

Community Forestry Assistant



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Street Tree Contribution to the Government Way Reconstruction

Government Way forms the main north-south roadway through downtown Hayden. As the main roadway, it defines the character of downtown Hayden.

Prior to the reconstruction, Government Way was a two-lane asphalt roadway without curbs, gutters, or sidewalks. Asphalt, concrete and gravel driveways and parking lots extended to the edge of the roadway. The corridor was designed specifically for automobile use only.

Through the downtown visioning process, a clear idea of what the ideal "main street" business district should look like was developed. The roadway improvements envisioned included components such as underground utilities, curbs gutters and sidewalks, street lights, median islands, parkstrip swales and street trees. These



improvements were combined in the vision to create the sense of a community center where pedestrians and bicyclists have an equal footing with vehicular uses.

The Community Transportation Enhancement (CTE) grant funded the purchase of trees in the center core of a much larger reconstruction project. The section from Prairie Avenue to Honeysuckle Avenue was completed through a partnership between the public and private sector. The section from Honeysuckle to Miles Avenue was completed using city, state and federal funding. The CTE grant funds were coupled with city funds to plant over 150 trees from Honeysuckle Avenue to Hayden Avenue. The public/private partnerships resulted in over 70 trees being planted.



The Government Way improvements were designed to enhance, yet calm, the flow of traffic through the downtown area. Center left turn lanes incorporated into the design facilitate left turns while maintaining thru traffic. Within the center left turn lanes, treed median islands were incorporated to break up the roadway monotony and slow traffic as well as provide a safe haven for pedestrians using the crosswalks.

The trees along the sides of the roadway were planted to serve a number of functions including traffic calming, aesthetics, and most important, scale. By creating a sense of scale, the trees calm traffic within, and add aesthetics to, the downtown area. In conjunction with the reconfigured roadway, the trees have allowed the reintroduction of a human element to the downtown area.

And finally, the trees help define the downtown area as a destination point, and not simply a transportation route. By defining the downtown as a destination, the trees and streetscape enhancements will improve the business climate and spur redevelopment of existing land to uses conducive to a thriving downtown area.

If you have questions about this newsletter or the Community Forestry Assistance Program, please contact Tera King with Northwest Management, Inc. at 208-883-4488 ext. 133.