The Benton Street bridge can be a critical connection for the community.

**TERRY ST. & WAREHOUSE DISTRICT**
- Create a strong connection from ISU to Centennial through Terry Street.
- Creating a strong commercial area for energy to be restored in the downtown area.
- Connection the users to the Portneuf River.
- Altering the view of the railroad as a barrier to an attraction.

**CENTENNIAL PARK**
- Recreational opportunities for the community for viability.
- Bringing awareness of the Portneuf River to the area.
- After viewing the work that was completed in the fall, we found that Benton was a thoroughfare for pedestrians to access commercial, public, and open space.
- It also has a unique advantage of crossing right over the railroad, providing an opportunity for great views and an experience unlike anywhere else in the city.
- Through designing the thoroughfare as an attraction, it will increase the safety along Benton Street and as a result will attract more users.
- It will also elevate the experience for the users on foot, which in turn promotes economic growth in the area.

**THE DEPOT PLAZA**
- Celebrate the history of the railroad.
- Revitalize the area with new design.
- Create a starting point for the greenway.

**THE PROCESS**

**FEASIBILITY**
- Feasibility
  - Portion out construction work.
  - Limit money spent to a single project.
  - Portion out resources.
  - Limit the construction to a single location.

**CONNECTIVITY**
- Connectivity
  - Portion out construction work.
  - Limit money spent to a single project.
  - Portion out resources.
  - Limit the construction to a single location.

**OVERCOMING BARRIERS**

**VALUE PROPOSITION**

**REGIONAL SCALE: REGIONAL CONNECTION ANCHORS**
- Connecting the anchors
  - This is our feasibility plan that chunks the districts into 5 distinct areas
  - 1: Benton
  - 2: Depot
  - 3: Centennial
  - 4: ISU
  - 5: St.
- The Depot provides the basic structure of the Depot area.

**SITE SCALE: BENTON TO PARK**
- Connecting the Benton to Centennial Park
  - This focuses on the experience in the area to people move through space.
  - This area connects the railroad from Union Station to the Portneuf River at the way to Centennial Park.
- The flow focuses on bringing awareness of location and walkable spaces.

**BENTON: CONNECTION TO ENCOURAGE HEALTHY DISTRICTS**
- Smaller connections that establish viability
  - 5th Ave. and Benton St.
  - 4th Ave. and Benton St.
  - 3rd Ave. and Benton St.
  - 2nd Ave and Benton St.
- Provide safe pedestrian access to districts.
- Access will allow for more economic growth.
- Possibility of bridging a new connection from Terry St.

**CURRENT CONDITIONS**

**REZONING PLAN**

**VALUE PROPOSITION**

**HEALTHY DISTRICTS**
- Healthy Districts
  - Support economic growth.
  - Better circulation throughout districts.
  - More walkable opportunities.
  - More walkable protected areas for pedestrians.

**DESIGN PROCESS**

**Designer: Todd Johnson  Spring 2018**

**Professor: Caroline Lavoie**

**Student: Topacio Patch**

**Visiting Professor: Clark Landreth**

**Assistant: Kristine Robison**

**Connect the districts**
- Portion out construction work.
- Limit money spent to a single project.
- Portion out resources.
- Limit the construction to a single location.

**Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community**

**Currently, Pocatello is zoned for lots of low density housing, even surprisingly close to ISU.**

**Looking at Benton we see that the open park space is disconnected with no opportunity for housing or commercial growth near the railroad.**

This rezoning map proposes the city acquire space for public parks and rezones areas for more commercial, public, and high density residential. This creates a better walkable experience.
THE EXPERIENCE

Focusing on the journey of the pedestrian, spaces are welcoming and move users subtly toward Centennial.

BENTON BRIDGE

• Currently Benton Bridge is very stark and exposed, redesigned with a 3’ sidewalk.
• Creating smaller car lanes to maximize pedestrian lanes on the edges.
• Adding planter boxes along the road provides a buffer that makes a safer and more comfortable experience for pedestrians.
• Keeping the edges open for pedestrian allows for best viewpoints to be experienced by foot.

MAIN AND BENTON

• Disconnecting the far right lane off the bridge to a 3’ sidewalk reused as a pedestrian.
• Creating another open space location for pedestrians to gather next to the Elks Lodge.
• Starting the connection to the Historic City Park Greenway.

HISTORIC CITY CREEK PARK

• This one way road is a main axis leaving ISU, that intersects with Benton creating a good segue into Benton Connection.
• Preservation of parking along 5th Ave. allow for road access to the commercial area along 5th.
• Limiting the lanes to minimal widths to slow down traffic and create a safer walking experience.

2ND AND BENTON

• Currently Benton Bridge is very stark and exposed, redesigned with a 3’ sidewalk.
• Creating smaller car lanes to maximize pedestrian lanes on the edges.
• Adding planter boxes along the road provides a buffer that makes a safer and more comfortable experience for pedestrians.
• Keeping the edges open for pedestrian allows for best viewpoints to be experienced by foot.