

Chinden Drainage and Design Study

Key No. 23317

Online meeting overview

Meeting dates: July 18–Aug. 1, 2025

63

survey responses

submitted via the online comment form



2 emailed comments



4 telephone comments



Project overview

In partnership with Garden City, the Idaho Transportation Department is conducting a corridor study along Chinden Boulevard (U.S. Highway 20/26), from milepost 42.8 to milepost 47.3. The study aims to support the development of a comprehensive stormwater drainage plan, evaluate the potential for medians and reduced driveway access, and identify future multimodal improvements, including enhancements for bicyclists, pedestrians, drivers and transit users.

Meeting notifications

ITD used multiple outreach methods to notify the public, businesses and adjacent property owners about the online meeting:

Postcards: 9,969



Mailed to addresses between mileposts 42.8 and 47.3, and within a half-mile north and south of Chinden Boulevard.

Email campaigns:



- » July 16, 2025 - 39 sends
- » July 18, 2025 - 41 sends
- » July 18, 2025 - 41 sends

Press release



- » July 7, 2025

Social media posts

July 15, 2025

- » 32,433 views
- » 16,055 reach
- » 498 link clicks
- » 275 interactions

129 129 17

- » 361 views
- » 4 engagements

July 28, 2025

- » 18,875 views
- » 10,461 reach
- » 125 link clicks
- » 163 interactions

142 16 3

- » 311 views
- » 4 engagements

GARDEN CITY IDAHO
NESTLED BY THE RIVER



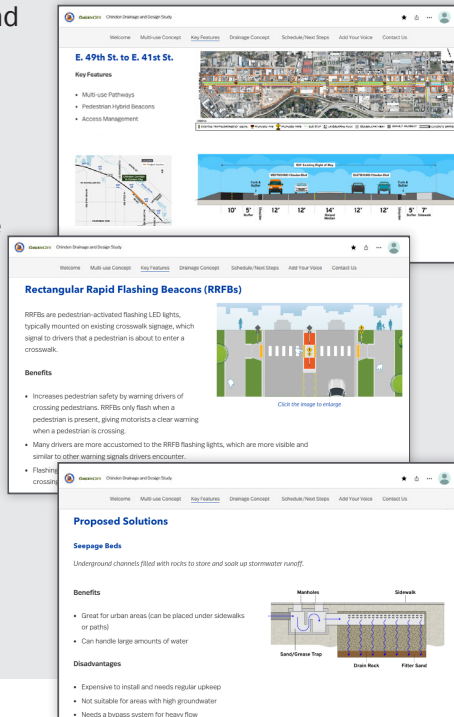
Online meeting

The community was invited to learn more about the study and early concepts through a self-guided online meeting held July 18 through Aug. 1, 2025. The meeting featured a StoryMap presentation and encouraged public feedback via a comment form.

Participants were introduced to the study's purpose and need through slides titled, "Welcome," "Why the Study Is Important" and "What Are the Study Benefits."

Additional slides provided information on:

- » Bicycle, pedestrian and access improvements
- » Drainage concepts
- » Project schedule and next steps
- » How to add your voice
- » Comment form
- » Contact information



A PDF copy of the online meeting is provided in Appendix A.

Public feedback summary

While there was overall support for the study and the information presented, many comments focused on potential impacts to businesses along Chinden Boulevard and the elimination of left turns into businesses.

Respondents expressed concern that the area is primarily used by motor vehicles, with limited pedestrian or bicycle traffic. Some participants also raised questions about how the project team will ensure water quality as it enters the stormwater system.

Participation:

- » **63 responses** were submitted through the online comment form.
- » Participants provided input on multi-use pathways, pedestrian safety features, drainage concepts and potential business impacts.

Key themes:

Business and access concerns

- » Many respondents expressed concern about driveway removals and how decisions regarding driveway consolidation were made.
- » Some feared increased U-turns or unsafe access behaviors.

Multi-use pathways

- » 66% "loved" the concept; most respondents supported improvements.
- » Common suggestions included extending pathways throughout Chinden Boulevard for safety and accessibility.
- » 12.5% emphasized the importance of multi-use pathways to better connect neighborhoods with the greenbelt and local destinations such as parks, sports fields and local businesses.

Stormwater drainage concepts

- » 91% understood the four drainage concepts presented.
- » Top-ranked preferences:
 1. Urban bioretention swales
 2. Seepage beds
 3. Retention basins
 4. Rural bioretention swales
- » Questions focused on water quality, environmental impact and long-term sustainability.

Bike, pedestrian, and access improvements

- » Rectangular Rapid Flashing Beacons (RRFBs):
 - 69% responded positively (44% "like it" / 25% "love it").
 - Concerns included visibility, effectiveness without medians and driver compliance.
- » Pedestrian Hybrid Beacons (PHBs):
 - 80% responded positively (46% "love it" / 34% "like it").
 - Strong support for locations like 32nd Street and areas near the Surel Mitchell Live-Work-Create District.
 - 7.8% of respondents expressed concerns about traffic flow disruptions and potential driver frustration.

Examples of public feedback received

Multi-use pathways

Q: At what locations do you see the need for multiuse pathways and why?

“

I see the need for multi-use pathways up and down the entire segment of Chinden in the scope of this study, although that need becomes more and more acute the farther east on Chinden you go, because the density of homes and businesses increase. And on the east side of Chinden you see more people riding bikes in the road and more sidewalk gaps.

“

32nd Street and 38th Street. Both intersections see a high amount of crossing with no crosswalk or safe location to cross for at least 2 blocks. The businesses and community will prosper with safe crossings at these locations.

“

Going to slow flow of traffic and make worse.

“

I dislike PHB's because they stop traffic and cost more than RRFB's.

RRFBs

Q: At what locations do you see the need for RRFB improvements?

“

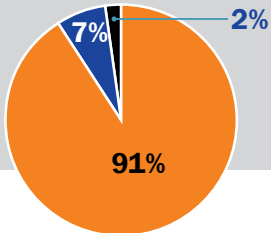
These are better than nothing, but I have often found that traffic fails to stop and that's very dangerous if you're halfway across. However, if this is the only option then go for it in as many locations as possible.

“

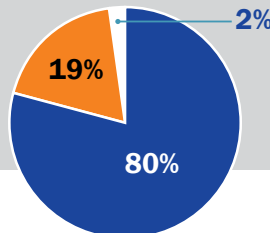
We need more areas to cross before we need special lights to do so.

Drainage concepts

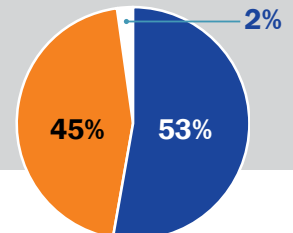
Q: Did you understand the four drainage (stormwater collection and treatment) concepts presented?



Q: Is your address on West Chinden Boulevard?



Q: Is your address adjacent to West Chinden Boulevard?



Key:

● Yes ● No ○ Prefer not to say ● Need more information

General comments and questions for the study team:

In general, I am pro bioswells, but, with the amount of debris and contamination on Chinden, I believe the seepage beds will be a better solution for our rivers. Bioswells would be a nice way to put the garden back in Garden City. As a business owner, I am very concerned with the amount of trash bioswells will gather.

Participant requested information on driveway eliminations and the rationale used to grant some properties one driveway, and other properties no driveways.

Regarding driveways - how did you determine that 4843 and 4901 should have zero Chinden driveways? Going from two driveways to one is somewhat understandable. To go from one driveway to zero is harsh to say the least.

Will the drainage systems tie into, or have an impact on, the Hyatt Wetlands and its stormwater cleaning process? I have lived in Sherwood West, next to Hyatt and above Chinden, for almost 30 years. The improvements done at the Wetlands seem to have helped both birds and the waterflow; I would hate to have that impacted by the needed drainage improvements along Chinden. Thank you for the detailed explanations and visuals - well done!



Chinden Drainage and Design Study Frequently Asked Questions Key No. 23311

We value everyone's input and are responding to Frequently Asked Questions received during the public comment period for the Chinden Drainage and Design Study project. The comment period was from July 18 through Aug. 1, 2025.

Why is the study analyzing the removal or consolidation of commercial driveways?

Reducing the width, removing, or consolidating commercial driveways can lower the potential for rear-end and turning vehicle crashes, resulting in more efficient and safer travel patterns.

How do you determine which commercial driveways are consolidated or removed?

The study integrated the "Garden City Access Management Plan," developed by ITD in 2019. That study reviewed the existing access against Idaho Code and recommended consolidation to increase roadway capacity, reduce crashes and shorten travel time for motorists.

The determination is made by considering several factors, including access redundancy, spacing standards, proximity to intersections, and existing access on side streets. No final determinations regarding access have been made. ITD and Garden City will discuss access with property owners as projects are programmed and designed.

When will the project be implemented?

Final recommendations and cost estimates are scheduled for completion in spring 2026. No timeline or funding has been established for implementing the recommendations.

Does ITD have all of the right of way or will eminent domain be used?

The project is currently in the study phase, and the extent of any right-of-way acquisitions is not yet known or funded. Given growth in the area, it is likely that ITD will need to purchase right of way in the future.

If the project moves into the design phase and right-of-way needs are identified and funded, ITD will begin engaging with affected property owners. The department always attempts to acquire the necessary right of way through voluntary negotiations. This process includes independent appraisals to determine fair market value, followed by an offer to purchase the land or easement.





If a mutual agreement cannot be reached and the property is deemed essential for a public project, ITD may initiate eminent domain proceedings to acquire the necessary right of way through legal means. Even then, property owners are still provided compensation based on fair market value.

What can we do in design to prevent trash collection on the bioswales?

As with all roadway facilities, proper maintenance is required to keep drainage facilities clear of trash and debris. Garden City, ITD and adjacent property owners will need to conduct regular maintenance to keep their community clean.

How do any of these proposed pedestrian crossings improve traffic flow?

Pedestrians currently cross Chinden Boulevard at unmarked locations along the corridor. This leads vehicles to yield unexpectedly, brake hard to stop and travel at inconsistent speeds. Consolidated and signalized pedestrian crossings group pedestrians together and reduce unexpected yielding, leading to smoother traffic and a decrease in rear-end or pedestrian crashes.

Pedestrian and multi-modal improvements look at the greater roadway system, its safety and ability to allow for people to use modes of transportation other than personal vehicles. Improving multi-modal options could lead to fewer vehicles on the road for short trips and encourage the use of public transportation.

Why are we focusing on pedestrian improvements?

Pedestrian and multi-modal improvements are being considered to enhance safety for everyone in the project area. The safety concerns are a result of increasing traffic volumes, pedestrian and bicyclist proximity to high-speed traffic, missing sidewalks and inadequate lighting. Based on the most recent crash data, 22 vehicle-pedestrian crashes occurred along this section of Chinden Boulevard. Fifteen of these were intersection or driveway-related. Additionally, public transit stops on Chinden Boulevard are not compliant with the Americans with Disabilities Act and in some cases, lack connecting infrastructure.

The study builds on previous studies and plans, including the “Bike and Pedestrian Report for Chinden Boulevard in Garden City,” developed by the Federal Highway Administration in 2015 and the “Garden City Comprehensive Plan.” The plans and studies show that improvements at these locations along Chinden Boulevard would increase safety by reducing pedestrian and bicycle conflicts with vehicles and connecting to the larger bike and pedestrian improvements throughout the roadway network.





What plant species are proposed for use in bioswales?

The study at this phase did not specifically identify what plant species would be proposed for use in bioswales. However, a variety of native plant species are commonly proposed for use in bioswales. Each species' ability to tolerate fluctuating moisture levels, stabilize soil, and filter pollutants is considered when selecting plants and grasses.

How will the projects be funded?

Currently, a funding source has not been identified. No funds have been allocated for the design or construction of future corridor improvement projects.

Who decides which projects will be constructed?

Once final study recommendations and cost estimates are complete, ITD and Garden City will collaborate to advance future corridor improvement projects.

Individuals who need special accommodations should contact CivilRights@itd.idaho.gov or 208-334-8884. TTY/TDD users dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.



Chinden Drainage and Design Study

Key No. 23311

Appendix A

Online Meeting



Chinden Drainage and Design Study

June 2025

Please scroll down to view the information.



The Idaho Transportation Department is hosting this online meeting to share information about the Chinden Drainage and Design Study.



GARDEN CITY

*To leave a comment, navigate to the comment form at the end of the page. **The deadline for submitting a comment about this online meeting is August 1, 2025.***

If you have questions after participating in the online meeting, please send an email to contact@chindendrainagestudy.com . A member of the study team will respond within 48 hours, excluding holidays and weekends.

Welcome

In partnership with Garden City, the Idaho Transportation Department is conducting a study along Chinden Boulevard (U.S. Highway 20/26). The purposes of the study are to help develop a stormwater drainage plan, investigate adding medians and reducing driveway approaches, and identify corridor improvements for future multi-modal projects. Multi-modal projects may include bicycle, pedestrian, and transit (or bus) solutions.

Thank you for your interest!
Please scroll down to view the information.



Click the image to enlarge



Why is the study important?

Flooding Issues

Areas along Chinden Boulevard sometimes flood, causing occasional road closures and minor property damage. The study will review drainage flow patterns and inventory the existing drainage system (open channels, drainage ditches and swales) along Chinden Boulevard.



Drainage swale(s). *Click the image to enlarge*

Development and Planning

As new construction occurs along the corridor, there is currently no unified plan to ensure that consistent drainage and multi-modal facilities (like sidewalks and bike lanes) are included with each project.

Connectivity and Mobility

Pedestrians and bicyclists experience poor connectivity and limited mobility due to increasing traffic volumes, proximity to high-speed traffic, narrow or missing sidewalks, and lack of lighting.



Public transit stops on Chinden Boulevard are not compliant with the Americans with Disabilities Act (ADA), and in some cases, lack connecting infrastructure.

What are the study benefits?

Better Stormwater Protection

Improved water management systems will prevent flooding, making the city healthier, more sustainable, and more livable.

Enhanced Safety and Accessibility

The study will identify projects to improve safety and accessibility for pedestrians, bicyclists, and public transit users. The study will also explore the benefits of adding medians and consolidating driveway approaches to reduce vehicle conflicts and crashes, resulting in more efficient and safer vehicle travel patterns.

Consistent Infrastructure Planning

Developing an integrated corridor plan will ensure consistent planning and construction of stormwater drainage infrastructure to meet the growing demands of Garden City's population and businesses.



Bike, Pedestrian, and Access Improvements

Key Features

Multi-use Pathways

Multi-use pathways are paved pathways that serve bicycling, walking, and other active modes in both directions. They are wider than sidewalks and can handle a larger variety and amount of non-vehicle traffic than sidewalks.

Why do we need multi-use pathways?

Based on the most recent crash data, 22 vehicle-pedestrian crashes occurred along the Chinden Boulevard project area. Fifteen of these were intersection or driveway related. The proposed concepts seek to improve traffic flow and safety by separating vehicle and multi-modal traffic, reducing conflict points, and providing designated crossing opportunities for pedestrians. Please read below about each concept, its benefits and drawbacks, and where it is proposed along the corridor.

Benefits

- Separates pedestrians and cyclists from traffic.
- Reduces the risk of motor vehicle crashes with pedestrians and cyclists.



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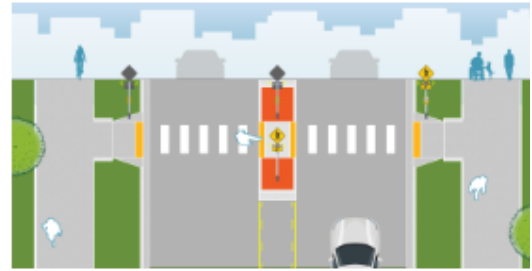
Where are these proposed?

Based on previous studies, the following locations were identified as potential multi-use pathway locations that would increase pedestrian and bike safety, reduce conflicts with vehicles, and connect to the larger bike and pedestrian improvements throughout the roadway network:

- North side of Chinden Boulevard:
 - Joplin Road to Maple Grove Road
 - Kent Lane to Garden Street
 - Along the Thurman Drain from Maple Grove Road to Coffey Street
 - Both sides of Chinden Boulevard from Coffey Street to Kent Lane
-
-

Rectangular Rapid Flashing Beacons (RRFBs)

RRFBs are pedestrian-activated flashing LED lights, typically mounted on existing crosswalk signage, which signal to drivers that a pedestrian is about to enter a crosswalk.



Click the image to enlarge

Benefits

- Increases pedestrian safety by warning drivers of crossing pedestrians. RRFBs only flash when a pedestrian is present, giving motorists a clear warning when a pedestrian is crossing.
- Many drivers are more accustomed to the RRFB flashing lights, which are more visible and similar to other warning signals drivers encounter.
- Flashing lights are brighter, have more intensity, and flash at a much faster rate than traditional crossing beacons, making pedestrians more visible to drivers.
- Highly effective at getting drivers to stop for crossing pedestrians when speed limits are lower than 40 miles per hour.
- A cost-effective measure that can be added to existing crossing signage.

Disadvantages

- Less effective at getting motorists to stop/yield than a traditional traffic signal.

Where are these proposed?

RRFBs are proposed at intersections where vehicles have their own lane to turn right at signalized intersections without stopping, such as the Glenwood Street and Orchard Street Intersections.

Pedestrian Hybrid Beacons (PHBs)

Like RRFBs, PHBs are pedestrian-activated lights that flash to alert drivers of pedestrian crossings. Unlike RRFBs, PHBs are mounted on mast arms above the crosswalk, much like a traffic signal at an intersection, which makes them easier to see from a distance.



Benefits

- Enhances pedestrian safety. When activated by pedestrians, these signals alert drivers to slow and come to a stop while also providing the right-of-way to pedestrians to safely cross.
- When a car stops, it might not be clear to other drivers whether it is for a pedestrian or another reason. This can be dangerous because the stopped car can block the view of pedestrians, leading to accidents with drivers who do not see them. The PHB helps solve this issue by clearly signaling that the crosswalk is in use and that all drivers must stop completely.
- Greater visibility than RRFBs.

Disadvantages

- Complex signal pattern. PHBs have a more complex signal pattern, which can be confusing for drivers who are not familiar with it.
 - The signal starts with a flashing yellow light, followed by a steady yellow, and then a steady red light, which then transitions to a flashing red.
- More expensive than RRFBs.

Where are these proposed?

PHBs are proposed at the following Chinden Boulevard intersections:

- Coffey Street
- 48th Street
- 43rd Street
- 40th Street
- 38th Street
- 32nd Street

These locations were chosen to increase signalized crossing opportunities for pedestrians along the corridor and are near designated bike and pedestrian corridors to and from the greenbelt.

Access Management

Based on the most recent five years of data, a total of 697 crashes occurred within the Chinden Boulevard project area. Angled turning crashes make up 14.9% of all crashes, sideswipe crashes make up 11.9%, and head-on crashes make up 7.9% of crashes along this segment. Additionally, 15 crashes were driveway related. These types of crashes suggest that improvements in road design, signage, and traffic management could help reduce the number of crashes along this stretch of Chinden Boulevard. The concepts propose two solutions to reduce these types of crashes:



Click the image to enlarge

1. *Reduce the number of driveways and access points along Chinden Boulevard.*
2. *Install raised medians.*

Reduce Driveways

Benefits

- Reduces the risk for crashes between vehicles, pedestrians, and bicycles.
- Increases traffic efficiency by reducing the number of locations where vehicles need to stop for turning vehicles.

Disadvantages

- Fewer access points to parcels or streets/alleys.

Install Raised Medians

Benefits

- Reduces chances of turning and head-on crashes by limiting where turns can be made.
- Increases traffic flow by reducing stops for turning vehicles.

Disadvantages

- Drivers may need to take U-turns at signalized intersections downstream to access destinations.

Bike, Pedestrian, and Access Improvement Maps

The project area has been divided into 5 sections. The maps below show each section with features to be included followed by illustrations of what a typical street section may look like. The corridor sections are:

- Mile Marker 42.8 to N. Maple Grove
- N. Maple Grove to N. Glenwood St.
- N. Glenwood St. to E. 49th St.
- E. 49th St. to E. 41st St.
- E. 41st St. to W. 30th St.

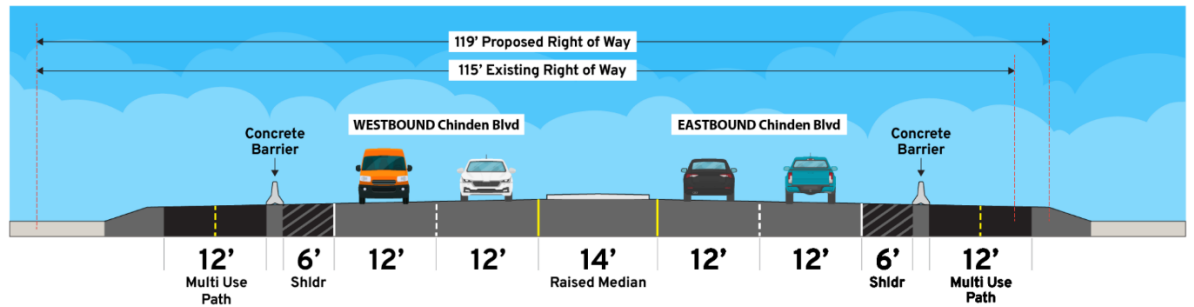
Mile Marker 42.8 to N. Maple Grove

Key Features

- Multi-use Pathways
- Access Management



Mile Marker 42.8 to N. Maple Grove



N. Maple Grove to N. Glenwood St.

Key Features

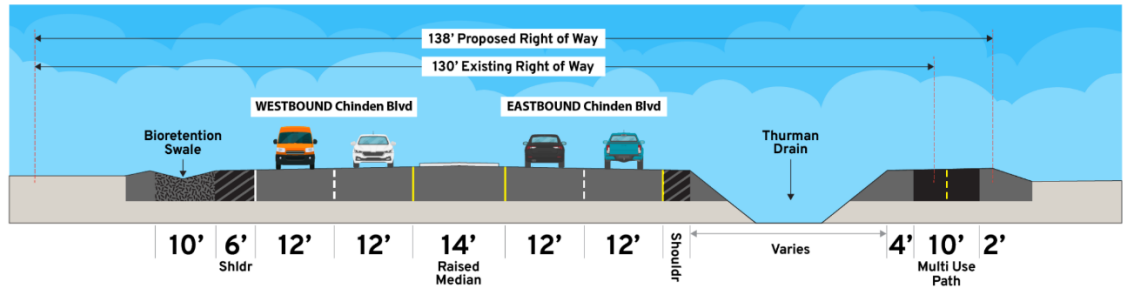
- Multi-Use Pathways
- Pedestrian Hybrid Beacons
- Access Management

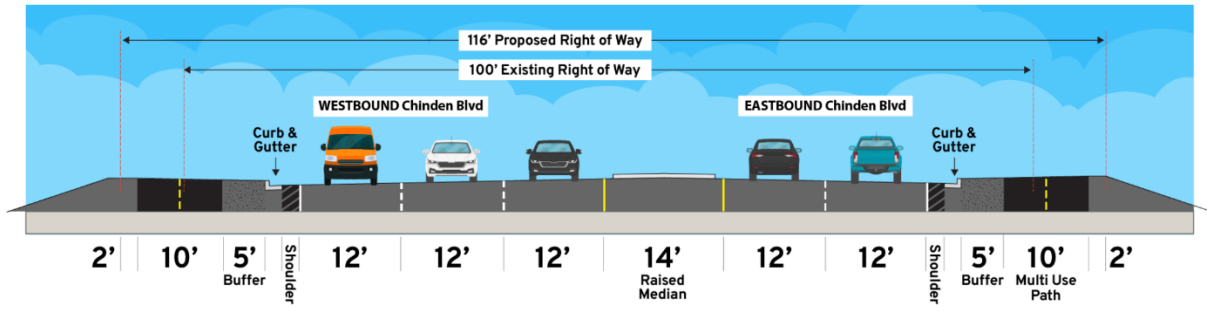


LEGEND

- EXISTING TRAFFIC/EMERGENCY SIGNAL
- PROPOSED PHB
- PROPOSED RRFB
- BUS STOP
- LANDSCAPING ROCK
- SIDEWALK/PATHWAY
- ASPHALT PAVEMENT
- CONCRETE BARRIER

N. Maple Grove to S. Coffey St.





N. Glenwood St. to E. 49th St.

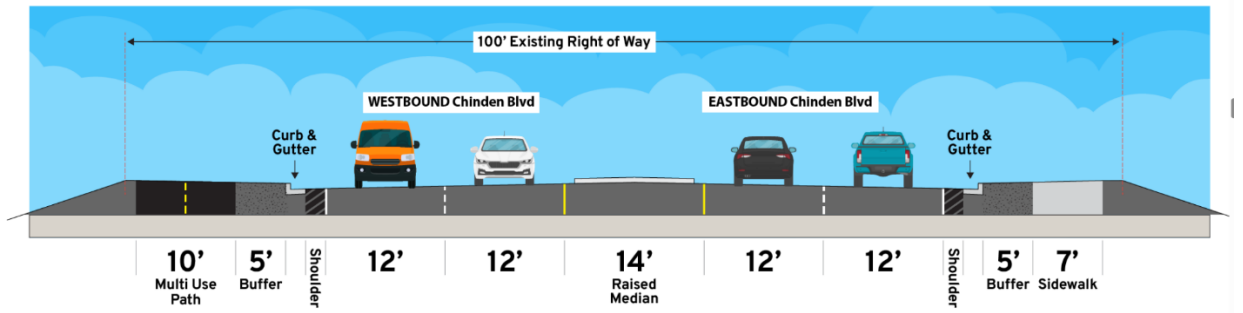
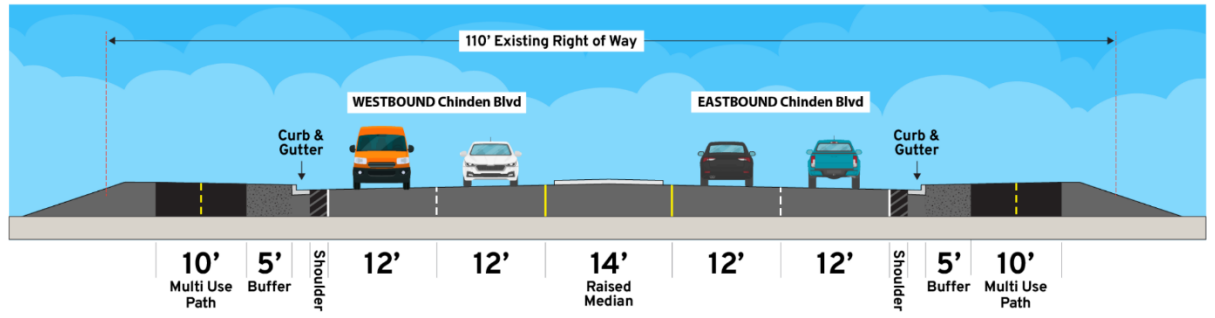
Key Features

- Multi-Use Pathways
- Rectangular Rapid Flashing Beacon
- Access Management



LEGEND

- EXISTING TRAFFIC/EMERGENCY SIGNAL
- PROPOSED PHB
- PROPOSED RRFB
- BUS STOP
- LANDSCAPING ROCK
- SIDEWALK/PATHWAY
- ASPHALT PAVEMENT
- CONCRETE BARRIER



E. 49th St. to E. 41st St.

Key Features

- Multi-use Pathways
- Pedestrian Hybrid Beacons
- Access Management

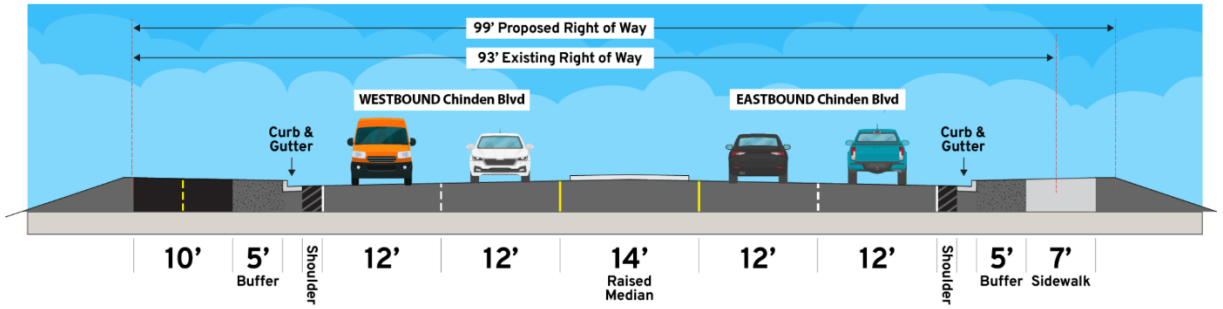


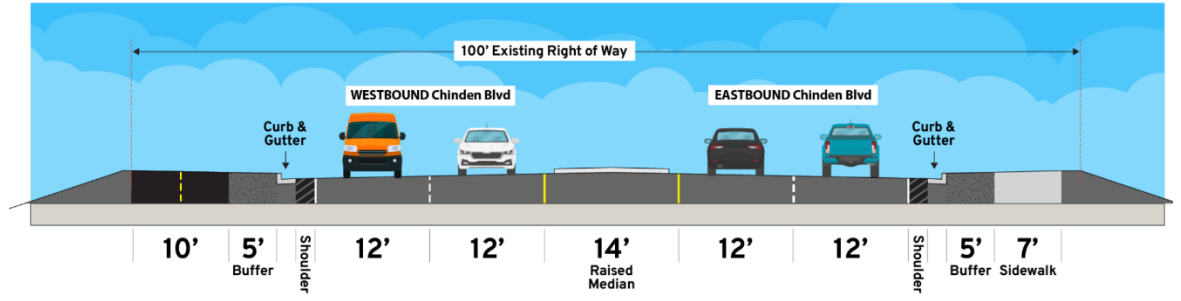
LEGEND

- EXISTING TRAFFIC/EMERGENCY SIGNAL
- PROPOSED PHB
- PROPOSED RRFB
- BUS STOP
- LANDSCAPING ROCK
- SIDEWALK/PATHWAY
- ASPHALT PAVEMENT
- CONCRETE BARRIER



E. 49th St. to E. 46th Pl.





E. 41st St. to W. 30th St.

Key Features

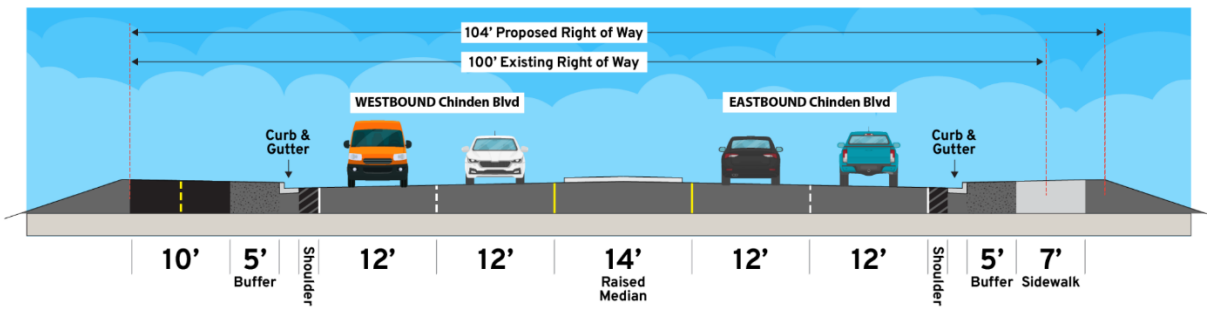
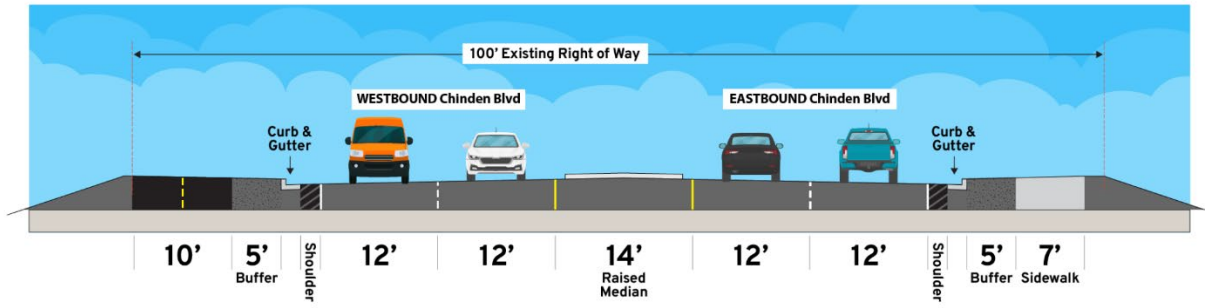
- Multi-use Pathways
- Rectangular Rapid Flashing Beacon
- Pedestrian Hybrid Beacons
- Access Management



LEGEND

	EXISTING TRAFFIC/EMERGENCY SIGNAL		PROPOSED PHB		PROPOSED RRFB		BUS STOP		LANDSCAPING ROCK		SIDEWALK/PATHWAY		ASPHALT PAVEMENT		CONCRETE BARRIER
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Drainage Concept

Why do we need stormwater collection and treatment?

Permanent stormwater runoff from Chinden Boulevard flows into nearby ditches, parking lots, side streets, and undeveloped land causing minor property damage and road closures. This water is usually untreated before it goes into drains. In response, Garden City is proposing use of several best management practices to manage, treat, and either store or discharge stormwater.

These stormwater controls are designed to control drainage and ensure long-term treatment of stormwater runoff from the areas they serve. Stormwater controls like basins, swales, permeable pavers, and underground structures require routine inspection and maintenance to ensure they continue to operate as designed.

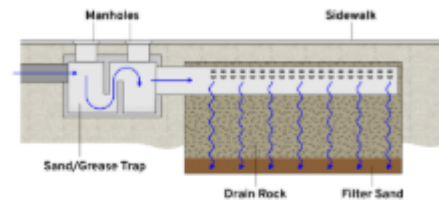
Proposed Solutions

Seepage Beds

Underground channels filled with rocks to store and soak up stormwater runoff.

Benefits

- Great for urban areas (can be placed under sidewalks or paths)
- Can handle large amounts of water



Disadvantages

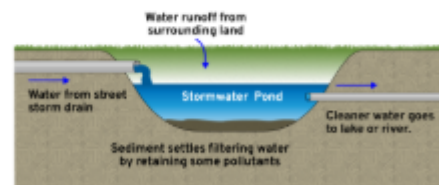
- Expensive to install and needs regular upkeep
- Not suitable for areas with high groundwater
- Needs a bypass system for heavy flow

Retention Basins

Shallow ponds designed to store and soak up stormwater runoff.

Benefits

- Moderate installation cost
- Low annual maintenance costs
- Good for areas with high groundwater
- Can handle large water flows



Disadvantages

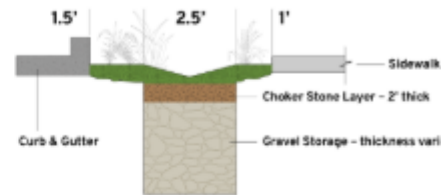
- Needs a lot of space
- Needs bypass systems where space is limited

Urban Bioretention Swales

Vegetated areas between the curb and sidewalk with underground gravel layers to treat and soak up stormwater.

Benefits

- Can be landscaped to enhance scenery
- Good for areas with high groundwater



Disadvantages

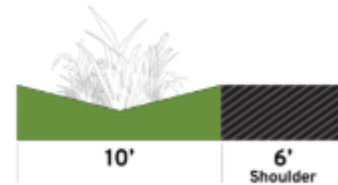
- Expensive to install
- Needs regular maintenance and possibly irrigation
- Needs bypass systems for heavy flow

Rural Bioretention Swales

Roadside channels that treat and soak up runoff from the road.

Benefits

- Uses existing highway space
- Does not need a collection system
- Good for areas with high groundwater



Disadvantages

- Limited depth and storage due to available space



N. Maple Grove - N. Glenwood St.

Proposed Solutions

- Rural Bioretention Swales
- Urban Bioretention Swales



N. Glenwood St. - E. 49th St.

Proposed Solutions

- Retention Basins



E. 49th St. - E. 41st St

Proposed Solutions

- Seepage Beds
- Urban Bioretention Swales



E. 41st St. - E. 30th St.

Proposed Solutions

- Seepage Beds



Schedule and Next Steps

Existing information from previous studies that aligns with current planning efforts will be consolidated into the corridor design phase. This study will compile recommendations to guide development along the corridor and identify specific projects for future planning, design, and construction.

**Dates and schedule subject to change*

Fall 2024

Data Collection

Gather information from existing and new sources to understand what improvements are needed in the project area.

Summer 2025

Design Draft Corridor Concepts

Develop initial ideas for improving the corridor.

Online Public Meeting #1

Share project information with the community and gather their input.

Revise Corridor Concepts

Update the corridor improvement ideas based on community feedback and new information

Winter 2025

Online Public Meeting #2

Provide updated project information to the community and gather more input.

Draft Project Descriptions & Estimates

Develop recommendations and estimate costs for future multi-modal projects.

January 2026

Finalize project descriptions & estimates

Complete the final recommendations and cost estimates for the project. ITD and Garden City will collaborate on the advancement of future multi-modal projects.



Add Your Voice

Tell us what you think | Engage

After reviewing the information for the Chinden Drainage and Design study, complete the comment form to give your opinion about the two concepts.

Thank you for your important participation!

Public involvement is important to the success of this project.

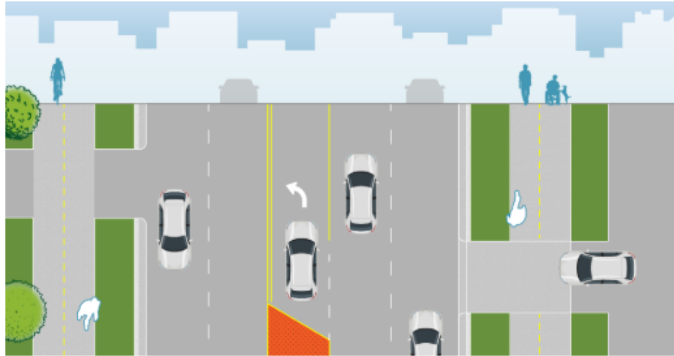
- Click on the comment form as part of this online meeting to share your feedback.
- If you prefer to mail your comments vs. submitting online, please [download](#) and mail completed comment form to:
HDR Engineering, Inc
Attn: Chonne Sherman
412 E Parkcenter Blvd, Ste 100
Boise, Idaho 83706-6659

Comments are due by August 1, 2025.

Click in the form below to get started.

Chinden Design and Drainage Study

Thank you for your interest!



The first group of questions are about multi-use pathways. As a reminder, multi-use pathways are paved pathways that serve bicycling, walking, and other active modes in both directions. They are wider than sidewalks and can handle a larger variety and amount

Contact Us

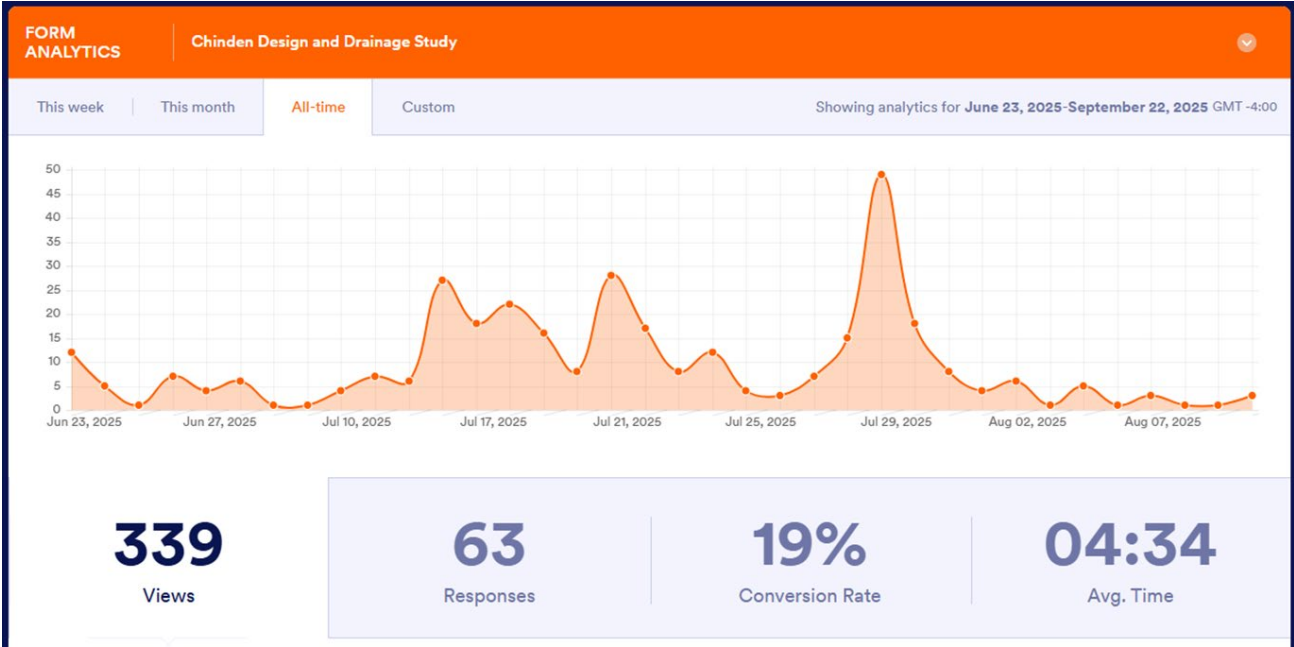
If you have questions, please contact the study team:

phone: 208.387.7159

email: contact@chindendrainagestudy.com

Individuals who need special accommodations should contact CivilRights@itd.idaho.gov or 208-334-8884. TTY/TDD users Dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.

Online meeting website metrics

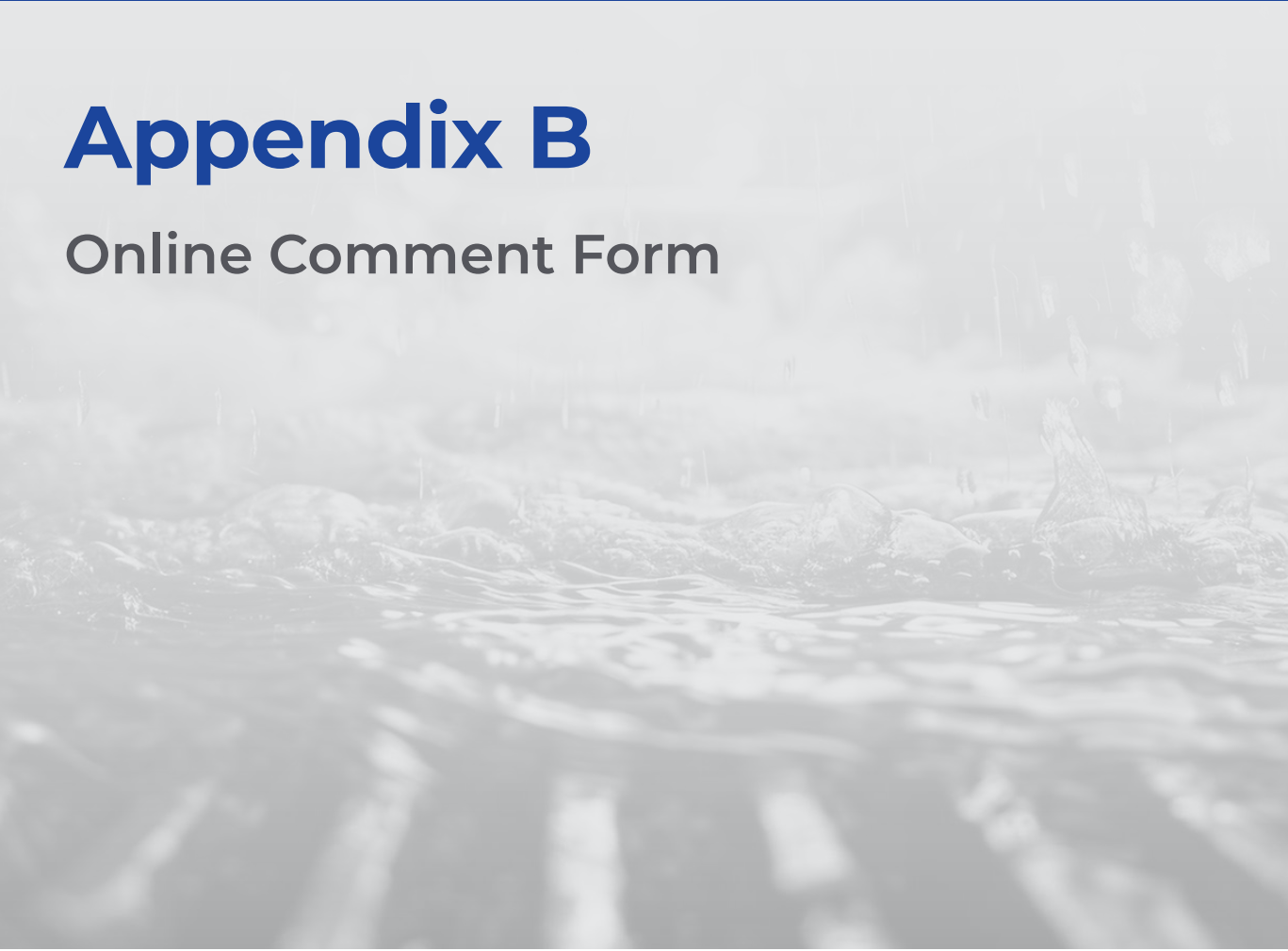


Chinden Drainage and Design Study

Key No. 23311

Appendix B

Online Comment Form



Chinden Design and Drainage Study

Thank you for your interest!



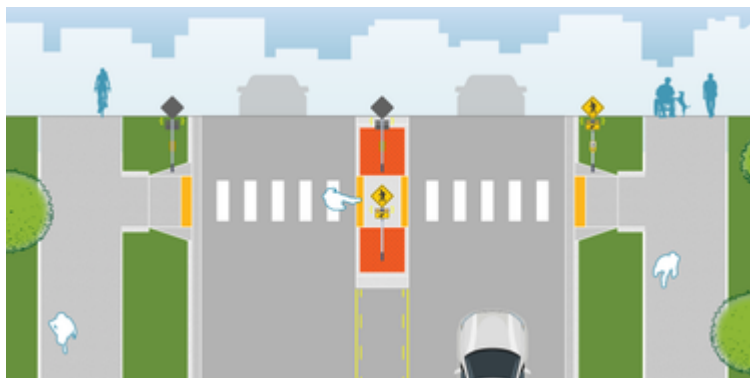
Multi-Use Pathways

The first group of questions are about multi-use pathways. As a reminder, multi-use pathways are paved pathways that serve bicycling, walking, and other active modes in both directions. They are wider than sidewalks and can handle a larger variety and amount of non-vehicle traffic than sidewalks.

1. What do you think of the multi-use pathways?

- Love it
- Like it
- Neither like nor dislike
- Dislike it
- Strongly dislike it

2. At what location(s) do you see the need for multi-use pathway improvements? Why?



Rapid Flashing Beacons (RRFBs)

The second group of questions are about Rectangular Rapid Flashing Beacons (RRFBs). RRFBs are pedestrian-activated flashing LED lights, typically mounted on existing crosswalk signage, which signal to drivers that a pedestrian is about to enter a crosswalk.

3. What do you think of the RRFBs?

- Love it
- Like it
- Neither like nor dislike
- Dislike it
- Strongly dislike it

4. At what location(s) do you see the need for RRFB improvements? Why?



Pedestrian Hybrid Beacons (PHBs)

The third group of questions are about the Pedestrian Hybrid Beacons (PHBs). PHBs are pedestrian-activated lights that flash to alert drivers of pedestrian crossings. Unlike RRFBs, PHBs are mounted on mast arms above the crosswalk, much like a traffic signal at an intersection, which makes them easier to see from a distance.

5. What do you think of the PHBs?

- Love it
- Like it
- Neither like nor dislike
- Dislike it
- Strongly dislike it

6. At what location(s) do you see the need for PHB improvements? Why?

The fourth group of questions are about the four proposed drainage (stormwater collection and treatment) concepts :

- a. **Seepage Beds:** Underground channels filled with rocks to store and soak up stormwater runoff.
- b. **Retention Basins:** Shallow ponds designed to store and soak up stormwater runoff.
- c. **Urban Bioretention Swales:** Vegetated areas between the curb and sidewalk with underground gravel layers to treat and soak up stormwater.
- d. **Rural Bioretention Swales:** Roadside channels that treat and soak up runoff from the road.

9. Do you have any general questions for the project team?

7. Did you understand the four drainage (stormwater collection and treatment) concepts presented?

- Yes
- No
- Need more information about one or more concepts

Which concept(s) do you need more information about?

10. Is your address on W Chinden Boulevard?

- Yes
- No
- Prefer not to say

11. Is your address on a street adjacent to W Chinden Boulevard?

- Yes

No

Prefer not to say

12. Would you like to be added to our mailing list? If so, please enter your contact information below. Your comments and contact information become part of the permanent record for this project. By including your email address, you are giving ITD permission to send you email updates on this project.

13. Please let us know how you heard about this project! Check all that apply.

Postcard

Sign on the street

Email

Word of mouth (i.e., from your neighbor, friends, or family)

Other

Voluntary

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)), and will become part of the public record for this project, though personally identifiable information will be redacted. Your information may be added to the stakeholder database for the project, though you may unsubscribe from updates at any time.

Please check the appropriate box.

Male

Female

Are you disabled?

Yes

No

Please identify your ethnicity.

American Indian (Tribal Native)/Alaska Native

Native Hawaiian and other Pacific Islander

Black

Asian

Hispanic

White

Ethnicity not listed

Please mail completed comment form to:

HDR Engineering, Inc
Attn: Chonne Sherman
412 E Parkcenter Blvd, Ste 100
Boise, Idaho 83706-6659

Thank you for your participation in this important study!

Chinden Drainage and Design Study

Key No. 23311

Appendix C

Notifications



Chinden Drainage and Design

Idaho Transportation Department and Garden City are conducting a study along Chinden Boulevard (U.S. Highway 20/26).



HDR, Engineering, Inc.
412 E Parkcenter Blvd, Ste 100
Boise, ID 83706-6659

YOUR INPUT MATTERS!

Join us to help shape the future of transportation in Ada County.

ONLINE MEETING
July 18 – August 1



QUESTIONS?

Please call Chonne Sherman at 208.387.7159 or email chonne.sherman@hdrinc.com.

Individuals who need special accommodations should contact CivilRights@itd.idaho.gov or 208-334-8884. TTY/TDD users Dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.

Chinden Drainage and Design

PURPOSE OF THE STUDY

- » Develop a stormwater drainage plan.
- » Investigate adding medians and reducing driveway approaches.
- » Identify corridor improvements for future multi-modal projects, that may include bicycle, pedestrian, and transit (or bus) solutions.

BENEFITS OF THE STUDY

- » Better stormwater protection
- » Enhanced safety and accessibility
- » Consistent infrastructure planning

ONLINE MEETING
July 18 – August 1


We invite you to attend the online meeting to learn more about this study and be involved by providing feedback, ideas, and input as the study moves forward identifying transportation issues and potential solutions in the focus area.


An online meeting will be available from July 18 – August 1 at itdprojects.idaho.gov/pages/chinden-drainage-and-design.



GARDEN CITY IDAHO
ESTABLISHED BY THE RIVER





Idaho Transportation Department
 Jul 15 · 🌐



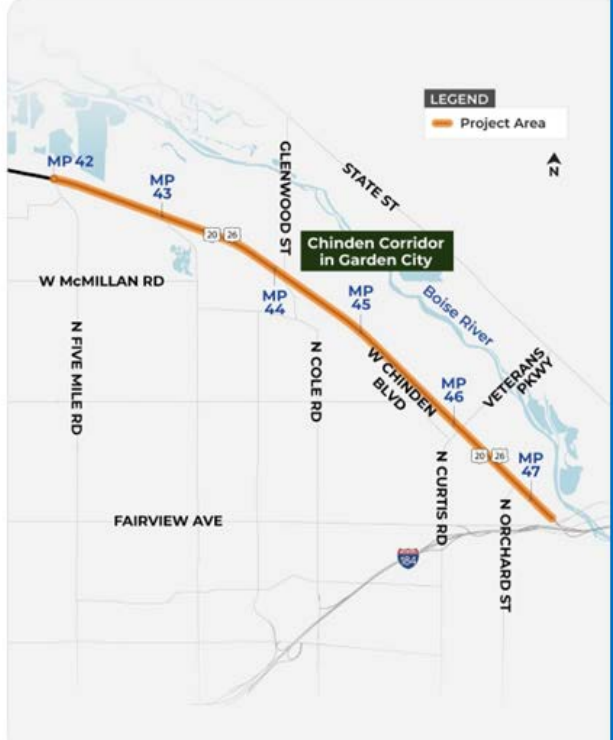
Idaho Transportation Department
 Government organization


[Learn more](#)


GARDEN CITY: Help us increase connectivity and mobility along the Chinden corridor! Provide your input on potential corridor improvements for future multi-modal projects and stormwater drainage plan concepts by visiting our online meeting at <https://itdprojects.idaho.gov/pages/chinden-drainage-and-design> July 18 through August 1.


Idaho Transportation Dep... · 7/15/25 · 🌐 · 🔄

Help us increase connectivity & mobility along the Chinden corridor! Visit our online meeting at itdprojects.idaho.gov/pages/chinden-... July 18 through Aug. 1 to provide your input on potential corridor improvements for future multi-modal projects & stormwater drainage plan concepts.





Idaho Transportation Department Jul 28 · 🌐




Idaho Transportation Department
 Government organization
 Learn more

GARDEN CITY: There's still time to share your feedback! Visit our online meeting at <https://itdprojects.idaho.gov/pages/chinden-drainage-and-design> anytime through August 1, where you'll have the opportunity to provide your input on potential corridor improvements for future multi-modal projects and stormwater drainage plan concepts.


Idaho Transportation Depart... 7/28/25

There's still time! Visit our online meeting at itdprojects.idaho.gov/pages/chinden-... anytime through Aug. 1, where you'll have the opportunity to provide your input on potential corridor improvements for future multi-modal projects and stormwater drainage plan concepts.



Social media metrics

Post	Facebook metrics	X metrics
July 15	<ul style="list-style-type: none">• 32,433 views• 16,055 reach• 275 interactions (129 likes and reactions, 129 comments, 17 shares, 3 saves)• 498 link clicks	<ul style="list-style-type: none">• 361 views• 4 engagements (2 likes, 2 link clicks)
July 28	<ul style="list-style-type: none">• 18,875 views• 10,461 reach• 163 interactions (142 likes and reactions, 16 comments, 3 shares, 2 saves)• 125 link clicks	<ul style="list-style-type: none">• 311 views• 4 engagements (1 like, 2 link clicks, 1 repost)

Chinden Drainage and Design Study

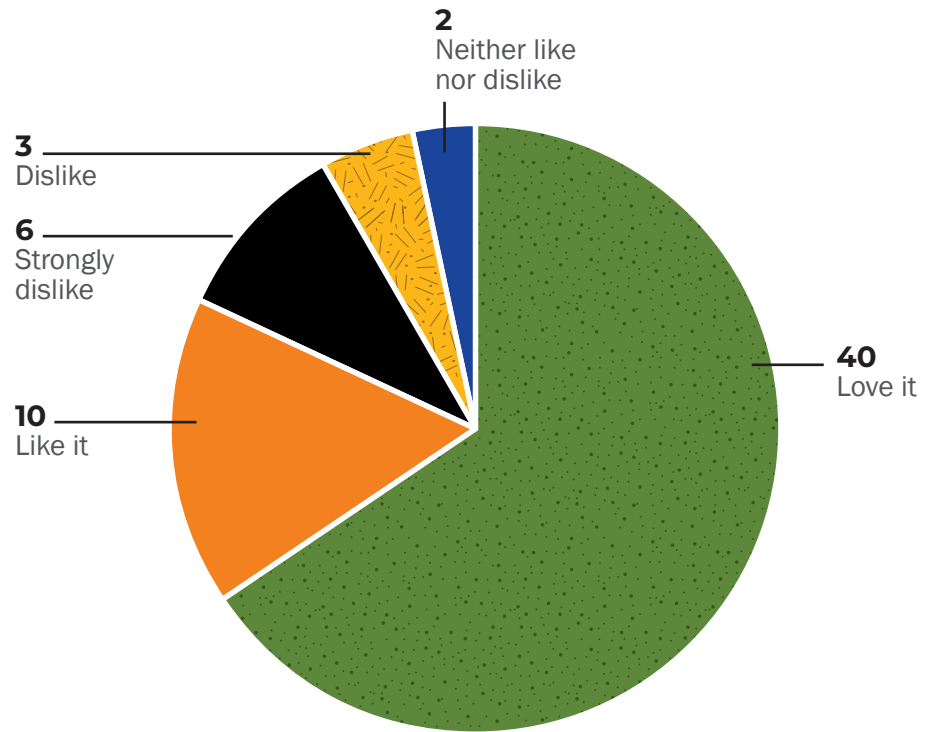
Key No. 23311

Appendix D

Public Comments



1. What do you think of the multi-use pathways?



LEGEND:

 Strongly dislike it

 Dislike it

 Neither like nor dislike

 Like it

 Love it

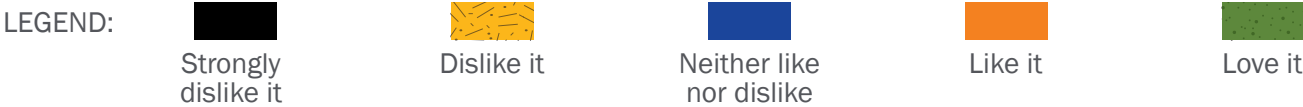
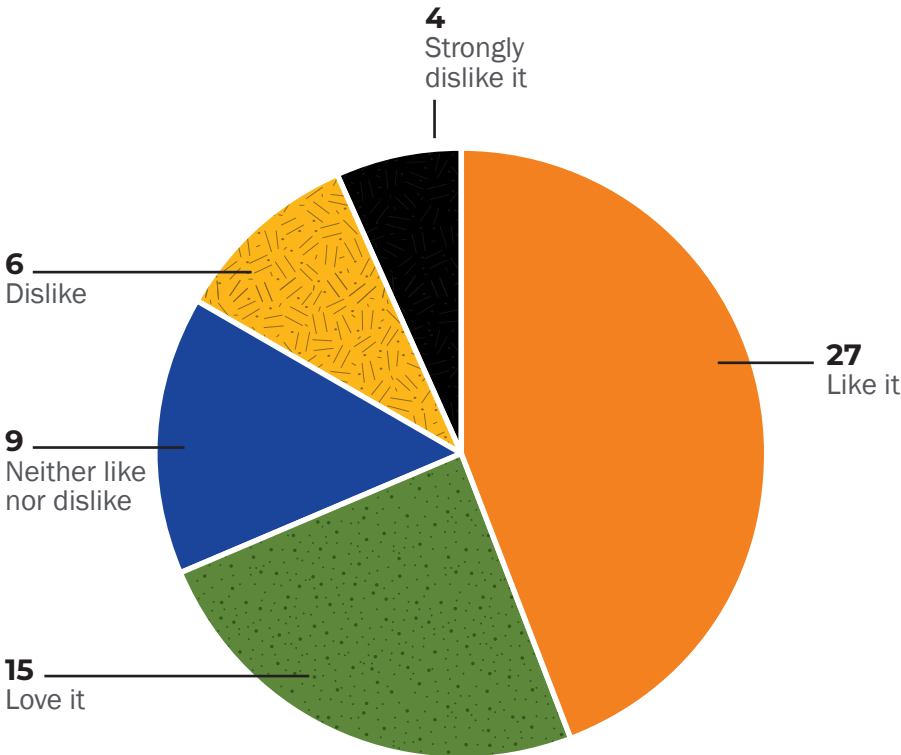
SUBMISSION DATE	Q2. AT WHAT LOCATION(S) DO YOU SEE THE NEED FOR MULTI-USE PATHWAY IMPROVEMENTS? WHY?	NAME
Aug 4, 2025	Chinden is a mess decorated with white bikes. This project is overdue and will be a huge benefit to the community.	
Aug 1, 2025	Chinden/Garrett and children and Glenwood.	
Jul 30, 2025	All along Chinden. First should be Maple Grove to Kent to connect W Garden City to Fairgrounds.	
Jul 30, 2025	Hard to say at this early stage. In a decade I'd like to imagine it from the Connector to Glenwood.	Tyler Nelson
Jul 30, 2025	As many as possible. Why - safety and makes Chinden Blvd. more accessible and community friendly instead of a superhighway for commuters.	
Jul 30, 2025	These are a continuation of what was built in the 1970s and should be rebuilt to modern standards and with modern design concepts. 100% support them.	
Jul 29, 2025	The entire Boulevard. For safety getting across Chinden at multiple locations.	Byron Nelson
Jul 29, 2025	<p>The right turn from eastbound Chinden Boulevard onto South Orchard Street should be redesigned as a standard right turn lane, similar to the configuration at westbound Chinden and 37th Street. Currently, the layout functions more like an entrance ramp, encouraging higher speeds and creating confusion for drivers.</p> <p>This design poses a significant safety risk—especially for pedestrians—due to limited visibility caused by overgrown trees and the curvature of the roadway. I've observed multiple close calls involving vehicles and cyclists, where drivers merging south onto Orchard failed to notice individuals approaching from the left.</p> <p>Improving this intersection would enhance safety for all users and align it more closely with proven design standards in the area.</p>	
Jul 29, 2025	Along the entire corridor	
Jul 29, 2025	As a resident in this area, it is very dangerous to try to walk or ride my bike across Chinden. I think it will help to increase business to the area and really improve safety for people in our community. It will also help make our neighborhood more bike and pedestrian friendly!	
Jul 29, 2025	Too wide, disruptive and expensive. Sidewalks better.	
Jul 29, 2025	A MUP should connect to the Greenbelt at Main/Fairview area and extend to Maple Grove.	
Jul 29, 2025	Northside of Chinden between Glenwood and Maple Grove	
Jul 28, 2025	connecting maple grove and Glenwood with bike lanes and sidewalks to allow the residents in that area to get to the baseball field, soccer games, and new park coming in without riding/walking in the road. Also need to connect from Glenwood/Chinden intersection all the way down Chinden to the connector with bike path/sidewalk to make the restaurants/wineries/breweries in the area a safe option without drinking and driving.	
Jul 28, 2025	Wherever possible to fit with surroundings and ROW	Rod Linja
Jul 28, 2025	No locations along this stretch. This area is light industrial, not a bedroom community. You should consider Adams for this type of thing.	

Jul 27, 2025	1. At minimum between Fairview and Orchard 2. Between Fairview and Curtis would be great 3. Beyond Fairview west on Chinden would connect even more of the city. It provides a safe place for pedestrians, bikers, and families to walk and I could see this design improving traffic to local businesses along Chinden and these neighborhoods in Garden City. There is a lot of housing being built between Fairview and beyond Curtis and an uptick in pedestrians and bikers is to be expected	
Jul 26, 2025	More is needed around 32-37 St. This is becoming a very popular area and I've seen too many people trying to run across and almost be hit. Better crossings around the Live Work Create District to the south side of Chinden are needed. Our daughter lives with her mom off Chinden bu. This is an important area to us.	
Jul 25, 2025	I think you've identified the areas where non-motorized travel and pedestrians need accommodation.	
Jul 25, 2025	It is almost impossible to bike on Chinden right now, a multi-use pathway would change the game.	
Jul 24, 2025	I walk and/or bike to work and anything that can be done to make it safer is good.	
Jul 24, 2025	Maybe near Riverside hotel to overland. Chinden is a commuter path and should be focused on vehicle traffic.	
Jul 24, 2025	At least from Joplin to Maple Grove - that area has been a challenge for walkers and bikers due to the heavy traffic concentrations and higher (50 mph) speed. I use Mountain View to access Chinden, especially early in the morning. Will a multi-use pathway or sidewalk be placed along Mountain View, from Chinden to Mitchell?	Ken Jenkins
Jul 24, 2025	Are these efforts to de-incentivize car commuting? As I see it, there is very little pedestrian traffic on Chinden along this corridor and this is rightly so. It is crowded with cars and noisy with economic activity. Not a peaceful or enjoyable place to walk. Nor are things close enough together to be pedestrian friendly. This corridor is a very effective commuting pipeline for the heart of city and the people that work in it. I used this stretch of road daily over the last year. Unless there are plans to significantly widen the road, these sorts of plans have the potential to increase traffic and create a bottleneck. Please consider that point in any plan that is approved.	Please keep sending postcards. I like to be kept in the loop.
Jul 24, 2025	I live above Chinden just west of Maple Grove and frequently travel downtown on my bike. The Chinden stretch from Glenwood to Maple Grove has been a barrier for biking especially with the park construction closing Greenbelt access. I either have to follow the greenbelt to Glenwood and then use Marigold or go up Glenwood to Mountain View to get through. I love the Multi-use pathway in that stretch. Going further down Chinden will be convenient if there is a good connection to the Greenbelt from Garden St.	Larry Copp 10092 W Clarkson Pl larcopp@gmail.com
Jul 23, 2025	Should add another vehicle lane in both directions along the entire proposed area, not waste money and affect local businesses. Walkers and bicyclists can continue traveling as they have for decades. The needs of the many outweigh the needs of the few.	
Jul 23, 2025	The best location would be where Chinden is furthest from the greenbelt or connections are limited. The best way for E-W travel is the greenbelt, if connecting to the greenbelt can be eliminated, there would be less out of direction travel. This is more prevalent toward the west end of the project limits.	Josh Nisson

Jul 22, 2025	Entire stretch of Chinden proposed. Current bike and pedestrian conditions are high-stress and dangerous.	
Jul 22, 2025	I don't know that we need bike paths anywhere, really. We have the greenbelt for casual bike riders, and those who want to commute on the highway are few in number. However, there should be a sidewalk all along at least one side of Chinden up to Eagle Road, preferably wide enough so two people can walk abreast.	
Jul 22, 2025	Both sides of the road through the entire corridor. Every section where a 7-foot sidewalk is proposed should be a 10' multi-use path. The travel lanes can be narrowed to 11.5' and the 14' center median can be narrowed to make up the additional 3'. The multi-use path West of Coffey needs to follow the Chinden alignment. People will end up using the shoulder because it won't be obvious where the pathway goes or that it eventually kind of reconnects with Chinden.	
Jul 22, 2025	The stretch between the Riverside Hotel to Veterans Parkway	
Jul 21, 2025	Pathways all along Chinden are needed. I prefer wheeled pathways adjacent to pedestrian pathways if there is room to avoid collisions between wheeled travelers and walkers/runners. Barriers between motorized and non-motorized traffic can be helpful, but there must be frequent entry/exit points so that non-motorized travelers aren't stuck inside or outside the barriers. Also, street sweepers can't clean on the non-motorized side of the barriers, so glass, dirt, mud, trash, etc. build up on the pathways causing flat tires and difficult travel. The pathways need to be kept clean.	
Jul 21, 2025	I see the need for multi-use pathways up and down the entire segment of Chinden in the scope of this study, although that need becomes more and more acute the farther east on Chinden you go, because the density of homes and businesses increase. And on the east side of Chinden you see more people riding bikes in the road and more sidewalk gaps.	
Jul 21, 2025	I think the entire corridor should have MUP on both sides, separated by street trees. People love riding their bikes and Chinden has so many businesses it could be a great hub for commuting.	Gabe Brandt
Jul 20, 2025	I am a pedestrian most between 30th and 37th street. The random surfaces along that area are not only unattractive but odd to use.	
Jul 19, 2025	It's really hard to say because honestly having a path that goes the whole length of Chinden makes a lot of sense because it's so busy all the way down.	
Jul 19, 2025	The entire length of the project. Pathways that are not contiguous defeat the purpose.	Yes. jdbengts@gmail.com
Jul 19, 2025	I am not sure I think any areas look like they are a good fit for these. My main concern is adding a raised medium looks to kill the use of many of the streets in Garden City and not being an expert my guess is that is so that you can have these pathways and have them protected enough along this corridor by not having cars turning on most of the streets. If that is the case, then I don't see Chinden as the place for this connectivity. I like the idea, but not the location. Chinden is an efficient main artery and without the turn lane in the center and access up and down the many streets from Chinden I am envisioning the back streets trying to handle that traffic moving east west and it seems like it will be a nightmare and create more issues than this will help.	
Jul 19, 2025	Along the entire corridor!	

Jul 18, 2025	I'm not that familiar with Chinden because it is such a mess I avoid it. When I drive there, I almost always see cyclists and pedestrians and worry about cars turning into businesses and hitting them. I have recently walked down Chinden and was surprised at the mishmash of sidewalks, dirt, etc. you have to navigate. Any of what you propose would be a huge upgrade.	
Jul 18, 2025	This plan eliminates way too many business access points to Chinden. The alley ways are far too narrow to force traffic to. Many businesses need semi truck access in an out of their properties. I see nothing but state and city money being spent on litigation!!!!	Montie Potter Mike Minegar's Auto Body
Jul 18, 2025	<p>This type of access on the eastern end of Chinden seems like a workable idea where people access the Green Belt and business that cater to that type of transportation.</p> <p>Once you get to the more industrial type of businesses located between 43rd and Kent Lane this makes no sense. The Green Belt can be accessed from Adams Street and most businesses are accessed by vehicles due to the nature of the businesses. Cutting off access to these business will be detrimental to them staying profitable.</p> <p>We are very concerned about the lack of access off of Chinden to our business, Whitewater Marine located at 4946 Chinden. Without an access off of Chinden, clients with boats will not be able to get in and out. A u turn is not going to work with a boat. There's a safety hazard.</p> <p>There was talk going through Enterprise to access our lot off of Fenton. Why does Enterprise get access off Chinden and Whitewater Marine doesn't? Which business has the type of traffic that needs room to move ? How was this decided?</p> <p>Accessing our lot off of Fenton is not going to work. Fenton is a narrow street that does not provide enough room to swing into our lot pulling a boat. We need a flow through lot that allows the safe passage for boats. Another point is that Fenton is a narrow mess where it goes behind Moxie Java or through Western Heating and can not carry a great amount of traffic safely.</p> <p>Another consideration is the large trucks that deliver motors and other large parts that need access to our business. We are not the only business on Chinden that has deliveries from semis that need a safe place to load and unload.</p> <p>While access for other forms of transportation should be considered for certain areas, the existing business and their needs must have some priority. The business that are accessed by Chinden contribute a great deal to the economy of Idaho. This plan is going to be very detrimental many of these industrial based businesses that that line Chinden. We are adamantly opposed to this plan as it written and welcome the opportunity to discuss options where multiple user groups needs are met.</p>	
Jul 18, 2025	Virtually all of Chinden needs some form of bike and pedestrian accommodation. Right now it's very hit and miss and very dangerous and scary for cyclists. I think this is a great option - separates the traffic from the cyclists and pedestrians and is cost-effective.	
Jul 18, 2025	I see a huge need now and in the future for multi-use pathways along the entirety of Chinden, but specifically between 30th and 43rd streets due to current usage and future development in the area. The current lack of infrastructure for pedestrians, cyclists, and scooters is very dangerous for all users. Even as a motorist, it's difficult to see pedestrians or cyclists when the infrastructure isn't consistent and behavior isn't consistent.	
Jul 18, 2025	I'd love to see them along the entire route	

3. What do you think of the RRFBs? _____

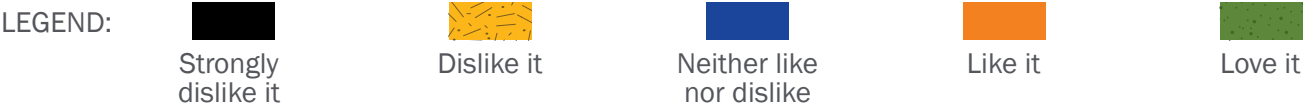
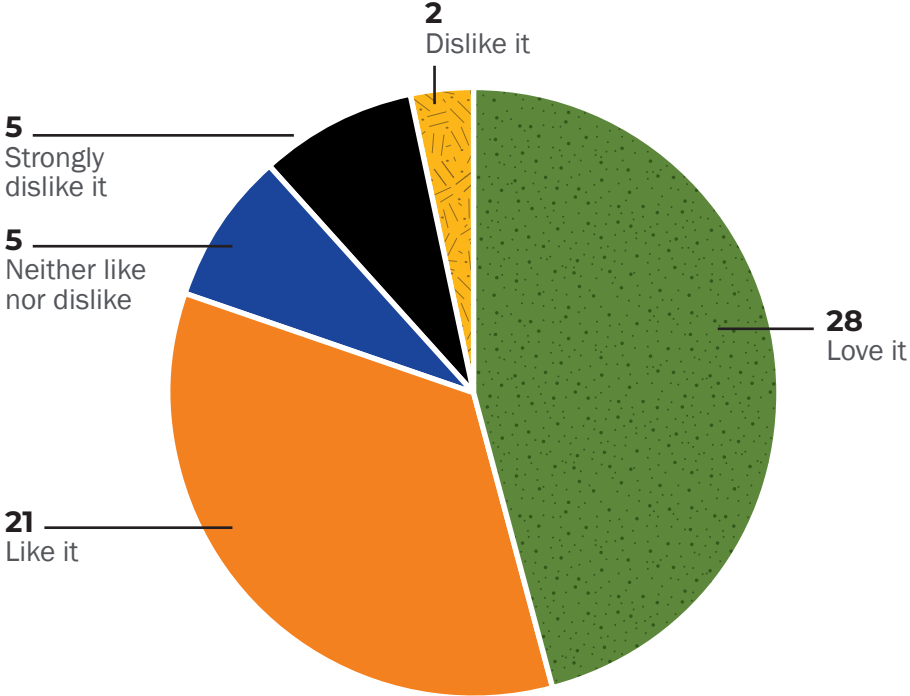


SUBMISSION DATE	Q4. AT WHAT LOCATION(S) DO YOU SEE THE NEED FOR RRFB IMPROVEMENTS? WHY?	NAME
Aug 4, 2025	PRFB will be very helpful for Chinden drivers who are not used to pedestrian traffic. I am in support of this.	
Aug 1, 2025	We need pedestrian and bicycle bridges over Chinden Blvd. These could help if bicycles have to use them and stop pretending like they are part of vehicle traffic.	
Jul 30, 2025	Wherever the data suggests.	Tyler Nelson
Jul 30, 2025	Orchard at least. Why - residential neighborhoods in the area and consumer businesses and restaurants can be walked and biked to.	
Jul 30, 2025	IF they are used as a two-stage crossing with a Z crossing to ensure maximum visibility of pedestrians, they can be effective. If they do not have medians, they are the wrong choice for full crossings as ITE, FHWA, and AASHTO call for PHB's on corridors with the volume, speed, and number of lanes on Chinden.	
Jul 29, 2025	Several are needed for safety.	Byron Nelson
Jul 29, 2025	Despite the presence of pedestrian crossing signals, drivers frequently disregard them, and enforcement remains minimal at best. Without stronger efforts to reduce vehicle speeds—particularly in the designated 35 mph zone, these safety beacons risk being ineffective. The result is a hazardous environment for pedestrians, where caution alone is not enough to ensure their safety.	
Jul 29, 2025	I worry that these are not as visible as the PHBs. I see the greatest need for ANY pedestrian crossing to happen around 32nd street and around the Surel Mitchel Live-Work-Create district.	
Jul 29, 2025	Going to slow flow of traffic, use intersections.	
Jul 29, 2025	Driver compliance at RRFB's is not great on higher volume roads. On higher volume roads, a PHB is recommended.	
Jul 28, 2025	we would need more areas to cross before we need special lights to do so.	
Jul 28, 2025	As recommended	Rod Linja
Jul 28, 2025	There are plenty of places to cross now. Protected PED crossings at major lights.	
Jul 27, 2025	In my experience, these are not as effective for cars to slow down or stop. We regularly use the one on 27th street which has only 2 travel lanes and it is hit or miss for cars to stop for pedestrians. Especially with the amount of lanes and during rush hour on Chinden, I don't expect these to be as effective as the other option in the concept (PHB). However, if it is a choice between these or nothing, I would definitely prefer to see the RRFBS and crosswalks put in. Ideally at 32nd or 33rd street and 37th and 38th street. There are a lot of businesses in these areas and are important corridors that connect the Boise Bench to the Greenbelt.	
Jul 26, 2025	I think a hawk signal would be really important around the love work creat district. But again, more is needed around 32-37 st. This is a high foot traffic area and is growing in popularity and will continue with all of the new development coming.	Our daughter lives with her mom off Chinden bu. This is an important area to us.

Jul 24, 2025	None. Pedestrian crossing should only be at road stoplight intersections. Adding additional places for vehicles to stop along Chinden is not a good idea as traffic already backs up.	
Jul 24, 2025	At all locations noted in the study. I have been surprised by jaywalkers crossing Chinden for almost 30 years. We need to address this before someone is killed or seriously injured.	Ken Jenkins
Jul 24, 2025	As mentioned above, I don't see much pedestrian traffic on Chinden through Garden City, so I don't see much need for these. If there was an area, I suppose near Anser Charter School, but still with a web of roads and highways, where would these people be walking from, and where to? Have any of you walked any significant distance on this road? I'm guessing not, because it's similar to a highway, not a pedestrian thoroughfare.	Please keep sending postcards. I like to be kept in the loop.
Jul 24, 2025	I use an RRFB on 5 Mile Road near Samson and like it. I am always cautious crossing the right turn lane at Glenwood and Chinden so it will be nice to have that.	Larry Copp
Jul 23, 2025	None. Should add another vehicle lane in both directions along the entire proposed area, not waste money and affect local businesses. These will cause many unnecessary vehicle traffic issues. Walkers and bicyclists can walk to the nearest traffic light and cross there, like they've been doing for decades. It will be healthier for them. Put a Traffic light at 32nd instead. The businesses need it, and people can cross there with the light, instead of stopping all traffic. The needs of the many outweigh the needs of the few.	
Jul 23, 2025	Like was stated, these seem best at the free rights on Curtis and Glenwood. If I am on a bike and it is clear, I will likely not use it. If I am walking or there is heavy traffic I will use it.	Josh Nisson
Jul 22, 2025	Less-trafficked areas.	
Jul 22, 2025	Fewer are better. Chinden is a state highway with heavy traffic and should be designed to move vehicles efficiently without frequent stops.	
Jul 22, 2025	RRFB's should only be used on lower volume, lower speed, two lane roads. They would give pedestrians a false sense of safety crossing Chinden.	
Jul 22, 2025	Would love to see one of these installed between the Riverside Hotel and 36th Street/Orchard to split the difference and make it safer to cross. Currently, a lot of "Frogger" happening with pedestrians trying to make it across without having to walk all the way to 36th/Orchard.	
Jul 21, 2025	On the east end of Chinden is the only place it makes sense.	
Jul 21, 2025	Between 30th and 31st Streets at the Garden Street intersection by the Riverside Hotel. At 43rd Street and Chinden. At Coffey Street and Chinden.	
Jul 19, 2025	I think having these be midway between two stop lights makes a lot of sense.	
Jul 19, 2025	43rd, Orchard, Kent.	
Jul 19, 2025	If this is to go forward Chinden seems to be too wide for this to be safe for pedestrians. I think the more robust version below makes more sense.	

Jul 19, 2025	I think these are appropriate for the proposed locations.	
Jul 18, 2025	I am hesitant because people tend to blow through them. I have heard people say stopping at them is not required, and I believe they think that. I actually know someone who hit and killed someone just past Veteran's Parkway, so they would undoubtedly be an improvement.	
Jul 18, 2025	These are better than nothing, but I have often found that traffic fails to stop and that's very dangerous if you're halfway across. However, if this is the only option then go for it in as many locations as possible.	

5. What do you think of the PHBs?

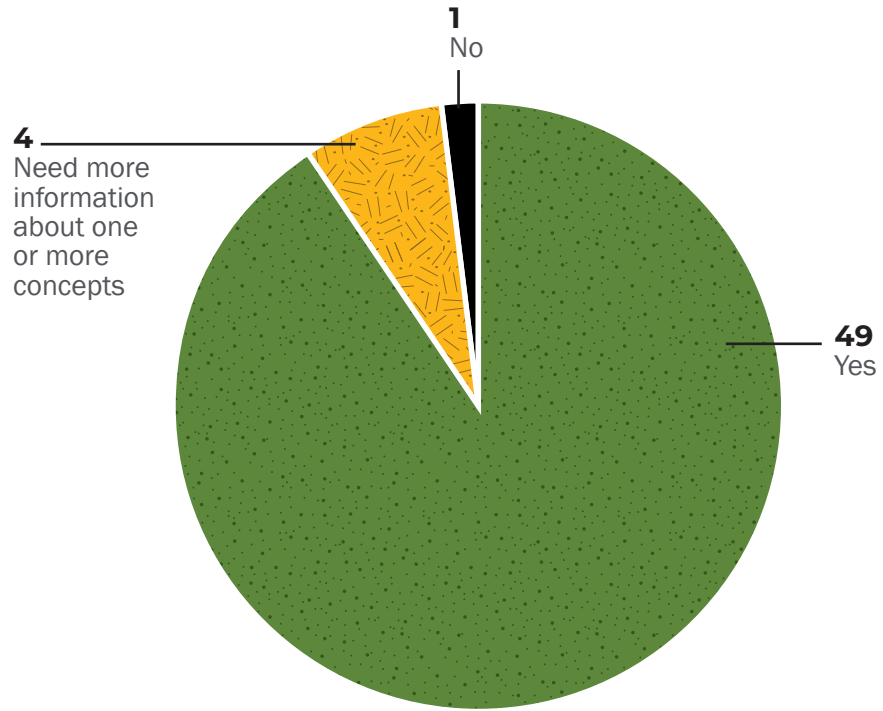


Submission Date	Q6. At what location(s) do you see the need for PHB improvements? Why?	Name
Aug 4, 2025	While I know some drivers struggle with HAWK lights, the majority of people are getting used to them. They are highly efficient in my experience. As a driver, I would much rather come across one of these, than a traditional light where it feels like a pedestrian pushing the cross button messes up the traffic flow for multiple cycles.	
Aug 1, 2025	We need pedestrian and bicycle bridges over Chinden on these areas. Having these are going to cause more vehicle accidents. Stop traffic flow and make people mad. People are already so mad this will	
Jul 30, 2025	Coffey Street, 48th Street, 43rd Street, 40th Street, 38th Street, 32nd Street. People cross Chinden without crosswalks all the time and it isn't safe. We need safe options.	
Jul 30, 2025	Wherever the data suggests.	Tyler Nelson
Jul 30, 2025	40th Street. 38th Street. 32nd Street. Lots of pedestrian activity with the greenbelt, homes, restaurants, breweries, wineries, art galleries.	
Jul 30, 2025	Support the proposed locations!	I signed up for updated emails.
Jul 29, 2025	Several for safety. I've not a strong preference on the type. Simply believe we must get some.	Byron Nelson
Jul 29, 2025	In addition to the PHBs, can we get a signalized crosswalk at 50th St? This intersection is a natural connection to the greenbelt and Adams St.	
Jul 29, 2025	I am very excited about the proposed 32nd street one around the Surel Mitchel Live-Work-Create district. This is SO NEEDED. I personally see many people try to dangerously cross this street during the First Friday events to go to different businesses involved in that event. Please, please put one at 32nd.	
Jul 29, 2025	Same reasons as rectangular flashing beacons. I don't have a strong preference for which one is installed, just that we get something installed. I think we absolutely need a crossing between 32 - 34 and Chinden.	
Jul 29, 2025	Going to slow flow of traffic and make worse.	
Jul 28, 2025	Chinden needs to have bike lanes and side walks as the priority above random pedestrian lights. The crosswalks that we have seem adequate considering we don't even have sidewalk to get you to the baseball field. Most bikers have to ride in the parking lots before rolling hills, cut through the expo parking lots, try to get on the baseball pathway and not get a goat head, go through another parking lot (which thankfully they took part of the fence down during baseball season) and then use the crosswalk from the rv park/greenbelt access to get on marigold.	
Jul 28, 2025	As recommended plus 34th	Rod Linja
Jul 28, 2025	There is no need. This is an industrial area. Very few pedestrians.	
Jul 27, 2025	Ideally at 32nd or 33rd street and 37th and 38th street. There are a lot of businesses in these areas and are important corridors that connect the Boise Bench to the Greenbelt.	

Jul 26, 2025	A little worried they won't be as noticeable but anything is better than what's not there now. More needed 32-37 St.	Our daughter lives with her mom off Chinden bu. This is an important area to us.
Jul 25, 2025	Veterans and Chinden, Chinden and Glenwood, 34 and Glenwood, because of frequent access to greenbelt at these locations.	
Jul 24, 2025	None. Chinden is a commuter throughway. We should not add additional stops on Chinden for pedestrian crossing. If additional pedestrian crossing is needed outside of stoplight intersections, we should add pedestrian bridges that do not stop the flow of traffic.	
Jul 24, 2025	No comment.	Ken Jenkins
Jul 24, 2025	I dislike PHB's because they stop traffic and cost more than RRFB's. (But, only when the button is pushed, which I expect would be rarely). Again, I don't agree that we need a lot of pedestrian crossing on Chinden. It changes the nature of the road. I myself like walking, but I can never envision myself walking along Chinden--too noisy, too busy, more appropriate for commuter traffic.	Please keep sending postcards. I like to be kept in the loop.
Jul 24, 2025	I cannot count the number of times that I have seen pedestrians and cyclists crossing Chinden where there is no crossing access in an unsafe manner. I think that these will be a great value to those people.	Larry Copp
Jul 23, 2025	None. Should add another vehicle lane both directions along the entire proposed area, not waste money and affect local businesses. These will cause many unnecessary vehicle traffic issues. Walkers and bicyclists can walk to the nearest traffic light and cross there, like they've been doing for decades. It will be healthier for them.	
Jul 23, 2025	As a pedestrian these are great. As a driver they are annoying. The best locations are when the Bench connects to Chinden and there is significant out of direction travel to find a light to cross at and/or limited shoulder to get to those lights. Preference would be given for proximity to greenbelt connections. I like the one at Coffey because it would allow a lot of the west bench neighborhoods to connect to the greenbelt while avoiding the single narrow sidewalk on Glenwood and the busy portion between state and Chinden.	Josh Nisson
Jul 22, 2025	Major pedestrian crossings and busy areas.	
Jul 22, 2025	None	
Jul 22, 2025	At major unsignalized cross streets on Chinden. PHB's can be timed with the other traffic signals on Chinden to reduce traffic delays and provide a safer crossing than RRFBs.	
Jul 22, 2025	Everywhere along Chinden Corridor, particularly in areas that don't have a nearby crossing	
Jul 21, 2025	The east end of Chinden	
Jul 21, 2025	Same locations as listed in question 4. Either kind of light is okay. It's difficult to cross at these spots so some sort of light would help. Between 30th and 31st Street at Garden Street/Chinden intersection. At 43rd Street and Chinden. At Coffey Street and Chinden.	

Jul 21, 2025	East of 36th Street on Chinden has see a TON of development in recent years. Consequently, in our daily drives along Chinden we see more and people crossing it without the benefit of any pedestrian infrastructure because getting to the light on 36th Street is just too far to go. So they end up crossing mid-block across the 5 lanes of traffic, which is a dangerous situation for all involved. Adding a couple PHBs east of 36th on Chinden would really improve this situation and make it safer for everyone, pedestrians and drivers.	
Jul 20, 2025	Particularly interested in 32nd street.	
Jul 19, 2025	At each crosswalk!	
Jul 19, 2025	32nd and 38th	
Jul 19, 2025	I think the proposed locations make sense. I especially support the 43rd street location.	
Jul 18, 2025	The ones with the most foot and bicycle traffic. I favor these because my experience is that people take these seriously.	
Jul 18, 2025	Yes - please have these at regular intervals. 34th st would be a perfect place to put one.	
Jul 18, 2025	32nd st and 38th st - Both of these intersections see a high amount of crossing with no crosswalk or safe location to cross for at least 2 blocks. The businesses and community will prosper with safe crossings at these locations.	

7. Did you understand the four drainage (stormwater collection and treatment) concepts presented?



LEGEND:



No



Need more information about one or more concepts



Yes

Submission Date	Which concept(s) do you need more information about?	Name
Aug 1, 2025	Are we reusing the run off water? Treating it and recycling it?	
Jul 30, 2025	Leave this up to the experts.	
Jul 30, 2025		I signed up for updated emails.
Jul 27, 2025	I don't understand which ones are best for the environment or long-term use	
Jul 26, 2025	Want to know about how clean the water will be entering back in to lake or river.	Our daughter lives with her mom off Chinden bu. This is an important area to us.
Jul 24, 2025		Please keep sending postcards. I like to be kept in the loop.

8. Please rank the drainage concepts in order of preference - click, drag and put the concepts in order from most favorite to least favorite.

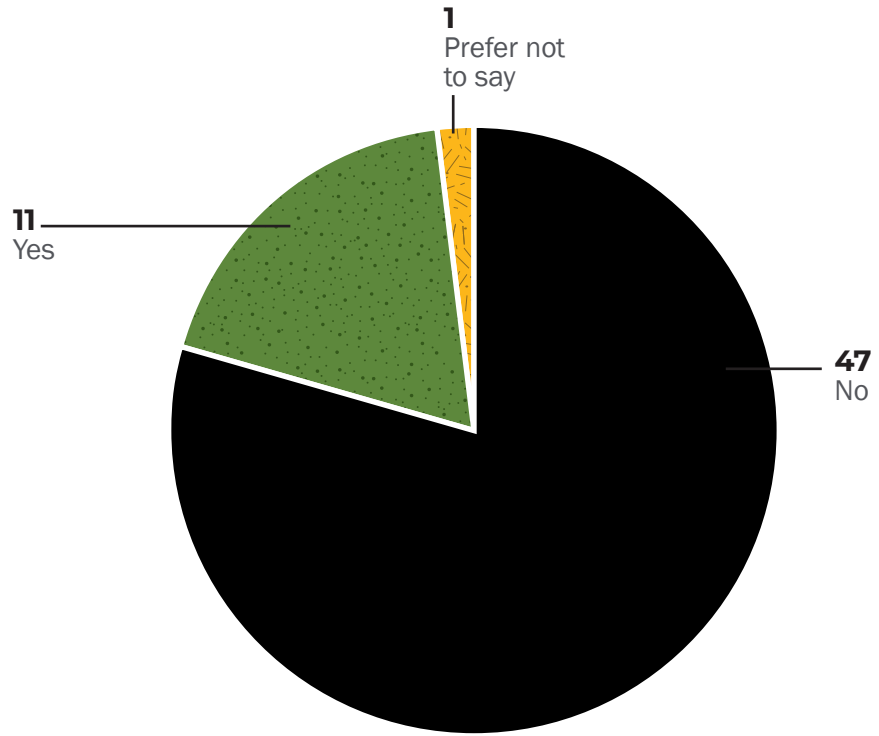
Data	Responses
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1: Urban Bioretention Swales 2: Rural Bioretention Swales 3: Seepage Beds 4: Retention Basins	9
1: Urban Bioretention Swales 2: Seepage Beds 3: Retention Basins 4: Rural Bioretention Swales	4
1: Seepage Beds 2: Urban Bioretention Swales 3: Rural Bioretention Swales 4: Retention Basins	4
1: Seepage Beds 2: Urban Bioretention Swales 3: Retention Basins 4: Rural Bioretention Swales	3
1: Urban Bioretention Swales 2: Rural Bioretention Swales 3: Retention Basins 4: Seepage Beds	3
1: Seepage Beds 2: Rural Bioretention Swales 3: Retention Basins 4: Urban Bioretention Swales	2
1: Rural Bioretention Swales 2: Seepage Beds 3: Urban Bioretention Swales 4: Retention Basins	2
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1: Retention Basins 2: Rural Bioretention Swales 3: Seepage Beds 4: Urban Bioretention Swales	1
1: Urban Bioretention Swales 2: Retention Basins 3: Seepage Beds 4: Rural Bioretention Swales	1

SUBMISSION DATE	9. DO YOU HAVE ANY GENERAL QUESTIONS FOR THE PROJECT TEAM?	NAME
Aug 4, 2025	In general, I am pro bioswells, but, with the amount of debris and contamination on Chinden, I believe the seepage beds will be a better solution for our rivers. Bioswells would be a nice way to put the garden back in Garden City. As a business owner, I am very concerned with the amount of trash bioswells will gather.	
Aug 2, 2025	I would like to see more than just seepage beds considered for the section MP47 between E. 41st St. - E. 30th Street. I strongly believe urban bio retention swales should also be considered for this stretch.	
Jul 31, 2025	I don't like the idea of removing driveways it makes people do u turns or make up their own entrance point, whether it is legal or not.	
Jul 30, 2025	Information on driveway eliminations and the formula or theory used to grant some properties one driveway, and other properties no driveways.	Tom Nelson
Jul 30, 2025	Regarding driveways - how did you determine that 4843 and 4901 should have zero Chinden driveways? Going from two driveways to one is somewhat understandable. To go from one driveway to zero is harsh to say the least.	Tyler Nelson
Jul 30, 2025	Please have an open house where we can learn and comment.	
Jul 29, 2025	Is this research only. Any timeline for an implementation?	Byron Nelson
Jul 29, 2025	How do any of these proposed crossings improve traffic flow?	
Jul 29, 2025	Will we be able to turn left (eastbound) onto Chinden from Millstone Dr? If not, how will that be addressed?	
Jul 28, 2025	No. Do not waste time on unnecessary things. Can't recall a single time where Chinden was closed down do to flooding.	
Jul 26, 2025		Our daughter lives with her mom off Chinden bu. This is an important area to us.
Jul 25, 2025	My main question is about pedestrian and cyclist access/ crossings of Chinden. There are several planned interruptions/ flow of traffic disruptions with the RRFBs and PHBs. I'm concerned these won't address the safety factor of moving across Chinden to the Greenbelt adequately and that they will cause more delays on Chinden which is already congested during morning and afternoon commuting hours. Has the planning team considered pedestrian and cyclist overpasses over Chinden to help keep traffic flowing and enhance safety for those users? I like that the PHBs and the RRFBs are being considered because cyclists and pedestrians need more	

	safety measures. I think overpasses are a better long term solution for the corridor as it is likely to see more traffic in the future increasing the likelihood of accidents involving cyclists and pedestrians.	
Jul 24, 2025	Why are focusing on pedestrian improvements? Chinden is a highway and a commuter throughway it should not be trying to attract or accommodate pedestrian traffic. We should focus on directing pedestrian traffic to other routes and widening Chinden or otherwise improving Chinden to improve traffic flow.	
Jul 24, 2025	Will the drainage systems tie into, or have an impact on, the Hyatt Wetlands and its stormwater cleaning process? I have lived in Sherwood West, next to Hyatt and above Chinden, for almost 30 years. The improvements done at the Wetlands seem to have helped both birds and the waterflow; I would hate to have that impacted by the needed drainage improvements along Chinden. Thank you for the detailed explanations and visuals - well done!	Ken Jenkins
Jul 24, 2025	No, but please keep in mind the increasing heat in the city. Any place we can add natural greenery helps with this. It beautifies our city, and it helps with the heat.	Please keep sending postcards. I like to be kept in the loop.
Jul 24, 2025	Greenbelt Access near Garden St or 30th Ave will be a great addition to this plan. I realize that it is not on Chinden, but it would help to understand how that will work.	Larry Copp
Jul 23, 2025	Do NOT take out the center turning lanes or restrict access to any local businesses. You need to be adding a third lane, not this nonsense. America is built on the automobile, whether you like it or not. A small percentage of people bike or walk. They can use the greenbelt. The needs of the many outweigh the needs of the few. You're not going to make people mad enough to stop driving with your war on cars. Stop trying to, and wasting tax payers money and time. Pretty evil to try and make everyone's life more difficult, to try to manipulate them into doing what you think is "right". Cars aren't going anywhere. Make traffic flow better, instead of slowing and stopping cars, causing them to release a lot more pollution into the valley air. Put a Traffic light at 32nd instead. People can cross there with the light, instead of stopping all traffic. They can wait like an adult.	
Jul 23, 2025	What drainage feature has the lowest likely hood of growing invasive species? Primarily goatheads.	Josh Nisson
Jul 22, 2025	What plant species are being proposed for use in bioretention swales?	

Jul 22, 2025	No questions, just a couple of comments. I am very much opposed to the ACHD plan to close off left turns onto 43rd street from Chinden to add a raised pedestrian median. I don't see it on your plans and I hope it is going to die a merciful death. Also, I have tried to walk to the West Y from my home on Atwater Drive, and there are places on Chinden with no sidewalk. I hope you can figure out a way to connect the entire stretch with some sort of sidewalk, at least on one side of the road. Thank you.	
Jul 22, 2025	Overall this will greatly improve ped, bike, and vehicle safety on Chinden.	
Jul 22, 2025	I'll let the drainage parts to the experts. I appreciate the thoughtfulness of your approach on this entire project. Much appreciated.	
Jul 21, 2025	The post cards were not mailed to the business that would be affected along Chinden. Why is that? I got the survey on the 17th and it closes on the 21st. Not much time to respond. Why is that? I have spoke to at least a dozen businesses from 43rd street to Kent and not one had any idea this was transpiring. I left copies of the post card with them believing they had till August 1st to respond. The post card leads one to believe the comment period is open until the 1st but it actually stated above as the 21st. Why is that? There are a lot of angry business owners that feel the proposed plan is not in their best interest and have been purposely left out by omission of the gathering of information. Why is that? Could it be that this plan is detrimental to the current business owners in a historically light industrial area that depends on vehicle access and input from these stakeholders would reflect this? Are you ready for litigation if this proposal goes through?	
Jul 21, 2025	Adding some greenery, like the UBS offers, could really help with the heat signature along Chinden and make it cooler for people on the road.	
Jul 19, 2025	Nope!	
Jul 19, 2025	Is the raised median really necessary? That is my biggest concern with how I am understanding the project. It seems like it will make Garden City very disconnected and hard to get around the already narrow back streets.	

10. Is your address on W Chinden Boulevard?



LEGEND:



No

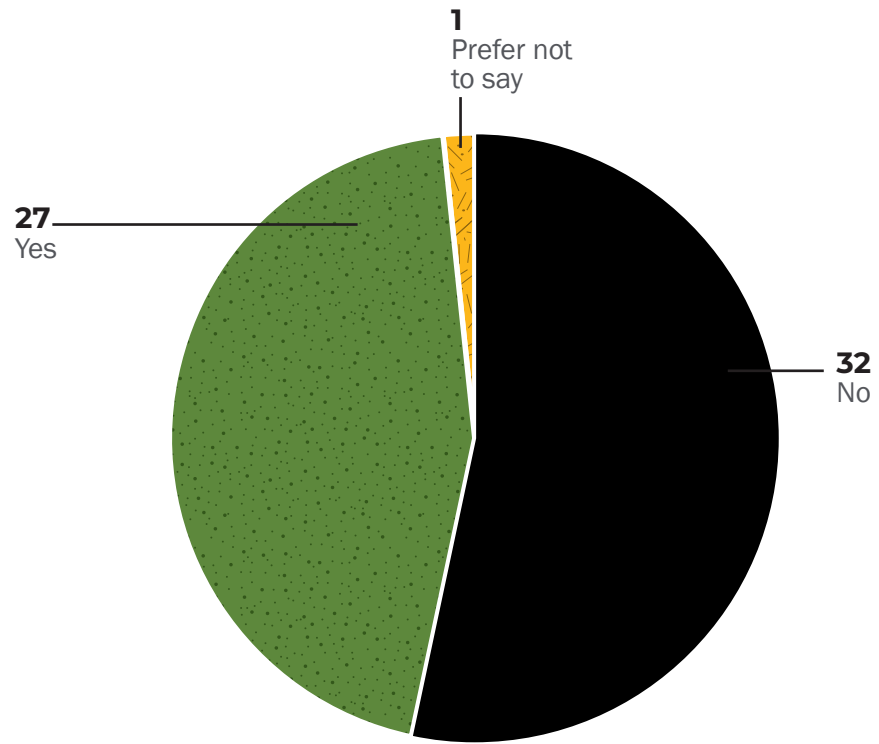


Prefer not to say



Yes

11. Is your address on a street adjacent to W Chinden Boulevard?



LEGEND:



No



Prefer not to say



Yes

Where is the contact form?

Contact photo

From [REDACTED] 17:46

Details Plain text

Where is the link to the contact form?

Project Questions

From [REDACTED] on 2025-08-04 10:21

[Details](#) [Plain text](#)

Hello!

I just completed my survey (late I know). I am in support of this project. **This is not written commit.**

I had two questions. One, I see the final budget and such will be completed Q1 of 2026. When do you estimate breaking ground? I know we are awfully far out. Is this a summer 2026 goal?

Also, it looks like we would be adding quite a few feet to the collective highway with all the new paths. Does ITD already have the land for this, or will eminent domain be involved?

Personally, I find myself avoiding biking from my home in 83704 to my business on Chinden because it doesn't feel safe. I am looking forward to a safer commute.

Thank you

[REDACTED]

Owner,

[REDACTED]

Telephone Record

Date: Thursday, July 31, 2025

Project: Chinden Drainage and Design Study

Project No: 10417149_ITD-US20/26ChindenDrainage@hdrinc.com

Call to: Chonne Sherman

Phone No: 208.387.7159

Call from: Tom Nelson

Phone No: [REDACTED]

Subject: **Project Inquiry**

Discussion, Agreement, and/or Action:

7/30/25 I am a property owner on Chinden Boulevard and have just received information on the project that is proposed to happen soon. If you could give me a call back, I would appreciate it.

7/31/25: Returned call – left voice mail message.

Telephone Record

Date: Wednesday, July 30, 2025

Project: Chinden Drainage and Design Study Project No: 10417149_ITD - US20/26 Chinden
Drainage <[10417149_ITD-
US20/26ChindenDrainage@hdrinc.com](mailto:10417149_ITD-US20/26ChindenDrainage@hdrinc.com)>

Call to: Chonne Sherman Phone No: 208.387.7159

Call from: Ann Dutton Phone No: [REDACTED] [REDACTED]

Subject: Whitewater Marine 4946 Chinden Boulevard

Discussion, Agreement, and/or Action:

Voicemail Received – July 29, 2025

Ann Dutton, owner of [REDACTED], called with questions regarding the drainage system and property access outlined in the recently released proposed plan for Chinden Boulevard. She can be reached at [REDACTED]

Phone Conversation – July 30, 2025

Access Concerns:

- The proposed median on Chinden Boulevard would prevent boats from safely turning into Whitewater Marine. U-turns, similar to those on Eagle Road, do not provide sufficient space for 28-foot boats.
- Semi-trucks delivering supplies and products (e.g., motors) would be unable to access the property.
- The plan does not appear to consider the area's light industrial zoning. This corridor sees minimal pedestrian, bicycle, or wheelchair traffic—motor vehicles are the primary users.
- Numerous businesses along Chinden are concerned about losing direct access to their properties.
- Will the existing high-security fences be removed? Whitewater Marine stores approximately 200 jet boards that require secure storage.
- Fenton Street is too narrow to serve as a viable secondary access point for maneuvering long boats into the property.

Drainage System Concerns:

- The proposed holding ponds on the south side of Chinden appear to overlap with Whitewater Marine's building. Ms. Dutton is seeking clarification on whether both ponds are located on the south side and notes there is insufficient space between buildings to construct them.

In-Person Meeting Request:

Ms. Dutton requested that the October meeting be held in person to allow stakeholders to voice their concerns directly. Many businesses feel excluded from the planning process and believe decisions have already been made, which they feel contradicts the principles of a representative process.

Ms. Dutton noted that the dates listed on the website and the postcard did not match. She was informed that HDR would follow up and make any necessary revisions to ensure consistency.

Follow-Up Summary:

Ms. Dutton expressed her concerns about the Chinden Drainage and Design project, as well as those of other local business owners. She believed she had previously spoken with me and was assured that access to her property would not be removed. I clarified that we had not spoken before and explained that the current study is in the concept design phase, intended to identify potential future corridor improvements. No funding has been allocated at this time. I emphasized that community input is a vital part of the process, assured her that a member of the study would reach out to answer her question and thanked Ms. Dutton for taking the time to share her feedback.

Contact Record

Date:	Monday, July 21, 2025		
Project:	Chinden Drainage and Design Study	Project No:	23311- 10417149 ITD - US20/26 Chinden Drainage
Call to:	Chonne Sherman	Phone No:	208.387.7159
Call from:	Mike Thompson, Property Owner	Phone No:	██████████
Subject:	Access Point Inquiry – ██████ W Chinden Boulevard, Garden City, ID		

Discussion, Agreement, and/or Action:

Mr. Thompson has a new tenant moving in on August 1, 2025, who plans to install a new automatic gate. According to online meeting materials, the Chinden Boulevard access point to his property appears to be shifting farther west, near the Minegar's Auto Body property line, and one access point is being eliminated entirely.

Mr. Thompson spoke with Brian Duran (ITD) on July 22, 2025. Mr. Duran indicated that the State of Idaho is generally less strict about access points than ACHD. Mr. Thompson expressed concern about retaining his current gate locations and fears being overruled. Brian referred him to Vince Trimboli, who has not yet returned Mr. Thompson's voicemail from July 22.

Mr. Thompson appeared to interpret the project improvement concepts as finalized projects. I explained that the study is currently in the design phase and that the corridor improvements shown in the online public meeting are conceptual. I clarified that no funding has been allocated for future improvements at this time.

Mr. Thompson would like to know about the proposed access changes so the new gate can align with future plans. Given that the new tenant moves in August 1, he doesn't have much time. He requested a meeting with ITD and/or HDR.

He strongly expressed that while the expansion of Chinden Boulevard from two to five lanes was a positive change, the current 35 mph speed limit, and the addition of medians—without U-turn lanes—will negatively impact businesses. He noted that Veterans Memorial Parkway and State Street has a large left-turn lane; this type of turn lane has not been included in the current plan.

Mr. Thompson is particularly worried about the proposed medians. The plan appears to move Mr. Thompson's access point farther west, adjacent to Minegar's Auto Body, and eliminates one access entirely.

Current access points on Mr. Thompson's property:

- 25' gate on 46th Street
- 5' gate on Chinden Boulevard
- 30' opening on Chinden Boulevard that has existed for 50 years

Mr. Thompson expressed additional concerns:

- The proposed changes would severely impact Wrap World Ink by cutting off direct access from Chinden Boulevard. Patrons would be forced to turn onto 46th Street and navigate a narrow alley (Osage Street) that only accommodates one vehicle going one-way.

- Visitors to nearby businesses and the fairgrounds would be required to turn right off Chinden, then make a left onto a narrow, paved alley—posing safety concerns. If Mr. Thompson is interpreting the plans correctly, he believes these changes would be detrimental to Garden City.

Telephone Record

Date: Friday, July 18, 2025

Project: Chinden Drainage and Design Study

Project No: Key Number: 23311
Project # 10417149

Call to: Chonne Sherman

Phone No: 208.387.7159

Call from: Chris Danely, Vitruvian Planning

Phone No: [REDACTED]

Subject: Support for Chinden Drainage and Design Project – Bike/Ped Component

Discussion, Agreement, and/or Action:

Voicemail Message:

“Hi Chonne,

My name is Chris Danley, I’m a local transportation planning consultant and know Chinden Boulevard like the back of my hand. I have been so frustrated over the years about lack of activity with respect to the bike/ped realm. After reading the drainage and design plan work, I just wanted to call to absolutely commend you and everybody else who has been involved in this project, and I emphatically support this.

I would love to chat with you, [REDACTED]. Nothing urgent, but certainly very, very positive about this and eager for it to actually happen. Thank you.”

July 22, 2025: Return call to Mr. Danley was met with voice mail stating the number was not receiving calls.

Telephone Record

Date: Tuesday, August 12, 2025

Project: Chinden Drainage and Design Study Project No: 10417149_ITD - US20/26 Chinden
Drainage <[10417149_ITD-
US20/26ChindenDrainage@hdrinc.com](mailto:10417149_ITD-US20/26ChindenDrainage@hdrinc.com)>

Call to: Ann Dutton Phone No: [REDACTED] [REDACTED]

Call from: Brett Kohring Phone No: 208.387.7093

Subject: Whitewater Marine [REDACTED]

Discussion, Agreement, and/or Action:

As requested by Ms. Dutton, I returned a phone call to Ms. Dutton, owner of Whitewater Marine, regarding the Chinden Drainage and Design Study to discuss her concerns. The following is a summary of our conversation.

Access Concerns:

Access to her business is Ms. Dutton's primary concern, stating that the median and access closures would reduce her ability to do business and lower property values. I noted that there were many crashes along Chinden including turning movement crashes and vehicle pedestrian crashes at driveways and that the project team was proposing countermeasures to address the safety concerns on the corridor. I reiterated that the roll plots online were conceptual in nature and ITD has not programmed any projects. ITD or Garden City would further refine access to individual parcels when programming discrete projects. She agreed that she understood the conceptual nature of the project.

Ms. Dutton noted she directs people at 5pm to enter her property from Chinden and then leave via Fenton Street as it is difficult to take a left out of her property. Her and I discussed a right-in-right out scenario for her property and she mentioned that she was open to the idea but still wanted a left into her property. She noted that some people use 49th for access, but most turn from Chinden. She noted that Fenton is narrow and difficult to turn into her property.

Ms. Dutton mentioned that speeding was a primary concern of hers for safety. I noted that the project team's proposed safety and drainage improvements may have a positive effect on speeding. She disagreed.

Public Involvement:

Ms. Dutton said she felt like the public outreach on this project was insufficient and is requesting an in-person public meeting and asked that the future meeting be changed to a public meeting. She mentioned that she had been going to area businesses and speaking to people in them to ask if they knew about the plan and said they had not. I asked if she had been speaking to land or business owners and she said she did not know. I reiterated that the best way for these people to get their voices heard was to fill out the contact form, but that we appreciated her efforts to make individuals aware of the study.

Ms. Dutton lives in Emmett and her father lives in Montana. She is concerned that her father did not receive notification about this project as he is a part-business owner. She mentioned that the post cards were not official looking and in the future an envelope that says "Official ITD" would be better.

Ms. Dutton mentioned that the dates on the website and the postcard were not the same date, and she had previously informed project team members. I mentioned that HDR had followed up and made any necessary revisions for consistency.

Drainage Improvements:

I explained to Ms. Dutton that the proposed drainage ponds are currently proposed across the street in a vacant lot and not on her property. She mentioned that it is a beneficial use of the vacant lot and is okay with those changes.

Pedestrian Improvements:

Ms. Dutton noted she was not in favor of the pedestrian improvements as there were not enough pedestrians that currently use Chinden for access. She noted that while it is important that wheelchair users need to be considered, they do not use her property and are not present along Chinden because there is no grocery store or restaurants nearby. I noted that pedestrians and bikes may be more inclined to use Chinden Blvd if sidewalks and other features were present. She disagreed, mentioning the lack of restaurants and that people drive to the businesses near her. She believes that the cost of the project would be too high to provide access for pedestrians, bicyclists, and wheelchair users.

Beautification Improvements:

Ms. Dutton noted that she is not in favor of Garden City's planning department and the ongoing beautification efforts that Garden City wants to have along Chinden. She noted that when her neighbor (Enterprise Rental Car) was going through the redevelopment application, the City requested that the fence separating the property be brought into compliance with the code. Ms. Dutton noted that the fence was on her property and therefore did not have to be apart of the neighbor's development agreement. Ms. Dutton outlined her displeasure towards Garden City's planning department multiple times. Ms. Dutton also thought the landscaping, sidewalk and other features required by Garden City on the neighbor's property were a waste and does not want to see more of those types of improvements along Chinden.

General:

Ms. Dutton noted that she feels better now that we have returned her phone call and feels heard but wants to make sure that adjustments to the plans happen before anything gets constructed. She mentions that she does not have faith that the government will make changes based on feedback, but that this call was a good step forward. I reiterated that this is a very conceptual project and that ITD and Garden City would be coordinating with landowners individually if projects ever get programmed. We both agreed that businesses should be considered when developing future projects. I noted that Ms. Dutton is free to call us back or schedule an additional meeting with ITD or Garden City. I thanked Ms. Dutton for her time and that we appreciated her feedback.