level safety concerns by improving corridor predictability and access management.
 - Reduce conflicts associated with high driveway densities and frequent turning movements.
 - Improve pedestrian and bicycle safety at intersections and midblock locations.
 - Install continuous lighting along the length of the corridor.
- **Plan For Consistent Urban Streetscape and Corridor Identity**
 - Transition of the corridor from a mix of rural and urban roadway elements to a more consistent urban cross section.
 - Incorporate landscaping, street trees, parkways, and public art to enhance corridor aesthetics and reflect Garden City's desired urban character and approved by ITD or outside of the ROW.
 - Improve buffering between travel lanes and pedestrian spaces to enhance comfort and safety.

- Support for Transit Operations
 - Maintain efficient transit operations along the corridor with significant regional traffic volumes.
 - Improve pedestrian access, waiting environments, and visibility at bus stops to support current and future transit use.
 - Align corridor design with planned transit-oriented development areas.

4 Corridor Plan Overview and Cross Sections

4.1 Roadway Improvement Concepts

The roadway concepts presented in this section aggregate recommendations from prior corridor studies, policy direction from ITD and Garden City, and findings from the corridor crash analysis into a coordinated set of design concepts. These concepts focus on how roadway cross section, lane configuration, access treatments, and intersections can be adjusted to address documented crash patterns, reduce conflict points, and improve operational predictability. These roadway concepts consolidate previously identified improvements into a single corridor framework that were refined through the public involvement process outlined in **Section 5**. **Table 5** outlines the concepts, their benefits and locations where they may be implemented. **Appendix IV** features roll plots showing the proposed improvements along Chinden Blvd.

Table 5. Proposed Strategies

Strategy	Benefits	Locations
Sidewalks and Multi-Use Pathways with Buffer	Separates pedestrians and cyclists from traffic. Reduces motor vehicle conflicts with pedestrians and cyclists. Buffers improve user comfort and opportunity for landscaping and streetscape amenities	Corridor Wide
Rectangular Rapid Flashing Beacons (RRFBs)	Increase driver awareness of pedestrian crossings. Reduces pedestrian-vehicle crashes	Glenwood St. Orchard St. Proposed at exclusive right turn lanes
Pedestrian Hybrid Beacons (PHBs)	Provides controlled pedestrian crossing locations at midblock or high demand crossings. Reduces pedestrian-vehicle crashes. Reduces out of direction pedestrian travel	43 rd St. Between 38 th and 39 th St 32 nd Street
Access Consolidation	Reduces rear end crashes by minimizing unexpected stops and maneuvers. Reduces vehicle-pedestrian conflict points	Corridor Wide

Strategy	Benefits	Locations
Converting free running right turns to yield or signal controlled right turns with improved geometry	Improve visibility of oncoming traffic. Reduce downstream merging conflicts. Control turning speeds. Reduced crash severity	Glenwood Street Orchard Street
Provide sidewalk or multi-use pathway connections to all VRT stops	Connects VRT facilities into the broader network	Corridor Wide
Install Continuous Lighting	Decreases night-time crashes Adds an opportunity for placemaking and historic lighting	Corridor Wide
Maintain existing traffic separator curb (Right-in/Right Out Control)	Reduces turning conflicts Reduces rear-end, angle and sideswipe crashes	Near major intersections and pedestrian crossing locations

4.2 Drainage Improvement Concepts

Chinden Blvd. within the study area is regulated under the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Phase I Permit, for which ITD District 3, Garden City, and ACHD are co-permittees. The permit states that the permanent stormwater controls are required to retain onsite the water quality volume, that is, the first 0.6 inches of runoff from a 24-hour, 95th-percentile storm event (preceded by 48 hours of no measurable precipitation) or provide an equivalent or greater level of pollutant removal.

Coordination meetings were held between HDR and ITD to clarify the feasibility of discharging additional runoff exceeding the Water Quality Volume (WQV) WQV into the adjacent Davis or Thurman Drains. The consensus was to retain and manage on site the 100-year storm volume (which includes the WQV) and not add new outfalls, if possible. Existing outfalls into the Davis Drain will be retained. Because stormwater in the Davis Drain is already being treated in ACHD's heavily vegetated stormwater pond south of Ustick Rd., no new treatment facilities to capture the WQV need to be constructed east of 43rd St. However, the existing storm drain system east of 43rd St. is undersized and should be replaced to properly pass the peak flow generated by the 100-year storm event.

West of 43rd St., two primary best management practices (BMPs) were selected to capture, treat, and infiltrate stormwater: tree cells and bioretention swales. Both BMPs offer the advantage of being able to be implemented incrementally on a parcel-by-parcel basis as redevelopment occurs along Chinden Blvd. Tree cells were chosen for their flexibility to store the stormwater volumes generated within the corridor while also supporting street trees – a key priority for Garden City. Bioretention swales similarly provide subsurface stormwater storage within the proposed sidewalk and pathway buffer area and can be designed to avoid conflicts with high groundwater conditions.

Tree cells are a type of suspended pavement system that place uncompacted soil under sidewalk and pavement for tree roots to spread, allow for healthy tree growth, and capture, store, and treat stormwater runoff. The combination of street trees and stormwater tree cells should be placed at locations where the buffer is less than 8 feet, and the speed limit is 35 mph or less. **Figure 9** presents an example of the installation of a stormwater tree cell system.

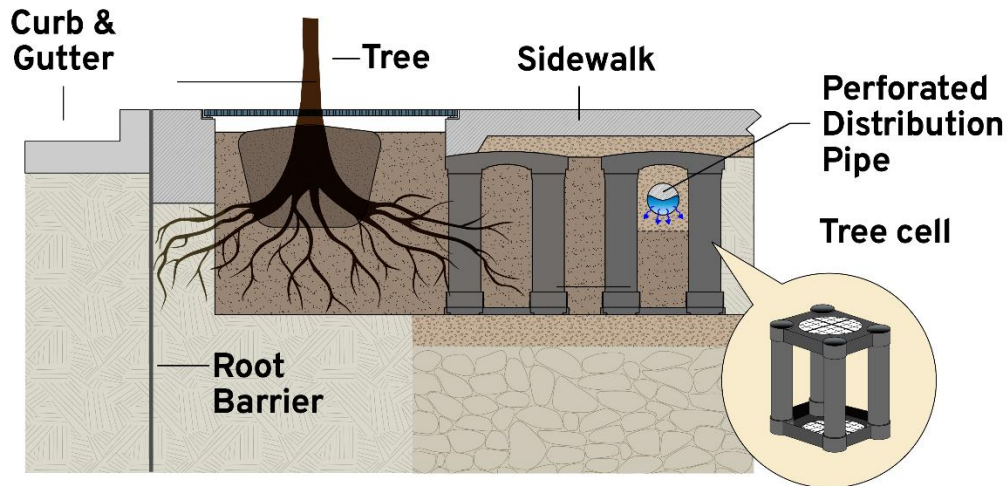


Figure 9. Stormwater Tree Cell System

Two types of bioretention swales are proposed: urban and rural. Urban swales are proposed adjacent to curb and gutter, and rural where no curb and gutter is proposed. Based on BMP 30 from ACHD's *Policy Manual* Section 8200, urban bioretention swales are a highly flexible BMP that can function effectively as isolated systems as part of a single parcel's frontage, or as a complete system spanning a whole block. They significantly reduce the number of inlet structures required to capture stormwater by instead utilizing curb cut drains. Where high groundwater presents the most significant challenge to other common BMPs, urban bioretention swales can be tailored to maintain groundwater clearance and reduce excavation depths. Urban bioretention swales are proposed in locations where tree cells are not viable due to higher traffic speeds (greater than 35 mph) or where the sidewalk/pathway buffer is 8 feet or greater and allows for the placement of trees without tree cells. An urban bioretention swale example is shown in Figure 10.

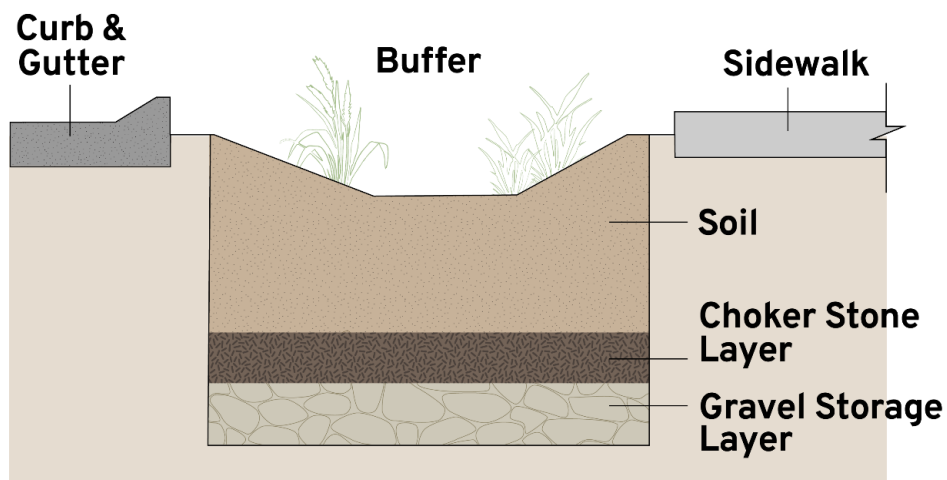


Figure 10. Urban Bioretention Swale

Based on Idaho Department of Environmental Quality's *Catalog of Storm Water Best Management Practices* BMP 10 and BMP 30 from ACHD's *Policy Manual* Section 8200, eight-foot-wide rural bioretention swales are proposed on the north side of Chinden Blvd. between Maple Grove Rd. and Coffey St. where no path or sidewalk is proposed. The location and type of vegetation planted in the swale will meet applicable agency standards.

Further details about how the proposed BMPs were selected, located and sized are provided in the Drainage Report contained in **Appendix III**.

4.3 Streetscape Enhancements

4.3.1 Trees and Streetscape

The proposed buffer space between the roadway and the sidewalk allows a furniture/planting zone and is generally 5 feet wide in most locations. The zone may include planting and artwork intended to provide enough height and width to facilitate a comfortable buffer for pedestrians without shielding them from view. Objective 2.4.1 of the City's Comprehensive Plan calls for Garden City to develop streetscape standards that are distinctive to Garden City. Developing streetscape standards such as tree grate type, pedestrian benches, or pedestrian scale lighting type is outside the scope of this study. As standards are developed Garden City should coordinate with ITD on areas to implement these in the buffer space.

Street trees may be installed in the buffer space, either in concrete with tree grates or in the urban swales used for drainage. Based on previous Garden City development standards, Class II or III trees should be spaced at an average spacing of 50 feet or less and approved by ITD. When the buffer space is less than 8 feet wide, trees should be planted using a suspended paving system integrated into the drainage network to provide adequate soil for tree growth. Where trees or a subsurface drainage system cannot be installed in the buffer space, trees should be placed behind the walk on private property. In areas with speed limits greater than 35 mph, no trees should be installed due to safety concerns.

Maintenance of the trees and potential associated irrigation will be on going and must be coordinated with ITD prior to projects being constructed. Trees should not obstruct drivers' vision at intersections and appropriate sight triangles should be maintained. Trees should be pruned to be out of the travel way and 8 feet or more above the pedestrian traveled way. A maintenance agreement between ITD, Garden City and/or ACHD should be in place covering the extents of the corridor for these items.

4.3.2 Continuous Lighting

Continuous roadway lighting is recommended along the length of the corridor to improve safety and visibility. Chinden Blvd. includes numerous access points and supports a wide range of land uses, and crash history indicates a significant proportion of incidents occur during nighttime conditions. Providing continuous lighting would improve visibility for all roadway users and has the potential to reduce crash frequency by increasing driver awareness along the corridor.

Lighting should be designed in accordance with applicable American Association of State Highway Transportation Officials and Illuminating Engineering Society standards for a principal

arterial roadway. Where appropriate, the lighting system should also incorporate pedestrian-scale fixtures, such as historic-style poles or other context-sensitive standards, to enhance placemaking and reinforce corridor identity. ITD and Garden City should coordinate on lighting ownership and maintenance responsibilities. ACHD has historically maintained lighting at major intersections as part of the signal infrastructure under an agreement with ITD.

4.4 Improvements by Segments

The proposed improvements are organized into corridor segments with similar cross-section features to illustrate a consistent and implementable design framework. Representative cross sections are shown in the figures that follow, with additional location-specific improvements described as applicable. Plan-view layouts of all proposed improvements are provided in **Appendix IV**.

4.4.1 Joplin Rd. To Coffey St.

Improvements to this roadway segment include the installation of a 6-foot shoulder with curb and gutter, an 8-foot landscaped buffer, and a 7-foot sidewalk on the north side of Chinden Blvd. On the south side, a 10-foot multi-use pathway is proposed to provide both pedestrian access and a continuous bicycle connection.

East of Maple Grove Rd., the multi-use pathway follows the alignment identified in the previous J-U-B Engineers study located on the south side of the Thurman Drain. This alignment increases separation between non-motorized users and vehicular traffic and connects to recent pathway improvements constructed as part of the Coffey St. Townhomes development. **Figure 11** and **Figure 12** illustrate representative cross sections for this segment.

Since curb and gutter will not be present adjacent to the Thurman Drain, stormwater runoff will flow off the south side of Chinden Blvd. into the drain, as it currently does. Sidewalk is not proposed on the north side of the segment between Maple Grove Rd. and Millstone Dr. due to the presence of sidewalk in the subdivision directly north. This section is the only location where rural bioretention swales are proposed in the corridor. Where curb and gutter are present, curb drains are proposed to capture stormwater runoff and then be stored in urban bioretention swales in the buffer. The curb drains will be spaced at a maximum distance of 150 feet with at least one be placed along each adjacent parcel.



Figure 11. Joplin Rd. to Maple Grove St. Cross Section

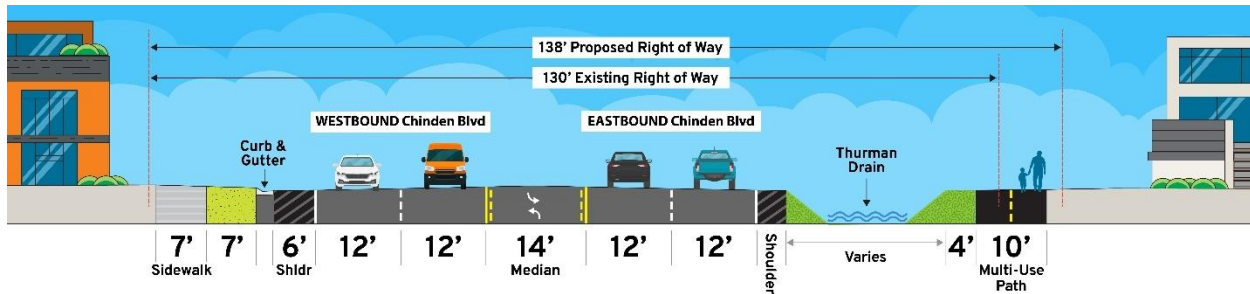


Figure 12. Maple Grove Rd. To Coffey St. Cross Section

Additional setback requirements may be required by the City with future redevelopment including requiring trees to be located outside the ROW to better implement the City's aesthetic vision for the corridor. The posted speed limit along this section of Chinden Blvd. is 50 mph, therefore, curb and roadside design should be compatible with higher operating speeds. ITD does not allow street trees or roadside furnishings in this high-speed area. Trees or other furnishings in this area should be placed outside of the clear zone or ITD ROW and maintained so as not to impede sight distance.

In addition, in-lane bus stopping at this location may present operational and safety challenges due to higher traffic speeds. As part of future design, bus pullouts at Maple Grove Rd. should be considered to allow transit vehicles to stop outside of the main travel lanes and re-enter traffic downstream. A concept is shown in **Appendix V**. If a bus pullout is implemented, transit signal priority should also be evaluated to reduce delays for transit operations.

4.4.2 Coffey St. to Kent Ln.

Proposed enhancements to this section of roadway include a multi-use pathway on both sides of the roadway with a variable buffer width to separate multi-modal traffic from vehicles. A 5-foot-wide buffer is proposed from Coffey St. to Glenwood St., while an 8-foot-wide buffer is proposed between Glenwood St. and Kent Ln. **Figure 13** and **Figure 14** presents the cross sections for this segment.

A new traffic signal is recommended to be installed at Coffey St. to accommodate increased traffic volumes generated by the nearby townhome development. This will also provide a signalized crossing of Chinden Blvd. for multi-modal traffic traveling to ACHD's low stress bikeway on Marigold Street via Mountain View Drive and Coffey Street.

From Coffey St. to Glenwood St., stormwater tree cells are proposed to capture, treat, and store runoff generated along Chinden Blvd. Runoff will be collected through shallow inlets spaced at a maximum of 225 feet, with at least one set of inlets located adjacent to each distinct parcel. Between Glenwood St. and Kent Ln., the available buffer width increases to 8 feet, which can accommodate trees without the use of tree cells. In this segment, urban bioretention swales with trees are proposed to manage stormwater runoff. Curb drains will be provided at a maximum spacing of 125 feet and at least one per adjacent parcel.

The Coffey St. to Kent Ln. section connects to ACHD's low stress bike network at Coffey St., Kent Ln., and Glenwood St. and provides access to Expo Idaho and large retail businesses.

This area may see higher multi-modal utilization than other segments of the corridor and has been identified by the City as a Special Planning Area, suggesting a variety of uses could be implemented which may attract more multi-modal traffic.

The Expo Idaho and Lady Bird Park were identified in the environmental scan as potential Section 4(f) properties, meaning that if there are federally funded drainage or pedestrian improvement projects in this area, impacts to Lady Bird Park would require consideration and clearance under the Section 4(f) provisions. Further, widening impacts to the park and this area should be discussed with Ada County. Design should limit impacts to the operations of the baseball fields, including relocating the dugouts.

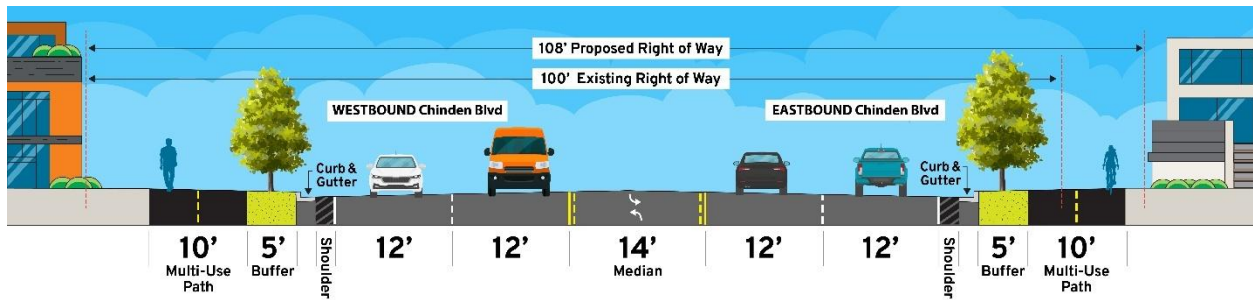


Figure 13. Coffey St. to Glenwood St. Cross Section



Figure 14. Glenwood St. to Kent Ln. Cross Section

4.4.3 Glenwood St. Intersection

The proposed improvements at the Glenwood St. intersection seek to enhance safety by re-aligning the free right turn lanes to reduce their intersection angle with Chinden Blvd. and convert the movements to yield controlled. This eliminates the merging conflict to the east and west of the intersection and allows for the excess pavement to be re-purposed for pedestrian improvements to limit ROW needs. RRFB's are installed at the free right turn crossing locations to enhance pedestrian visibility and reduce pedestrian-vehicle crashes. Conceptual renderings of the improvements are shown in **Figure 15**.

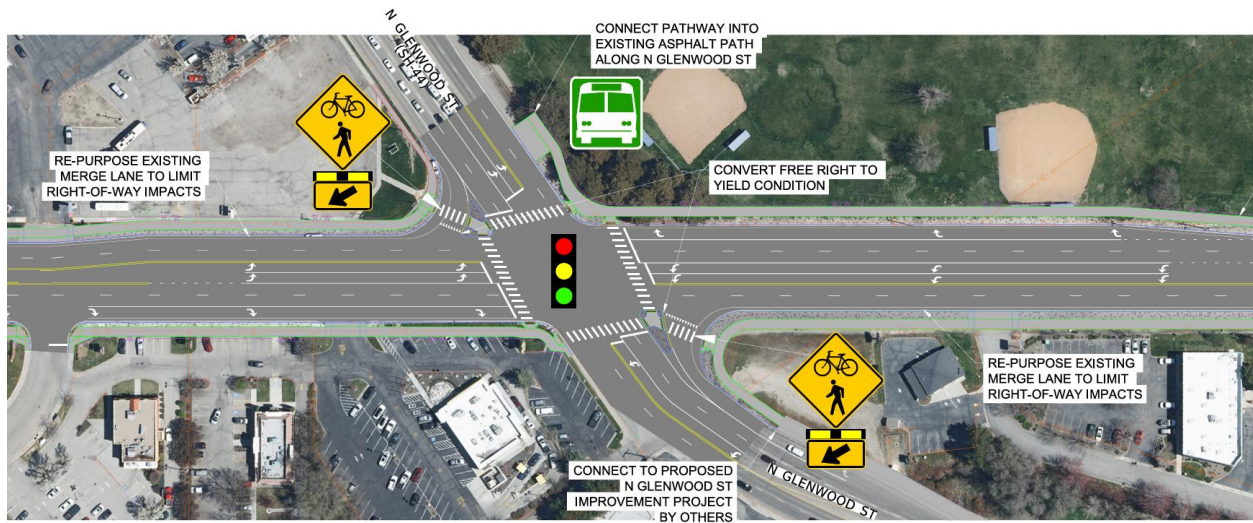


Figure 15. Glenwood St. Intersection Improvements

4.4.4 Kent Ln. to Fairview Ave./I-184 Interchange

From Kent Ln. to the corridor's end at Fairview Ave. the cross section is uniform with a 5-foot buffer and a 7-foot sidewalk on the south side of the roadway and a 5-foot buffer and 10-foot multi-use pathway on the north side. The roadway cross section widens at intersections to accommodate turn lanes. Trees and other street furnishings can be installed in the buffer space to improve pedestrian comfort and place making. The typical cross section can be found in **Figure 16**.

Trees should not be placed within the buffer on the north side of Chinden Blvd. between 43rd St. and the eastern end of the study corridor due an existing waterline within the buffer area and the Fairview Acres Lateral located beneath the sidewalk. Where trees are proposed elsewhere, they should be installed in conjunction with tree cells, as the buffer width is less than 8 feet. West of 43rd St. these tree cells are not required to capture stormwater runoff because an existing storm drain system conveys runoff to the Davis Drain where it is treated and stored.

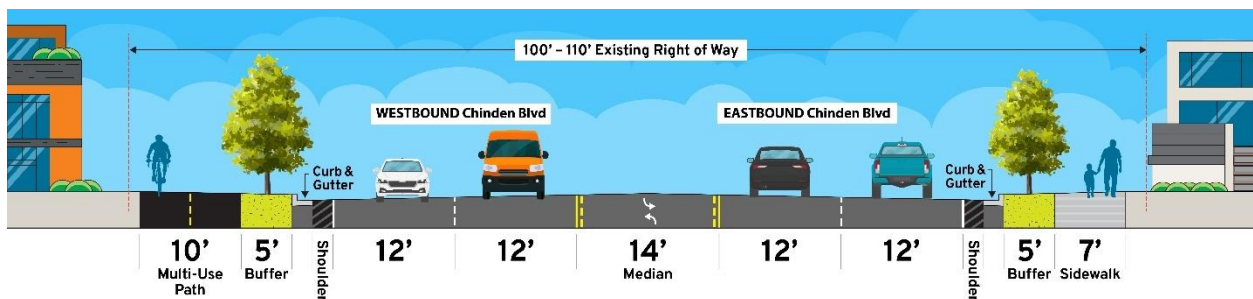


Figure 16. Kent Ln. to East End Cross Section

Enhanced pedestrian crossings with PHB crossings are identified at the following locations:

- 43rd St intersection
- Between 38th St. and 39th St.
 - This PHB would be combined with the existing emergency signal for one signalized treatment on this block
- 32nd St. or 33rd St. intersection.

The PHB locations were identified with ACHD and will provide access from the Boise Bench, across Chinden Blvd and to the Greenbelt system. ACHD has identified 32nd Street as a location for a preferred crossing. Discussions are continuing with the City to determine if 33rd Street may be a more appropriate crossing location. This consideration came up due to private property near the greenbelt on 32nd Street and City developments on 33rd Street. Either location will enhance crossing opportunities for Chinden Blvd.

4.4.5 Orchard St./36th St. Intersection

Similar to the proposed treatments at the Glenwood St. intersection, the improvements at this intersection are intended to enhance safety by eliminating the eastbound free-running right-turn lane and converting it into a traditional dedicated right-turn lane. **Figure 17** provides a plan view layout of the conceptual intersection improvements.

South of the intersection there is point where 36th St diverges from Orchard St.. The right-turn lane realignment removes the existing bicycle and vehicle weaving condition south of the intersection by routing southbound bicycle traffic on a continuous multi-use pathway rather than through the current merge and weave area. Drivers would also no longer have to weave across traffic to access 36th St. when making a right turn. This improvement separates turning vehicles from bicyclists and pedestrians, improves operational predictability and reduces conflict points for all users.

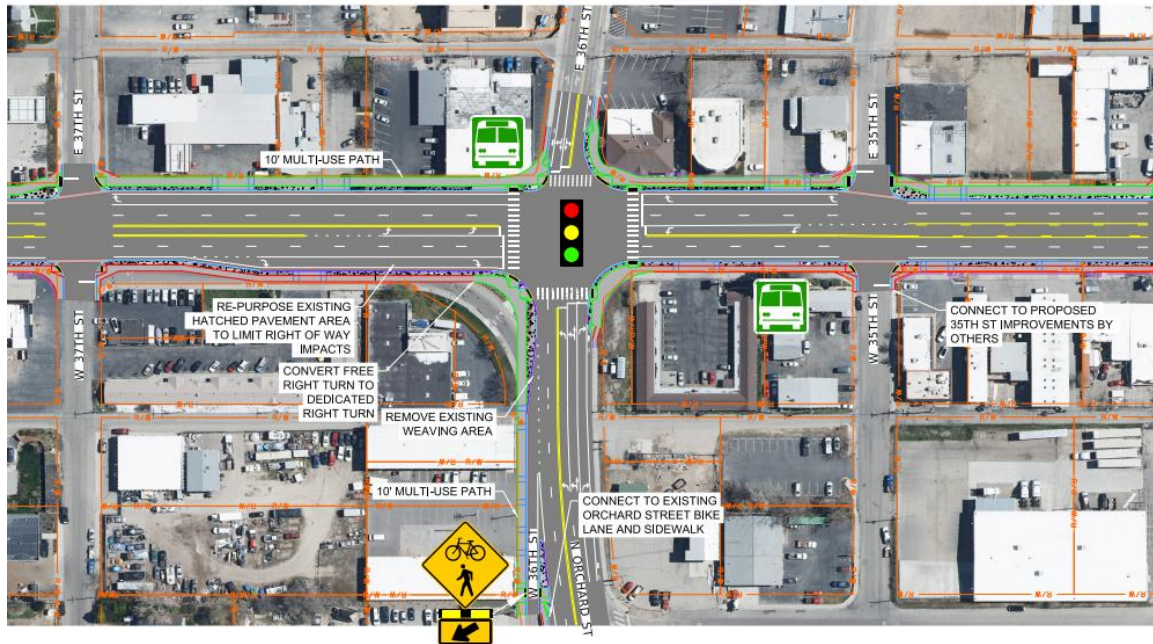


Figure 17. Orchard St. Intersection Concept

5 Public Input and Stakeholder Coordination

5.1 Public Input

ITD led a comprehensive public engagement effort for the study, including an online open house with a StoryMap, comment form, 10,000 mailers, social media outreach, email notifications, and opportunities for written and telephone comments. The public submitted 63 comments largely supporting efforts to improve safety, drainage, and multi-modal access. Comments also raised concerns about driveway access and impacts to businesses. Based on public input, the study team emphasized to the public ongoing coordination with property owners before design or construction.

In 2026, the team updated the drainage and design concepts and launched a second round of public involvement. Based on 2025 public feedback, the team adjusted stormwater treatment designs, reduced the number of signalized crossings, removed raised medians, converted free right-turn lanes to yield controlled lanes to improve safety, and worked with property owners to space driveway access appropriately. The team leveraged similar engagement tools to the first meeting and received 18 comments. Most comments supported the concepts and the emphasis on pedestrian safety.

Appendix VI presents the public involvement summaries for both public meetings.

5.1.1 Project Prioritization

During the second online public meeting, when asked to identify priority areas for improvement, eight respondents highlighted the Glenwood St. area, particularly for pedestrian and bicycle enhancements. Respondents noted that ongoing and planned development in this area is generating increased traffic compared to other segments of the corridor, reinforcing the need for near-term safety and multi-modal improvements.

5.2 Stakeholder Coordination

5.2.1 1st Stakeholder Engagement Meetings

The study team met with stakeholders including ITD, Garden City, COMPASS, VRT and ACHD on June 25, 2025, and again with ACHD on July 14, 2025, to discuss the initial concepts. Stakeholders emphasized improving safety related to turning movements, access density, and intersection geometry while preserving regional mobility, freight operations, and emergency access. Discussion topics included accommodating U-turn movements at signalized intersections, evaluating appropriate design vehicles, converting free-running right-turn movements to yield-controlled configurations, coordinating pedestrian crossings with transit stop locations, and ensuring continuous bicycle and pedestrian connections along Chinden Boulevard where parallel routes are constrained. Meeting notes for the meetings can be found in **Appendix VII**.

Based on public feedback and meetings with stakeholders the following adjustments were made to the initial plan:

- Revised locations of proposed pedestrian facilities to align with future ACHD projects
- Reduced the number of outfalls to canals and other surface waterways.
- Reduced the number of proposed PHB crossings to help maintain vehicle traffic flow.
- Replaced the proposed PHB at Coffey St. with a full traffic signal.
- Eliminated a proposed raised median to allow for left turn access to parcels and emergency services to use the median to get around congested traffic in the travel lanes.
- Converted the free running right turn lanes at Glenwood St. and Orchard St. to yield controlled right turns to reduce vehicle speeds and increase pedestrian safety.

5.2.2 2nd Stakeholder Engagement Meetings

The study team held a workshop with ITD and the City at ITD D3 headquarters on January 28, 2026, to discuss the revisions to concepts from the previous public involvement process. The attendees reviewed the conceptual design elements and discussed design elements for the roadway improvements, drainage improvements and cross section improvements. After the workshop with ITD, the team met with ACHD, ITD, Garden City, VRT and COMPASS to review the revised concepts. The stakeholders discussed improving and consolidating PHB locations, increasing bus pad length and tree cell drainage features. Meeting notes can be found in **Appendix VII**. As a result of the second round of stakeholder meetings the following changes were made:

- Removed the barriers between the roadway and the sidewalk in the 50-mph section of the corridor due to concerns regarding access openings, multiple terminal end treatments, drainage and sight triangles
- Revised the pedestrian facilities to be a separated sidewalk on the north side of the road and a pathway on the south side of the road from Joplin Rd. to Coffey St. to better align with a COMPASS study and existing development
- The proposed PHB between 39th St. and 38th St. was combined with the existing emergency signal
- Bus stop pads length to accommodate buses with two doors
- The study team agreed that the 32nd St. PHB was the logical location for this project, but ACHD would study the location in more detail and may revise it to 33rd St.
- Stormwater tree cells were designated as the preferred drainage solution along 35-mph sections of Chinden Blvd. (west of 43rd St.) where proposed buffers are less than 8 feet wide.
- A root barrier was added to the proposed stormwater tree cells to prevent roots from damaging the roadway

6 Project Phasing Strategy and Cost Estimates

The project team reviewed the proposed improvements, current and future ACHD plans on intersecting roadways, identified safety needs, and public involvement comments to divide the corridor into smaller implementation packages that can be designed and constructed over time. Segments were developed based on their ability to address safety concerns, support multi-modal connectivity, and efficiently implement drainage improvements. The phasing strategy also considered public feedback, ease of implementation, and the logical progression of corridor improvements. Conceptual engineering, ROW, and construction cost estimates were developed for each segment.

As shown in **Table 6**, the corridor was divided into five segments. **Appendix VIII** contains a project portfolio showing each segment, summarizing its benefits, and providing a conceptual exhibit of the proposed improvements. Project 2, Coffey Street to Kent Lane, was identified as the highest-priority segment based on public input, the high crash rate at the Glenwood St. intersection, and its ability to improve multi-modal connectivity to destinations such as Lady Bird Park, Linear Park, and two ACHD bikeways. In addition, the recently constructed townhomes near Coffey Street may increase turning movements at the intersection, and a traffic signal may be warranted in the near term to serve increased demand.

The remaining segments were phased from east to west, consistent with the corridor's overall drainage pattern and areas of greatest transportation need. The eastern portion of the corridor contains the highest concentration of multi-modal trip generators, making early investment in pedestrian and bicycle facilities more impactful. Providing an additional multi-use pathway in this area will reduce demand on the nearby Greenbelt by offering an alternate route for pedestrians and bicyclists. These segments also include the Orchard St. and Veterans Memorial Parkway intersections, which are priority locations for safety and operational improvements.



In contrast, the western portion of the corridor has fewer multi-modal destinations, lower crash rates, and less immediate need for drainage infrastructure improvements. Because much of this area is expected to redevelop in the future, there is a greater opportunity for development-driven construction of corridor improvements in this portion. Prioritizing the eastern segments addresses the highest safety needs, supports existing and projected multi-modal demand, and delivers the greatest transportation benefit while allowing future growth to help fund improvements in the western portion of the corridor.

Conceptual cost estimates are also provided in **Table 6**. Costs were developed using recent bid history from ITD and ACHD projects. The estimates include two drainage improvement options: urban swales and tree cells. While tree cells increase overall project costs, they are more likely to achieve both Garden City's aesthetic objectives and ITD's desired drainage upgrades. Urban swales provide a lower-cost alternative but may not fully meet all corridor enhancement and stormwater management goals on their own.



Table 6. Project Descriptions, Estimates and Priority

Project No.	Mile Posts	Project Name	Project Description	Cost Swale Option		Cost Tree Cell Option	Project Priority
1	42.6-43.8	Chinden Blvd: Joplin Rd to Coffey St Drainage Improvements	This project places bioretention swales along the length of the project for stormwater capture and disposal. Multi-modal improvements include a buffered multi-use path along the south side of the roadway, a buffered sidewalk along the north from Joplin Rd to Maple Grove Rd and Millstone Dr to Coffey Street, and upgrades to the Maple Grove Rd intersection.	Eng	\$580,000	N/A	5
				ROW	\$870,000	N/A	
				Const.	\$3,863,000	N/A	
				Total:	\$5,313,000	N/A	
2	43.8-44.6	Chinden Blvd: Coffey Street to Kent Ln Intersection and Drainage Improvements	This project places bioretention swales along the length of the project for stormwater capture and disposal. Multi-modal improvements include a buffered multi-use path along the north and south sides of the roadway, a new signal at Coffey St and modifications to the Glenwood St. Intersection. The existing Thurman Mill Canal crossing will be widened to accommodate the proposed section.	Eng:	\$561,000	\$641,000	1
				ROW	\$721,000	\$721,000	
				Const.	\$3,438,000	\$4,272,000	
				Total:	\$4,675,000	\$5,634,000	
3	44.6-45.9	Chinden Blvd: Kent Ln to Veterans Memorial Parkway Drainage Improvements	This project places curb and gutter along the length of the project for stormwater capture and conveyance. Multi-modal improvements include a buffered multi-use path along the north side of the roadway, a buffered sidewalk along the south, and upgrades to the signal at 50 th St.	Eng	\$873,000	\$1,352,000	4
				ROW	\$628,000	\$628,000	
				Const.	\$5,817,000	\$9,007,000	
				Total:	\$7,318,000	\$10,987,000	
4	45.9-46.5	Chinden Blvd: Veterans Memorial Parkway to 38 th Street Intersection and Drainage Improvements	This project places curb and gutter along the length of the project for stormwater capture and conveyance. Multi-modal improvements include a buffered multi-use path along the north side of the roadway, a buffered sidewalk along the south, and upgrades to Veterans Memorial Pkwy intersection to remove cycles from the roadway and enabled controlled crossings of Chinden Blvd.	Eng	\$472,000	\$569,000	3
				ROW	\$237,000	\$237,000	
				Const.	\$3,144,000	\$3,788,000	
				Total:	\$3,853,000	\$4,569,000	
5	46.5-47.15	Chinden Blvd: 38 th St to 30 th St. Intersection and Drainage Improvements	The project improves existing stormwater facilities to meet current conveyance and storage requirements. A buffered multi-use path along the north side of the roadway, a buffered sidewalk along the south, and upgrades to the Orchard St. intersections to reduce vehicle conflict with pedestrian and cycling and enable controlled crossings of Chinden Blvd.	Eng	\$538,000	\$662,000	2
				ROW	\$293,000	\$239,000	
				Const.	\$3,585,000	\$4,412,000	
				Total:	\$4,416,000	\$5,367,000	
*2026 Dollars. Further details may be found in Appendix VIII.							

7 Conclusions and Coordination Items

7.1 Conclusion

The Chinden Drainage and Design Study was developed to address safety and drainage concerns on the corridor from Joplin Rd. to the Fairview Ave./I-184 interchange. The crash analysis identified crashes and crash patterns distributed throughout the corridor with major intersections like Glenwood St. and Orchard St. having a higher rate of crashes than other intersections on the corridor. High driveway densities, frequent turning conflicts, limited pedestrian crossing opportunities, and nighttime crashes highlighted the need for improved driver predictability, access management, and separation of travel modes.

The Chinden Blvd. corridor lacks continuous and connected pedestrian facilities, particularly between Joplin Rd. and 43rd St. Existing pedestrian infrastructure primarily serves north–south side streets, leaving limited and often unsafe options for east–west travel along the corridor. Pedestrian crossings are generally limited to signalized intersections, resulting in long distances between crossing opportunities and midblock crossings in high-speed traffic is more common than it should be. As the corridor transitions toward a more mixed-use context with planned transit-oriented hubs and activity centers, consistent east–west pedestrian facilities and additional safe crossing opportunities across Chinden Blvd. will become increasingly necessary.

The western end of the Corridor is primarily a rural roadway section with no comprehensive conveyance system for stormwater. Stormwater sheet flows off the roadway into adjacent ditches, swales, parking lots, undeveloped land, or side streets. At points, stormwater flows to or is collected and outfalls to the nearby Davis Drain or Thurman Drain. The eastern end of the corridor is an urban section where stormwater is conveyed in the gutter to catch basins, which route it into a subsurface pipe network. The changing land use will create the need for an updated stormwater management system that meets the MS4 permit requirements and be consistent with Treasure Valley standards.

This study responds to those needs by establishing a corridor-wide framework that integrates roadway geometry, access control, multi-modal facilities, and stormwater management. Segment-based cross sections, targeted intersection improvements, enhanced pedestrian crossings, continuous lighting, and integrated drainage concepts address crash patterns and drainage deficiencies while maintaining Chinden Boulevard's regional mobility function. The resulting corridor plan provides ITD, Garden City, and partner agencies with a flexible, data-driven roadmap to guide future design, funding, and implementation decisions as redevelopment continues along the corridor. The Drainage Report included in **Appendix III** should be referenced for detailed stormwater facility sizing criteria and design methodology.

7.2 Next Steps and Continued Coordination

7.2.1 Next Steps

The recommendations identified in this study provide a framework for future project development along the Chinden Blvd. corridor. ITD should consider programming the projects identified in the phasing strategy as funding becomes available and as opportunities arise to coordinate with planned roadway, utility, redevelopment, and multi-modal improvements. Future development along the corridor should be reviewed for consistency with the recommendations and corridor vision established in this study, with opportunities to implement access management, multi-modal, drainage, and streetscape improvements as redevelopment occurs.

As projects or redevelopment advance, ITD, Garden City, ACHD, and partner agencies should continue coordinating to refine project priorities, advance design, and identify implementation opportunities. Future efforts should include project-level traffic and drainage analyses, environmental review and permitting, ROW evaluation, and the establishment of maintenance and ownership agreements for proposed infrastructure. The corridor concepts presented in this study are intended to be implemented incrementally over time, allowing transportation, drainage, and streetscape improvements to be advanced as individual projects while maintaining a consistent long-term vision for the corridor.

7.2.2 Maintenance and Ownership

Chinden Blvd. represents a shared responsibility for design and maintenance between ITD, Garden City, and ACHD, consistent with Idaho Code provisions governing state highways within city limits. Pavement, sidewalks, crossings, landscaping, drainage infrastructure, traffic signals, and pedestrian facilities must be maintained in good condition to support safety, accessibility, and efficient operations. Stormwater collection, conveyance and treatment systems are essential to prevent roadway hazards and localized flooding, while trees and roadside furnishings must be maintained so they do not obstruct the traveling public. It is recommended that the agencies negotiate and execute a written agreement defining ownership, maintenance roles and responsibilities along the corridor prior to advancing projects along the corridor.

Davis Drain – Outfalls, Ownership, and Maintenance Considerations

Ownership and maintenance responsibility for the Davis Drain are not clearly established based on available information. This uncertainty creates potential risk for agencies and stakeholders as future development and system modifications are considered. New stormwater outfalls to the Davis Drain have the potential to alter flow conditions, including ordinary high-water levels, hydraulic capacity, and sediment transport characteristics. These changes may increase maintenance demands and introduce additional operational and liability concerns. Accordingly, the City, ITD, and ACHD should exercise caution when considering new connections. Until ownership and long-term maintenance responsibilities are clearly defined, agencies should carefully evaluate or limit additional outfalls to avoid unintended impacts and future disputes.

As part of this strategy, existing outfalls to the Davis Drain were identified, and contributing stormwater conveyance systems were reviewed. Based on this effort, upsizing of certain upstream conveyance pipes is recommended to address capacity constraints within the tributary

system. While a detailed hydraulic analysis of the cumulative effects of existing outfalls on the Davis Drain was not performed, the assessment indicates that the drain currently functions as a shared conveyance system receiving flow from multiple sources. This condition further underscores the importance of clearly defined maintenance roles and responsibilities.

Moving forward, agencies should consider opportunities to:

- Formalize maintenance responsibilities through agreements or interagency coordination
- Clarify access rights for inspection and maintenance

A coordinated and cautious approach will help reduce uncertainty and minimize the risk of future conflicts related to the Davis Drain.

7.2.3 Thurman Drain Pathway

The pathway placed along the Thurman Drain will require coordination with Drainage District No. 2. They district currently owns an easement which varies from 30 feet to 50 feet in width and a pathway easement is required for all pathways within the Thurman Drain Easement. The previous J-U-B study noted that the alignment may not provide adequate buffer to install street trees required by Garden City Code without purchasing new ROW. Before implementation begins the partner agencies should coordinate with Drainage District No. 2 to confirm the pathway location and impacts to the canal, using this study and the J-U-B study as a guide. As the project is developed, further evaluation of potential ROW and easement impacts should occur.

7.2.4 Urbanization and Driver Behavior

The segment of Chinden Blvd. between Joplin Rd. and Coffey St. has a high-speed limit of 50 mph and as development occurs, changing the speed limit may be beneficial. Garden City and ITD should continue to evaluate this section's speed limit with a range of factors including the 85th percentile vehicle speeds, access spacing, changes to land use, driver behavior and crash history to determine whether the existing speed limit remains appropriate as corridor conditions change.

7.2.5 Continued Planning

Garden City is currently conducting a Master Transportation Planning Study that will serve as a long-range policy and implementation framework to guide how the community invests in its transportation system. As part of the current comprehensive plan update process, the City identified activity nodes and special planning areas shape development patterns in target locations along the corridor. While this study establishes a foundation for improving drainage, connectivity and safety along Chinden Blvd., additional refinements may be necessary to fully align and implement the corridor vision as the City's master planning efforts advance. Garden City should continue to engage ITD during these processes.

7.2.6 Traffic Analysis

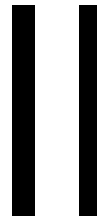
This study did not investigate vehicle or transit operations along the corridor. As projects move into design, traffic operation analyses should be performed to identify performance deficiencies and potential steps to mitigate impacts to the traveling public. The traffic operational analyses will also inform the design of turn lanes and storage lengths at intersections.

7.2.7 Lady Bird Park and the Glenwood St Alignment

The City noted in their Comprehensive Plan that Lady Bird Park and Expo Idaho as an area that would redevelop into an Activity Node for the City. This could include Ada County relocating Lady Bird Park and creating a downtown style redevelopment. If the park relocation were to occur, ITD and Garden City should coordinate to re-align Glenwood St. at its intersection with Chinden Blvd. which would improve intersection operations and safety.



Appendix I: Existing Conditions Memo



Appendix II: Environmental Scan



IV

Appendix IV: Conceptual Roll Plots



V

Appendix V: Maple Grove Rd. Bus Pullout Option



VI

Appendix VI: Public Involvement Summary



VII

Appendix VII: Stakeholder Meeting Minutes



VIII

Appendix VIII: Project Portfolio and Cost Estimates