



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

COMPASS Coordinated Regional Waterway-Pathway Plan



SPRING 2026

ADA COUNTY AND CANYON COUNTY, ID

Acknowledgements

WORK GROUP MEMBERS

Ada County

Kevin Kostka
Michaela Owens
Scott Koberg
Stacey Dupuis

Ada County Highway District

Cody Homan
Elijah Davis
Grant Pelly
Kelly Bruner
Kristi Watkins
Meg McCarthy
Sean Kelly
Hannah May
Mary Beth Nutting –
Bicycle Advisory Committee

Boise State University

Gabe Finkelstein

Canyon County

Dane Adams
Michelle Barron

City of Boise

Chad Rietze
Deanna Dupuy
Jimmy Hallyburton
Nina Schaeffer

City of Caldwell

Joseph Dodson
Morgan Bessaw
Tiffany DeFrance

City of Eagle

Andrew Glaspell
Rick Butler

City of Garden City

Jenah Thornborrow

City of Greenleaf

Lee Belt

City of Kuna

Marina Lundy

City of Meridian

Kim Warren

City of Middleton

Roberta Stewart

City of Nampa

Cody Swander

Idaho Transportation Department

Wendy Howell

Nampa Bicycle Project

LaRita Schandorff

PROJECT MANAGEMENT TEAM

COMPASS

Gus Loeffelholz
Austin Miller
Eric Adolfson
Brent Moore
Alexa Roitman

CONSULTANT TEAM

Kittelson & Associates

Brooke Green
Wende Wilber
Rachel Grosso
Marcus Jackson
Nicole Liu
Mikayla Montoya
Kolbe Stets

MIG

Alex Dupey
Meg Gryzbowski

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Boise River Greenbelt in Garden City, ID (Source: Kittelson & Associates, Inc.)

Water connects our communities. Pathways can too.

Taking advantage of the land along our waterways – both irrigation and natural – could substantially expand the regional pathway network. Many of these areas are already informally used as paths.

Ada County and Canyon County have an opportunity to transform the pathway system.



Pedestrian Bridge over Natural Waterway (Source: Kittelson & Associates, Inc.)

A COMMUNITY CONNECTED BY WATERWAYS

In Ada and Canyon counties, the Boise River traverses from Lucky Peak Dam to the confluence with the Snake River, stretching approximately 64 miles.¹ For millennia, the Boise River has sustained the people of this land. The Boise River, along with its tributaries, and the subsequent irrigation system developed from the Boise River, allowed the Treasure Valley to grow and prosper in the modern era. In what is known as the Lower Boise River Basin, it's estimated that there are 2,670+ miles of irrigation waterways connected to the Boise River.² Since the idea for the Boise River Greenbelt emerged in the early 1970s, there has been a community-wide effort to build and maintain a pathway system that connects community members to the water. The Boise River Greenbelt now stretches 25 miles between Lucky Peak State Park to the City of Eagle.

Our proximity to the Boise River and the miles of irrigation waterways that snake through the city give us a potential pathway network that other communities can only imagine. Today, there are about 619 miles of pathways in Ada County and Canyon County.³ Taking advantage of the land along our irrigation system—much of which is already being used informally as paths—could expand our pathway network substantially and provide even more connectivity among communities in Ada and Canyon counties. With investment and coordination, Treasure Valley residents and visitors could walk and bike along an additional 75 miles of pathways along waterways.

A PATHWAY SYSTEM FOR OUR WHOLE COMMUNITY

The Community Planning Association of Southwest Idaho (COMPASS) recognizes the crucial role pathways play in our regional transportation system. Paths connect people to recreation and nature and they expand transportation options for people traveling to schools, medical appointments, work, and other essential services, particularly those without reliable access to a vehicle and those living in historically marginalized or underserved communities.

BUILDING FROM SOLID FOUNDATIONS

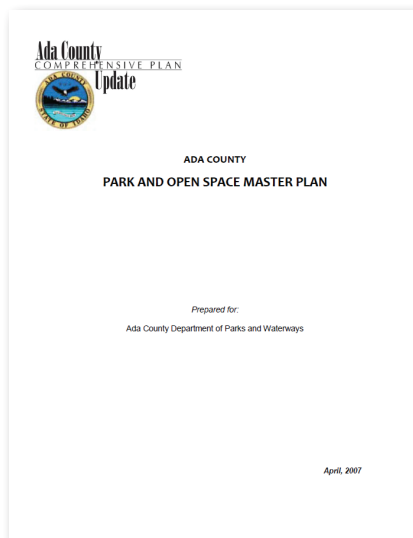
In recent years, there has been a lot of interest and effort in expanding active transportation facilities, including pathways, in the Treasure Valley. COMPASS celebrates the hard work of its member agencies that have dedicated time and resources to engaging with the community to identify key priorities for developing the pathway network. The plans included in Exhibit 1 highlight some of the relevant and recent plans that support the broader effort of pathway planning in the Treasure Valley. These plans are complemented by numerous other documents, including comprehensive plans, transportation plans, and in Ada County, neighborhood plans by ACHD. A full list of the relevant documents is included in Appendix A.

¹Lower Boise Watershed Council. (N.D.). The Lower Boise Watershed Map. http://lowerboisewatershedcouncil.org/01_who-we-are/watershed-map.html#:~:text=The%20Lower%20Boise%20River%20watershed,of%20Boise%20and%20Caldwell%2C%20Idaho.

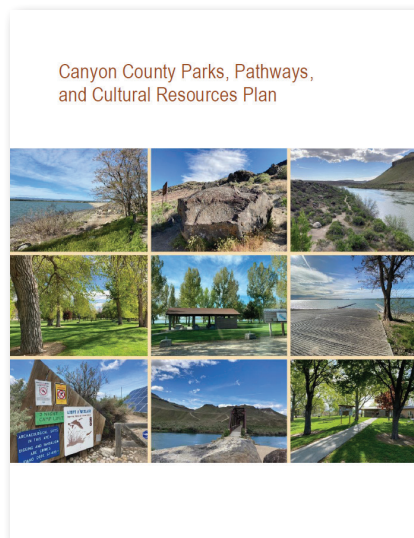
²United States Bureau of Reclamation. (May 5, 1985). Boise Project. Water and Power Resources Service. <https://www.govinfo.gov/content/pkg/GOVPUB-I27-d72945f94d8117ca18ee17dfdbd19649/pdf/GOVPUB-I27-d72945f94d8117ca18ee17dfdbd19649.pdf>

³COMPASS. (2024). 2024 Change in Motion Scorecard: Results Summary. https://compassidaho.org/wp-content/uploads/COMPASS_2024ChangeinMotionScorecard.pdf

Exhibit 1: COMPASS Member Agency Recent and Relevant Plans



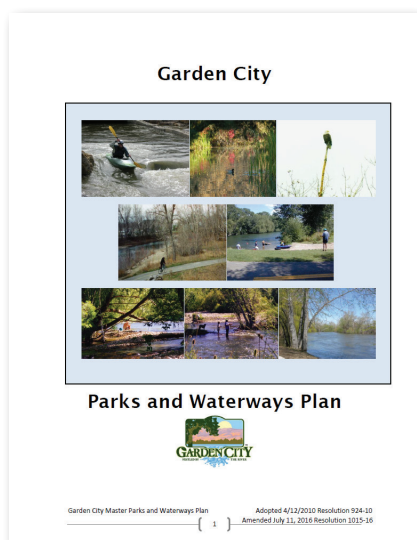
Ada County Park and Open Space Master Plan (2007)



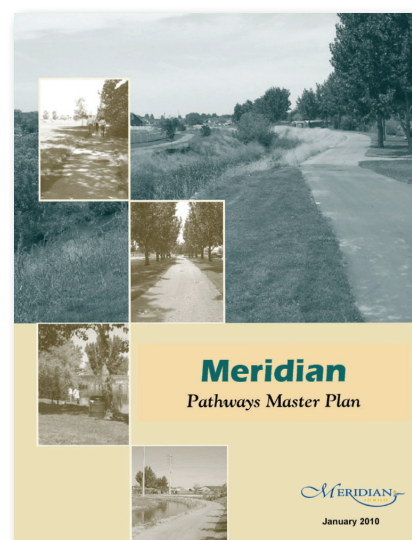
Canyon County Parks, Pathways, and Cultural Resources Plan (2022)



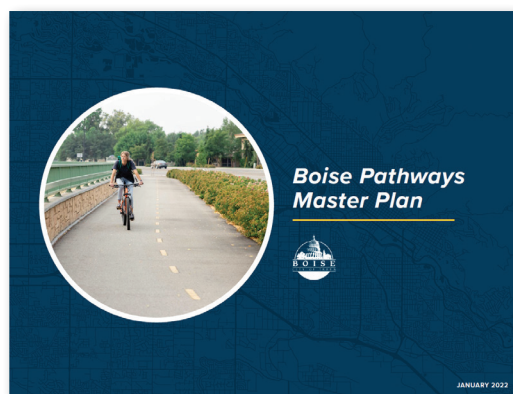
City of Eagle Pathways and Trails Plan (2019)



City of Garden City Parks and Waterways Plan (2016)



City of Meridian Pathways Master Plan (2010)



City of Boise Pathways Master Plan (2022)



City of Caldwell Pathways and Bike Routes Master Plan (2020)



Legacy Pathway (Source: Mary Beth Nutting)

While the current pathway system is disconnected, we can improve connectivity throughout the Treasure Valley.

This Plan identifies key projects to create an extensive and connected network, and to provide local jurisdictions with the tools and resources needed to implement pathways.

The Treasure Valley is full of places that residents and visitors want to go. We have thriving retail establishments and beautiful local parks – plus the schools, libraries, and workplaces that people access for their daily needs. The existing pathways in Ada County and Canyon County have enormous potential, but a lack of connections, wayfinding, and maintenance keep them from providing greater benefit to our community. A more connected system of pathways would give community members the chance to walk, bike, scoot, or take another active mode to these key destinations.

For more information on the existing pedestrian facilities, bicycle facilities, and pathways, as well as other relevant information about Ada and Canyon Counties see Appendix A.

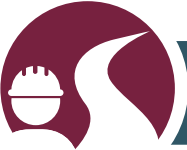
OUR VISION

The vision of the COMPASS Coordinated Regional Waterway-Pathway Plan is to facilitate a connected, accessible, and historically-informed non-motorized transportation network along regional waterways that meets the needs of a growing population and fosters a higher quality of life for all residents.

OUR GOALS

As outlined in Exhibit 2, five broad goals for the Coordinated Regional Waterway-Pathway Plan were established.

Exhibit 2: COMPASS CRWPP Goals



Build from existing accomplishments of waterways along pathways.



Make decisions that are guided by data and stakeholder support.



Foster interagency coordination by building and strengthening relationships with irrigation organizations and other stakeholders for new and enhanced connections and policy alignment.



Create a connected, safe, accessible, and historically-informed pathway system.



Minimize and mitigate impacts to sensitive environmental resources.

To learn more about how the goals were created, see Appendix B.



Boise River Greenbelt (Source: Kittelson & Associates, Inc.)

There are recent successes in creating pathways along waterways throughout the Treasure Valley.

Examples of the successful implementation of pathways along irrigation waterways throughout Ada County and Canyon County are highlighted below. The projects demonstrate how waterway-pathways can be developed incrementally through long-term planning and partnerships.



Barber Park in Ada County | Photo Source: Ada County

[Barber Park](#) is a county park, located five miles southeast of downtown Boise. The park is accessible via the Boise River Greenbelt, and also contains pathways along the irrigation waterway called the Gallagher Canal, which connects to the Boise River near South Eckert Road. This 0.75-mile waterway-pathway is approximately 18 feet wide.



Wilson Pathway in the City of Nampa | Photo Source: AllTrails

The [Wilson Pathway](#), an 8 foot wide paved path that runs alongside the Wilson Drain, connects Wilson Creek Park with the Wilson Springs Ponds in southeast Nampa. The Wilson Pathway was developed over several years, first through recreational easements from a neighboring residential area, and then through the Nampa Parks and Recreation Master Plan. Partnerships with the Nampa-Meridian Irrigation District, as well as the various abutting homeowners associations, were a critical part of the Wilson Pathway's success.



Boise City Canal, Before Project | Photo Source: CCDC



Boise City Canal Multi-Use Pathway, After Project | Source: CCDC

The [Boise City Canal Multi-Use Pathway](#) is a 0.3- mile long, 10-foot wide path in downtown Boise, connecting a pedestrian crossing at Broadway Avenue to pedestrian facilities along Grove Street and 3rd Street. This critical connection provides a safe and comfortable facility for people walking and biking between downtown Boise and the East End neighborhood. This pathway was created through a partnership between the Boise City Canal Company and the Capital City Development Corporation (CCDC), the City of Boise's urban renewal agency. The pathway project was funded through the River-Myrtle Old Boise Urban Renewal District, and once construction was completed, ownership and maintenance responsibilities for the path were transferred from CCDC to the City of Boise's Parks and Recreation Department. To facilitate canal operations and maintenance, the fence installed between the pathway and the irrigation waterway is removable.



Working Together

Pathways and trails are community assets and creating them requires collaboration and cooperation. Throughout the development of this Plan, the Work Group helped us understand the opportunities and challenges of developing pathways and trails along natural and irrigation waterways. The Work Group also played a critical role in developing the pathway prioritization criteria. Irrigation organizations and other key community members shared best practices for implementing pathways along waterways. To see a summary of all of the input we received from the community and our project partners, see Appendix C.

OUR WORK GROUP PLANNING PARTNERS

- Ada County
- Ada County Highway District
- Boise State University
- Canyon County
- City of Boise
- City of Caldwell
- City of Eagle
- City of Garden City
- City of Greenleaf
- City of Kuna
- City of Meridian
- City of Middleton
- City of Nampa
- Idaho Transportation Department
- Nampa Bicycle Project

KEY THEMES FROM CONVERSATIONS WITH IRRIGATION ORGANIZATIONS

Our team met with representatives from several irrigation organizations throughout the Treasure Valley to learn about how to best partner. Key findings from these conversations include:

- **Maintenance Access:** The purpose of the irrigation organization is to provide water to their customers, and so maintaining access to the waterway for routine and emergency maintenance operations is the most important consideration.
 - o **Design elements**, such as split-use corridors, removable fencing, and parallel maintenance roads physically separated from public paths, are all effective strategies for addressing maintenance access.
 - o When publicly-accessible pathways are implemented, it's important for local agency staff to understand that irrigation waterway **maintenance often requires pathway closures** due to debris.
 - o When planning construction, **timing construction** to avoid conflicts with the irrigation season and water delivery is critical.
- **Long-Term Coordination:** Pathway development along irrigation waterways typically requires extensive coordination, phased implementation, and evolving agreements with irrigation organizations, local jurisdictions, real estate developers, homeowners associations, and other partners.
- **Clear Master Agreements:** Successful partnerships rely on detailed master agreements that define access, maintenance roles, safety features, and liability responsibilities.
- **Land Ownership and Easements:** Most irrigation waterways exist within statutory easements rather than on irrigation organization-owned land, which limits the ability of the irrigation organization to grant public access. Collaborating with adjacent property owners for recreational easements is often necessary for pathway implementation.
- **Pathway Maintenance:** Local jurisdictions or homeowners associations typically take on maintenance responsibilities for the pathway after construction. Understanding local capacity for maintenance and establishing maintenance standards is important, especially when considering that heavy equipment used for irrigation maintenance can damage paved pathways.
- **Safety and Liability:** Local jurisdictions typically assume liability for the publicly-accessible pathways through master or license agreements. Buffer zones, fencing, and grab bars on the sides of the waterway are common features to reduce risk and provide safety measure for people using the pathways.
- **Larger Irrigation Organizations Set the Precedent:** Smaller irrigation organizations often follow the lead of larger irrigation organizations, like the Boise Board of Project Control and Nampa-Meridian Irrigation District. Capitalize on existing successes!

These key findings informed the prioritization of projects, as well as the development of the resources contained in the Regional Waterway-Pathway Toolkit.

Existing and Planned Pathways and Active Transportation Facilities

Before we can prioritize waterway-pathway projects for implementation, it is important to understand where there are existing facilities (such as pathways, sidewalks, bike lanes, and bike routes) that already connect to waterways, as well as where planned facilities may connect in the future.

Figure 1 shows existing active transportation facilities, as well as the natural and irrigation waterways where the pathway network could expand. **Figure 2** shows planned active transportation facilities, as well as the waterways. Both figures also show “Regional Routes” which are prioritized active transportation facilities that emerged through the region’s long-range transportation planning process. These regional routes identify high-impact connections among communities in the Treasure Valley. This data informed how potential waterway-pathways are prioritized, by providing a clear picture of the active transportation network today and in the future. For more information about the existing conditions in Ada and Canyon Counties, see Appendix A.



Indian Creek Greenbelt in Kuna, ID (Source: AllTrails)

Figure 1: Existing Active Transportation Facilities

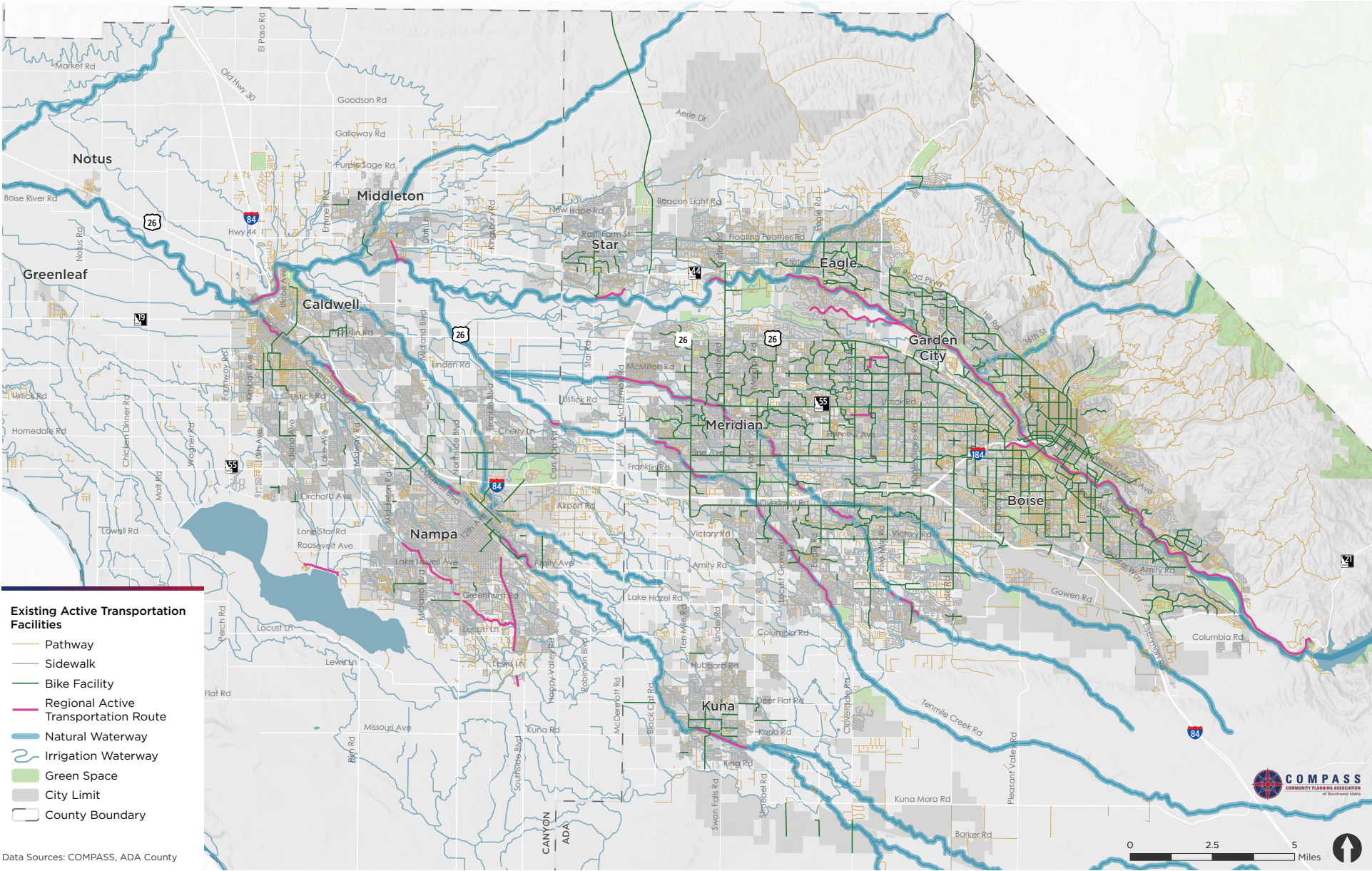
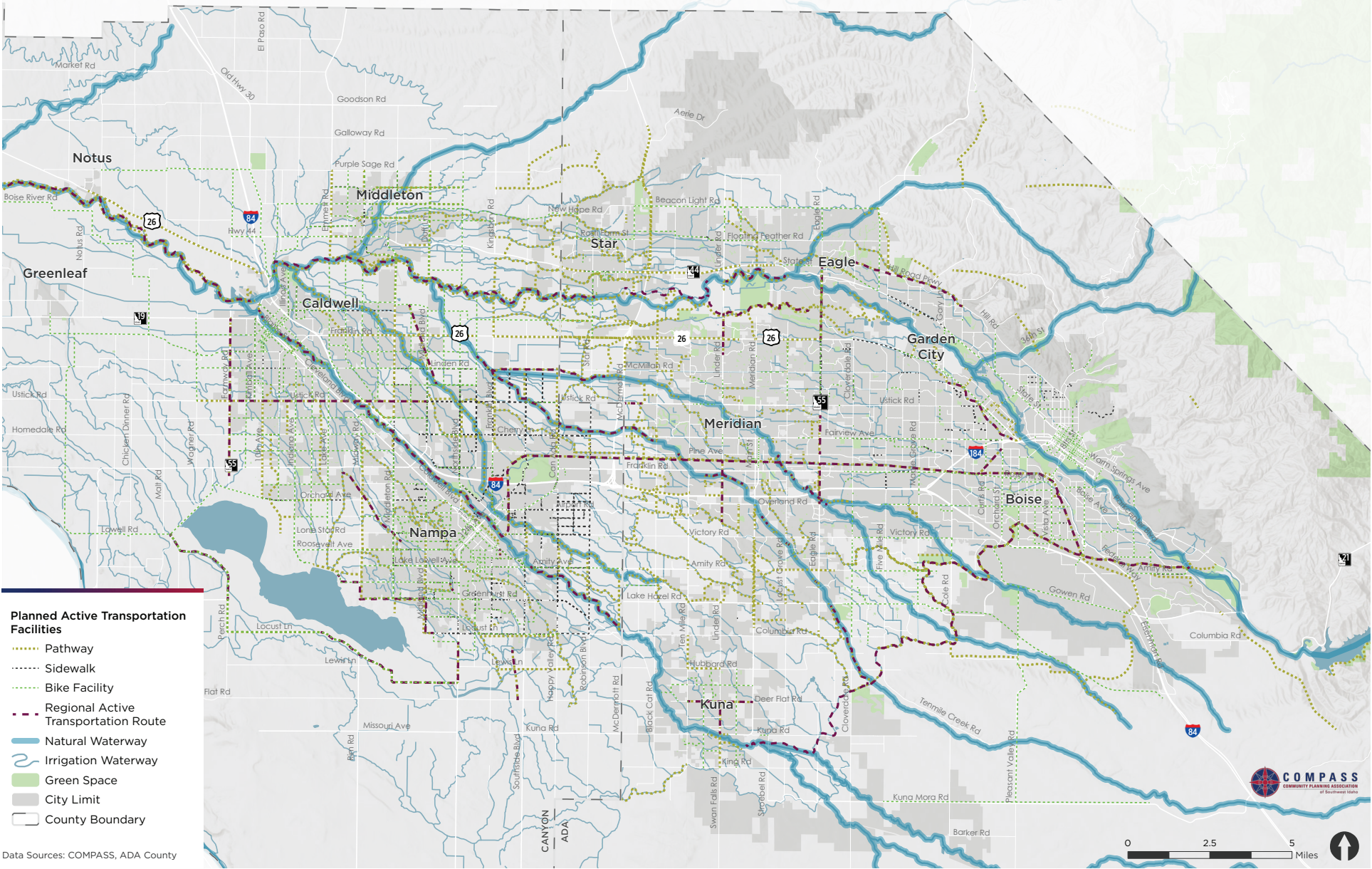


Figure 2: Planned Active Transportation Facilities





Boise River Greenbelt (Source: Kittelson & Associates, Inc.)

Prioritizing Projects

The methodology for prioritizing projects provides a consistent, transparent, and regionally informed framework for evaluating locations that are most feasible, impactful, and supportive of the local and regional communities. The process provides a consistent, transparent, and regionally informed framework for evaluating locations that are most feasible, impactful, and supportive of the local and regional communities. To address differences related to ownership, operational constraints, and planning context, different prioritization criteria were developed for irrigation waterways and natural waterways. Using mapping software, the plan identifies the Top 20 Waterway-Pathway Projects, balancing connectivity, feasibility, community benefit, and environmental stewardship. Active transportation volume data was not reviewed as part of this prioritization process, but could be a potential consideration for future project evaluation.

The prioritization criteria for irrigation waterways are shown in Table 1 and the results are displayed in **Figure 3**, **Figure 4**, and **Figure 5**. The maximum possible score for an irrigation waterway was 14 points. While no segments of irrigation waterways received the maximum score, 11 segments scored as “High Priority.” These High Priority segments are irrigation waterways primarily located in Nampa, Caldwell, Star, Middleton, and Garden City.

The prioritization criteria for natural waterways are shown in Table 2 and the results are displayed in **Figure 6**. These criteria capture many of the same baseline feasibility and regional significance factors that apply to irrigation waterways, but also consider adjacent land ownership patterns. Further prioritization of natural waterways in the future could include other criteria such as equity areas and essential destinations. The maximum possible score for a natural waterway was 8 points. While no segments of natural waterways received the maximum score, there were 10 segments scored as “High Priority.” These High Priority segments are natural waterways primarily located near Kuna and Meridian.

To view the datasets that informed both prioritization processes, an interactive map is available online.⁴

⁴COMPASS. (June 2026). Coordinated Regional Waterway Pathway Plan Map. https://experience.arcgis.com/experience/78747e95678a41059bc489dcbc5a60e8#data_s=id%3A2db22fd68b1940f9b10218a8060207e5-19bc8140c94-layer-30-19bc8d077f2-layer-56%3A188

PRIORITIZATION CRITERIA FOR PATHWAYS ALONG IRRIGATION WATERWAYS

Table 1: Prioritization Criteria and Scoring for Irrigation Waterway-Pathways

Criterion	+2 Point	+1 Point	0 Points	-1 Point
Irrigation Organization Interest in Publicly-Accessible Pathways along Waterways: Determined via stakeholder outreach conducted in September 2025 – January 2026	Irrigation organizations that have indicated a willingness or existing practice of implementing publicly-accessible pathways along waterways - Boise City Canal Company - Pioneer Irrigation District - Middleton Mill Irrigation Association	Irrigation organizations that have indicated they are “Interested but Cautious” about implementing publicly-accessible pathways along waterways (None Interviewed)	Irrigation organizations that did not respond to outreach attempts (All irrigation organizations not otherwise listed)	Irrigation organizations that have indicated they are “Uninterested or Against” implementing publicly-accessible pathways along waterways - Boise Board of Project Control (Boise-Kuna Irrigation District, New York Irrigation District, Wilder Irrigation District, part of Nampa-Meridian Irrigation District) - Farmers Union Ditch Company
Regional Routes Active Transportation Network Connectivity	Existing to Existing Facility	Existing to Proposed Facility	Proposed to Proposed Facility	N/A
Local Active Transportation Network Connectivity	Existing to Existing Facility	Existing to Proposed Facility	Proposed to Proposed Facility	N/A
Connectivity with Unopened Right-of-Way or Subdivision Common Areas: Potential access points or local connections to the irrigation waterways that are publicly or communally held within 100 feet	N/A	Intersects (within 100 feet) with either existing right-of-way or subdivision common areas	N/A	N/A

The Regional Equity Index aggregates 23 societal, environmental, and transportation factors to score and map the level of equity/inequity by geographic locations, relative to the region as a whole. A high index score indicates higher inequity relative to the region as a whole. For more information, please reference: COMPASS. (December 2022). Communities in Motion 2050 Regional Equity Index. <https://compassidaho.maps.arcgis.com/apps/instant/minimalist/index.html?appid=f9fc986e99554b6b944b319319408184>

Criterion	+2 Point	+1 Point	0 Points	-1 Point
Support Existing Planning Efforts	N/A	Identified in a previous plan	Not identified in a previous plan	N/A
Essential Destinations: Schools, libraries, parks / open spaces within 0.5 mi	2+ Destinations	1 Destination	0 Destinations	N/A
COMPASS Communities in Motion 2050 Regional Equity Index⁵	Highest 25% of index scores	Next 25% of index scores	N/A	N/A
Cross-Jurisdictional Alignment	N/A	Two or more jurisdictions	One jurisdiction	N/A
Jurisdiction Priority*: Each community's top priority for pathways along waterways	N/A	Indicated as the top priority for the community	N/A	N/A

*To learn more about how planning partners provided feedback on their jurisdictions' priorities, please see Appendix D.

⁵The Regional Equity Index aggregates 23 societal, environmental, and transportation factors to score and map the level of equity/inequity by geographic locations, relative to the region as a whole. A high index score indicates higher inequity relative to the region as a whole. For more information, please reference: COMPASS. (December 2022). Communities in Motion 2050 Regional Equity Index. <https://compassidaho.maps.arcgis.com/apps/instant/minimalist/index.html?appid=f9fc986e99554b6b944b319319408184>

Figure 3: Irrigation Waterway Prioritization - High Scores

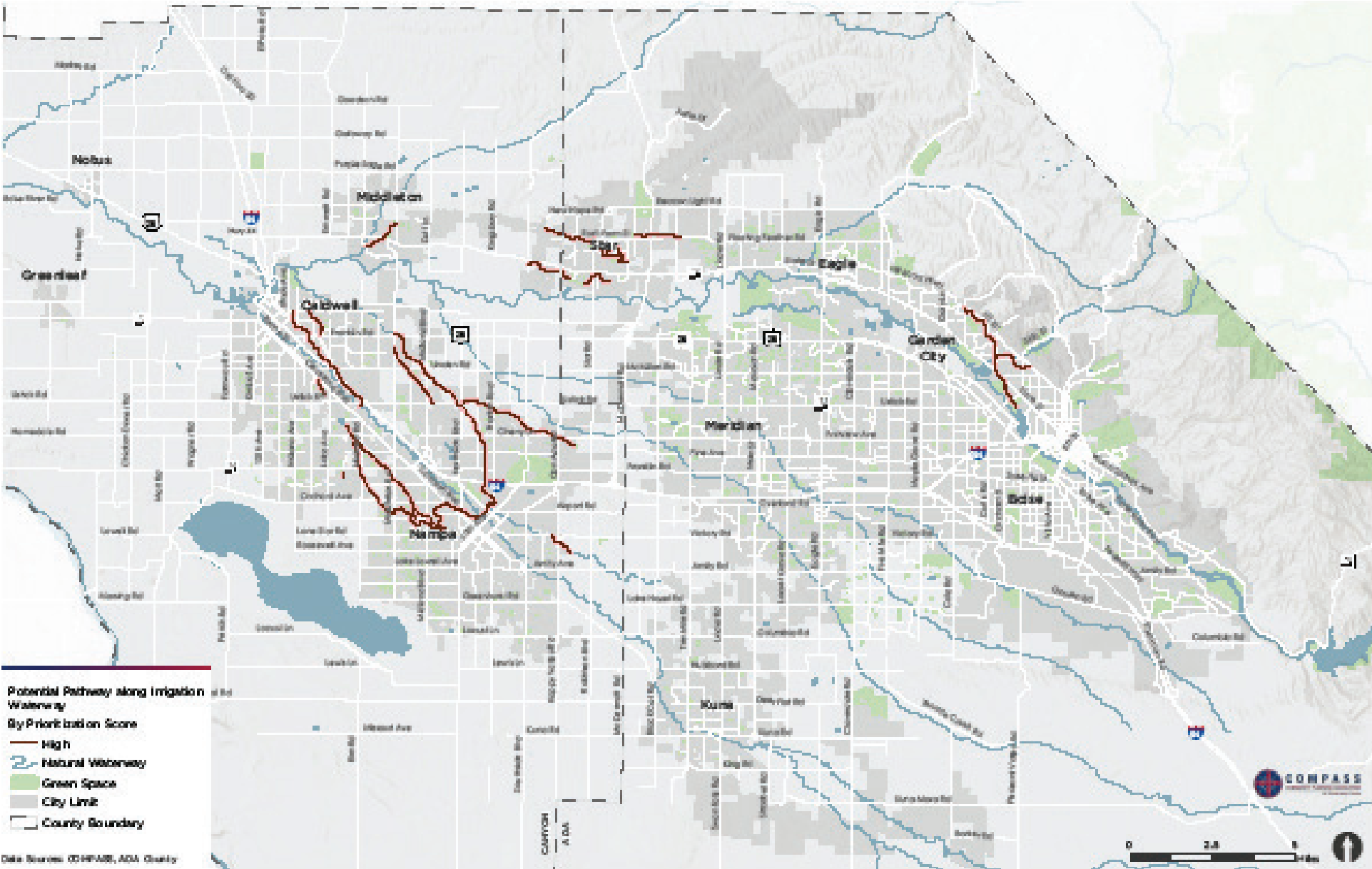


Figure 4: Irrigation Waterway Prioritization - Medium Scores

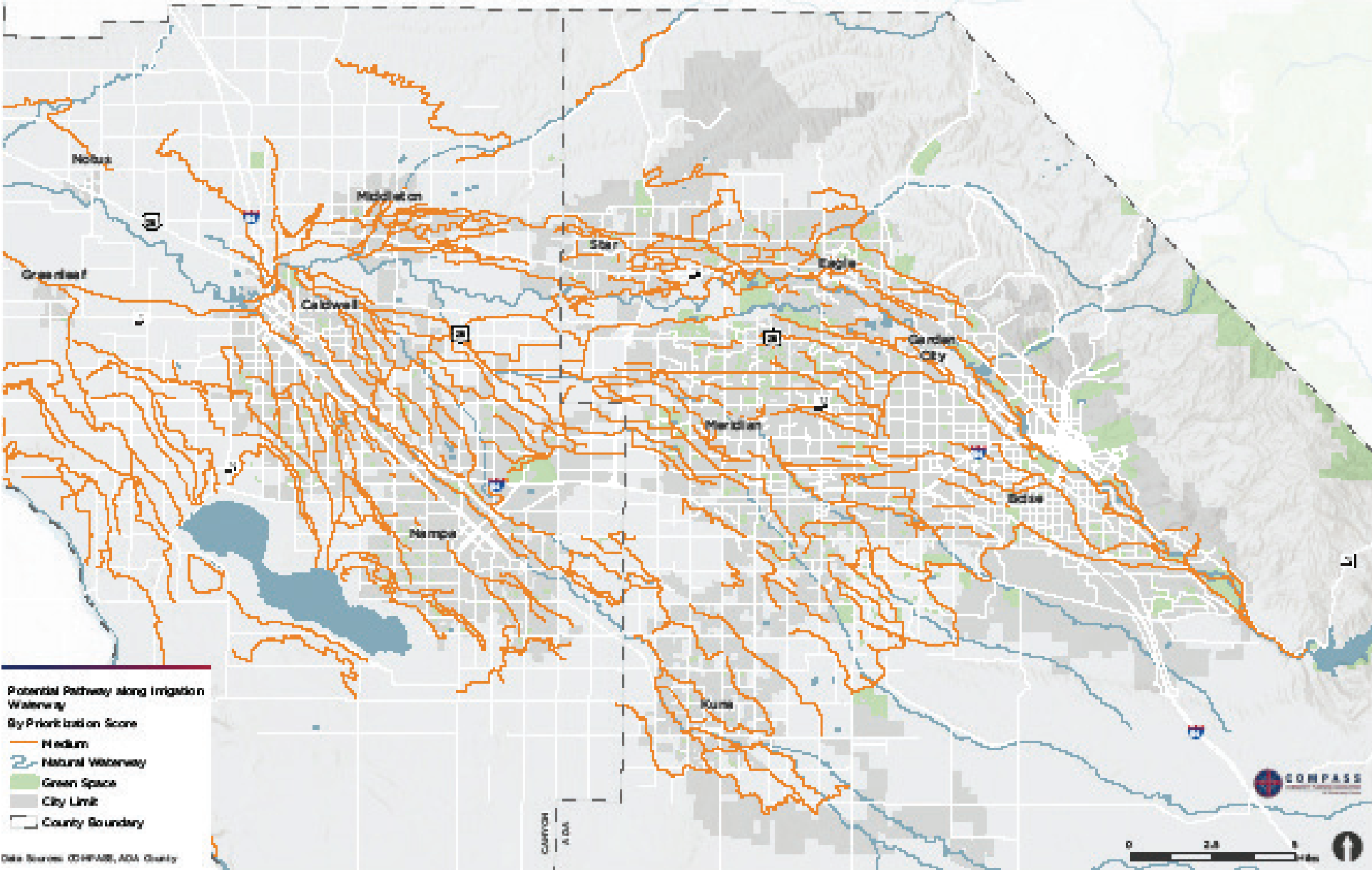
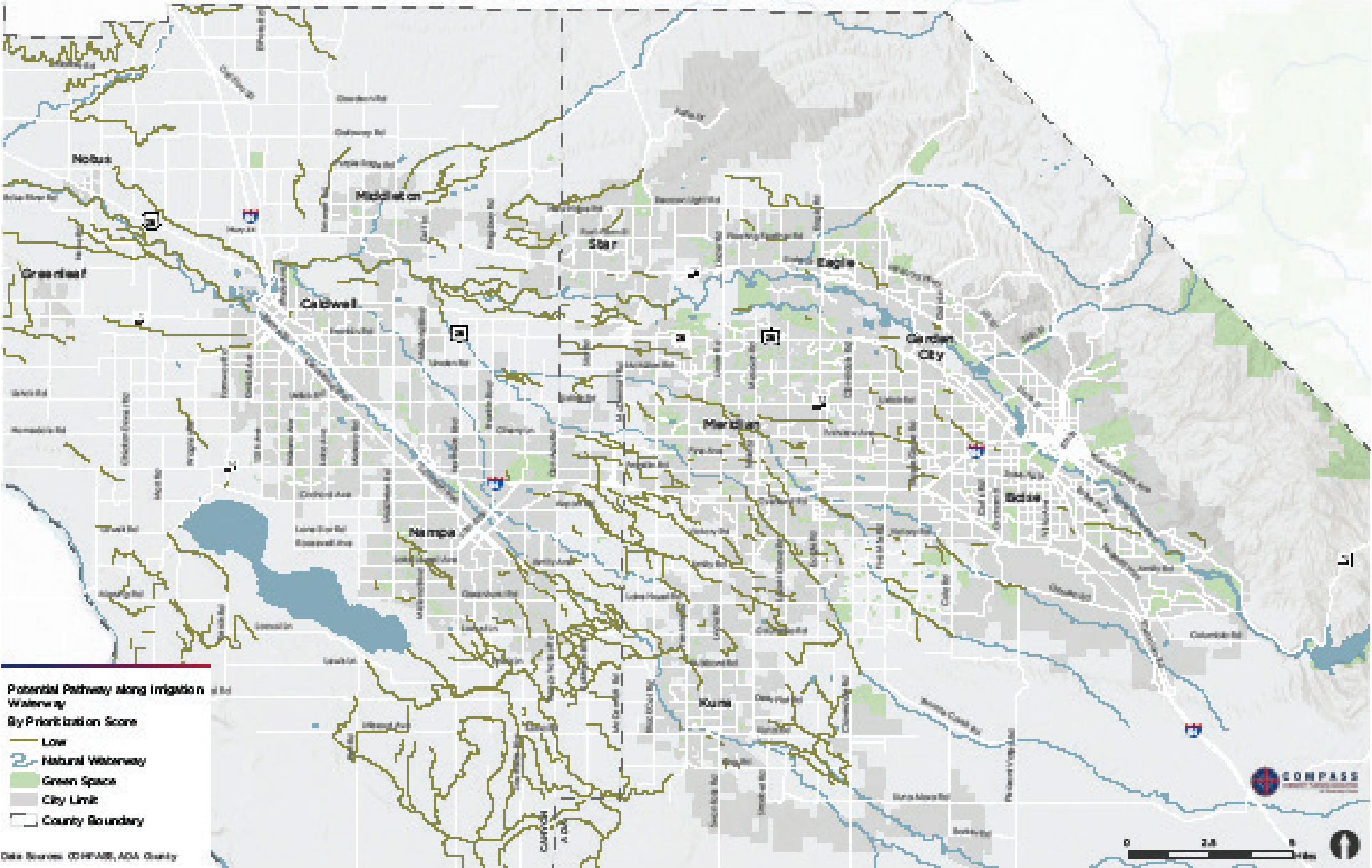


Figure 5: Irrigation Waterway Prioritization - Low Scores

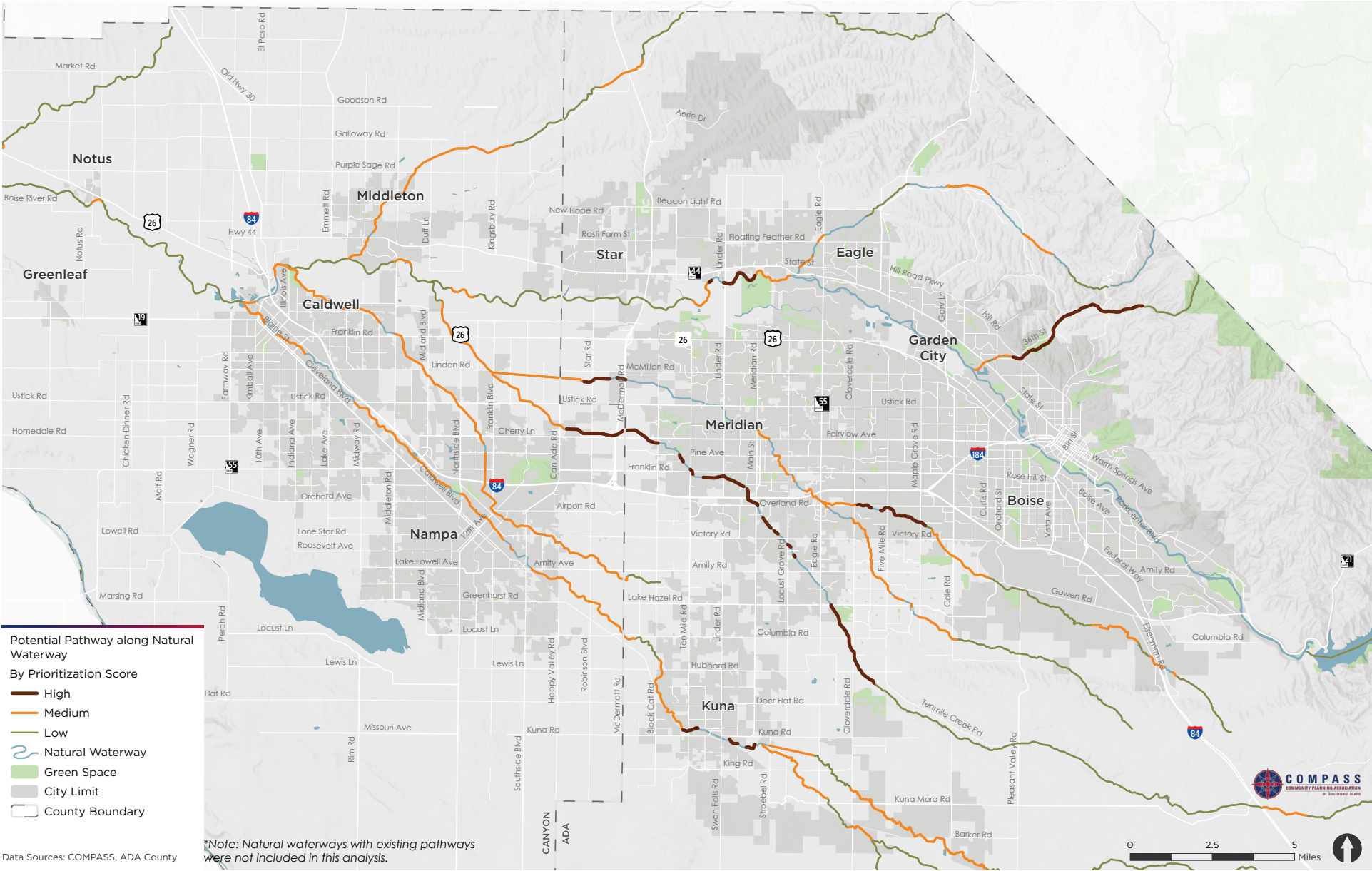


PRIORITIZATION CRITERIA FOR PATHWAYS ALONG NATURAL WATERWAYS

Table 2: Prioritization Criteria and Scoring for Natural Waterway-Pathways

Criterion	+2 Point	+1 Point	0 Points
Regional Routes Active Transportation Network Connectivity	Existing to Existing Facility	Existing to Proposed Facility	Proposed to Proposed Facility
Local Active Transportation Network Connectivity	Existing to Existing Facility	Existing to Proposed Facility	Proposed to Proposed Facility
Connectivity with Unopened Existing Right-of-Way or Subdivision Common Areas: Potential access points or local connections to the irrigation waterways that are publicly or communally held within 100 feet	N/A	Intersects (within 100 feet) with either existing right-of-way or subdivision common areas	N/A
Support Existing Planning Efforts	N/A	Identified in a previous plan	Not identified in a previous plan
Adjacent Land Use: Zoning data to inform the feasibility of purchasing right-of-way or securing easements to construct pathways	Environmental, Green Space, or Public/Civic	Agricultural, Commercial, Healthcare, Industrial, Mixed-Use, Office, Planned / Overlay	Enclave, None, Residential

Figure 6: Natural Waterway Prioritization



TOP 20 WATERWAY-PATHWAY PROJECTS

The Top 20 Waterway-Pathway Projects for both irrigation and natural waterways were identified through the prioritization process, professional judgement, and feedback of the Work Group. The Work Group emphasized the importance of prioritizing irrigation waterways, which is why only one natural waterway appears in this list. Multimodal traffic volume data collection in the future could support future evaluation and reporting. The Top 20 Waterway-Pathway Projects are listed in Table 3 and displayed in **Figure 7**. The Top 20 Waterway-Pathway Projects can also be viewed online.⁶

Table 3: Top 20 Waterway-Pathway Projects

Regional Priority	Waterway	Approximate Extents	Jurisdiction	Irrigation Organization(s)	Prioritization Score	Length (miles)
Natural Waterways						
1	Boise River	Eagle to Caldwell	City of Eagle, City of Star, City of Middleton, and City of Caldwell	N/A	6 / 8	19.5
Irrigation Waterways						
2	Elijah Drain	Midway Road to Lone Star Road	City of Nampa	Pioneer Irrigation District	12 / 14	4.1
3	Mason Creek	Ustick Road to N Franklin Boulevard	City of Caldwell	Pioneer Irrigation District	11	3.7
4	Purdam Gulch Drain	Ustick Road to Idaho Center Boulevard	City of Nampa	Boise Project Board of Control; Nampa & Meridian Irrigation District; Pioneer Irrigation District	10	4.1
5	Mason Creek	Middleton Road to Ustick Road	City of Nampa	Pioneer Irrigation District	10	3.1

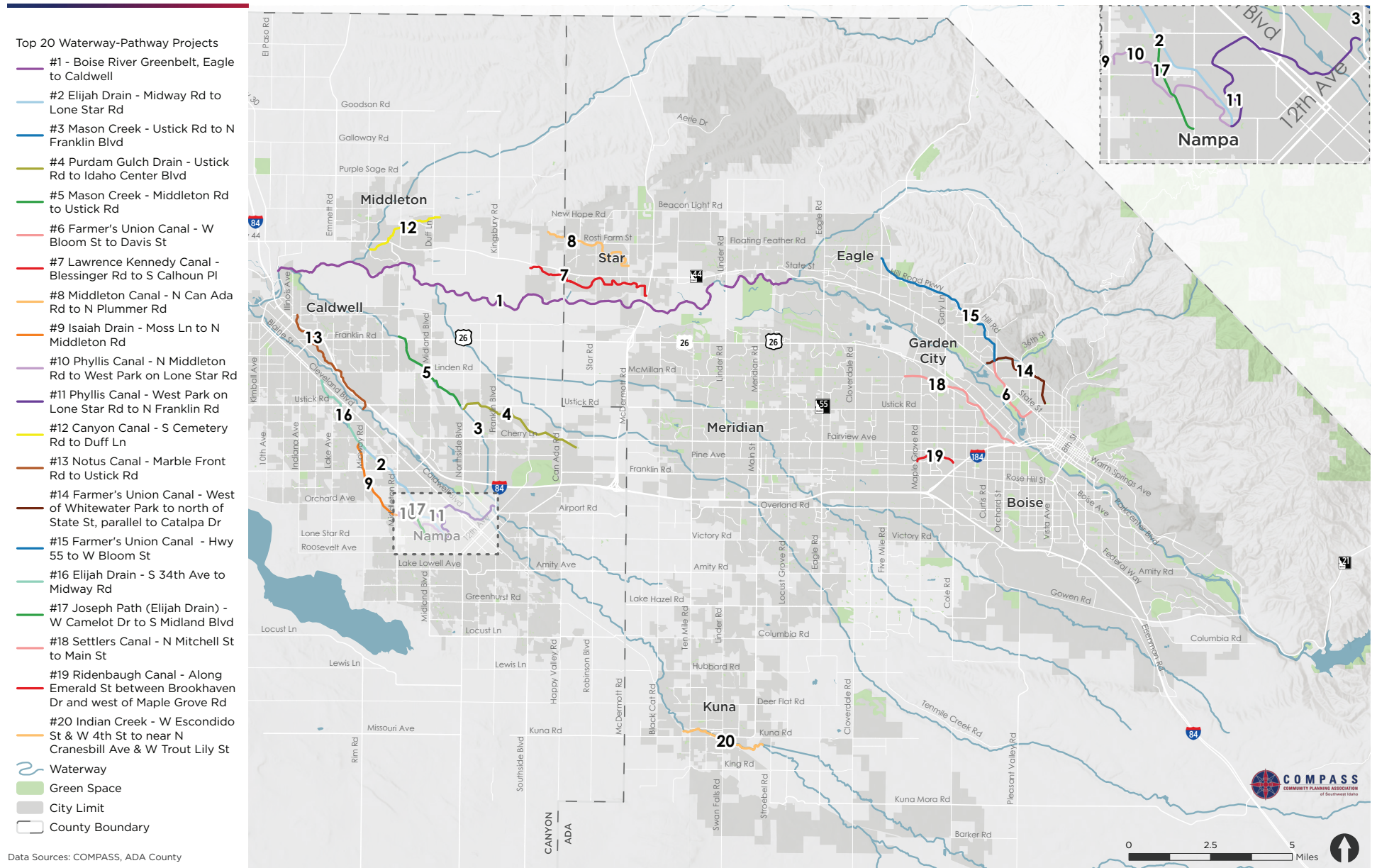
⁶COMPASS. (June 2026). Coordinated Regional Waterway Pathway Plan Map.

https://experience.arcgis.com/experience/78747e95678a41059bc489dcbc5a60e8#data_s=id%3A2db22fd68b1940f9b10218a8060207e5-19bc8140c94-layer-30-19bc8d077f2-layer-56%3A188

Regional Priority	Waterway	Approximate Extents	Jurisdiction	Irrigation Organization(s)	Prioritization Score	Length (miles)
Irrigation Waterways						
5	Mason Creek	Middleton Road to Ustick Road	City of Nampa	Pioneer Irrigation District	10	3.1
6	Farmer's Union Canal	W Bloom Street to Davis Street	City of Boise	Boise City Canal Company; Thurman Mill Ditch Company	10	2.4
7	Lawrence Kennedy Canal	Blessinger Road to S Calhoun Place	City of Star	Pioneer Ditch Company; Middleton Mill Ditch Company; Pioneer Ditch Company; Middleton Irrigation Association; Canyon County Water Company	10	4.7
8	Middleton Canal	N Can Ada Road to N Plummer Road	City of Star	Middleton Mill Ditch Company; Middleton Irrigation Association	9	3.9
9	Isaiah Drain	Moss Lane to N Middleton Road	City of Nampa	Pioneer Irrigation District	9	2.7
10	Phyllis Canal	N Middleton Road to West Park on Lone Star Road	City of Nampa	Boise Project Board of Control; Nampa & Meridian Irrigation District; Pioneer Irrigation District	9	2.3
11	Phyllis Canal	West Park on Lone Star Road to N Franklin Road	City of Nampa	Boise Project Board of Control; Nampa & Meridian Irrigation District; Pioneer Irrigation District	9	3.4
12	Canyon Canal	S Cemetery Road to Duff Lane	City of Middleton	Canyon County Water Company; Middleton Irrigation Association; Middleton Mill Ditch Company; Black Canyon Irrigation District	9	2.8
13	Notus Canal	Marble Front Road to Ustick Road	City of Nampa	Canyon Hill Irrigation District; Golden Gate Irrigation District; Pioneer Irrigation District	9	4.0

Regional Priority	Waterway	Approximate Extents	Jurisdiction	Irrigation Organization(s)	Prioritization Score	Length (miles)
Irrigation Waterways						
14	Farmer's Union Canal	West of Whitewater Park to north of State Street, parallel to Catalpa Drive	City of Boise	Boise City Canal Company; Boise Valley Irrigation Ditch Company	9	2.9
15	Farmer's Union Canal	Hwy 55 to W Bloom Street	City of Boise and City of Eagle	Boise City Canal Company; Boise Valley Irrigation Ditch Company; Farmers Union Ditch Company	9	5.3
16	Elijah Drain	S 34th Avenue to Midway Road	City of Caldwell	Pioneer Irrigation District; Boise Project Board of Control; Nampa & Meridian Irrigation District	9	2.6
17	Joseph Pathway (Elijah Drain)	W Camelot Drive to S Midland Boulevard	City of Nampa	Pioneer Irrigation District; Boise Project Board of Control; Nampa & Meridian Irrigation District	9	1.2
18	Settlers Canal	N Mitchell Street to Main Street	City of Garden City	Settlers Irrigation District	6	4.3
19	Ridenbaugh Canal	Along Emerald Street between Brookhaven Drive and west of Maple Grove Road	City of Boise	Boise Project Board of Control; Nampa & Meridian Irrigation District	6	1.3
20	Indian Creek	W Escondido Street & W 4th Street to N Cranesbill Avenue & W Trout Lily Street	City of Kuna	Boise Kuna Irrigation District; Boise Project Board of Control	5	3.0

Figure 7: Top 20 Waterway-Pathway Projects



Moving Forward

As Ada and Canyon counties continue to grow and develop, the Coordinated Regional Waterway-Pathway Plan provides a flexible framework to support the collaboration and implementation of pathways for communities. By applying the strategies outlined in the Plan and leveraging available funding resources, jurisdictions and partners can reduce barriers, strengthen partnerships, and implement pathway solutions that enhance mobility, recreation, and quality of life.

This Plan is intended not as a static document, but to guide collaboration and investment. Continued coordination among local governments, irrigation organizations, property owners, and regional partners will be essential to building a connected and resilient waterway pathway network for future generations. To progress this important work in your community, please reference the resources provided in the Regional Waterway-Pathway Toolkit.



Bridge over the Boise River (Source: Kittelson & Associates, Inc.)

APPENDIX A

Technical Memorandum #2

Existing Conditions and Policy Audit

TECHNICAL MEMORANDUM #2

November 20, 2025

Project# 31994

To: Alexa Roitman, COMPASS
From: Marcus Jackson, Rachel Grosso, and Brooke Green, Kittelson & Associates
CC: Megan Grzybowski and Alex Dupey, MIG
RE: COMPASS Regional Waterways – Pathways Plan

Introduction

The Community Planning Association of Southwest Idaho (COMPASS), the metropolitan planning organization for Ada and Canyon Counties, Idaho, is developing a coordinated Regional Waterways – Pathways Plan to ensure a seamless, accessible, and sustainable transportation network that meets the needs of a growing population and fosters a higher quality of life for all residents. This Plan aims to address the existing issues presented by pathways along waterways (such as the Boise River Greenbelt and portions of the Ridenbaugh Canal), where a lack of agency coordination, standard policies, and relationships with key stakeholders has resulted in incomplete or fragmented facilities. Through this Plan, COMPASS will identify future waterways – pathways projects, develop implementation strategies, and engage with key stakeholders to strengthen the necessary relationships to progress these projects and strategies.

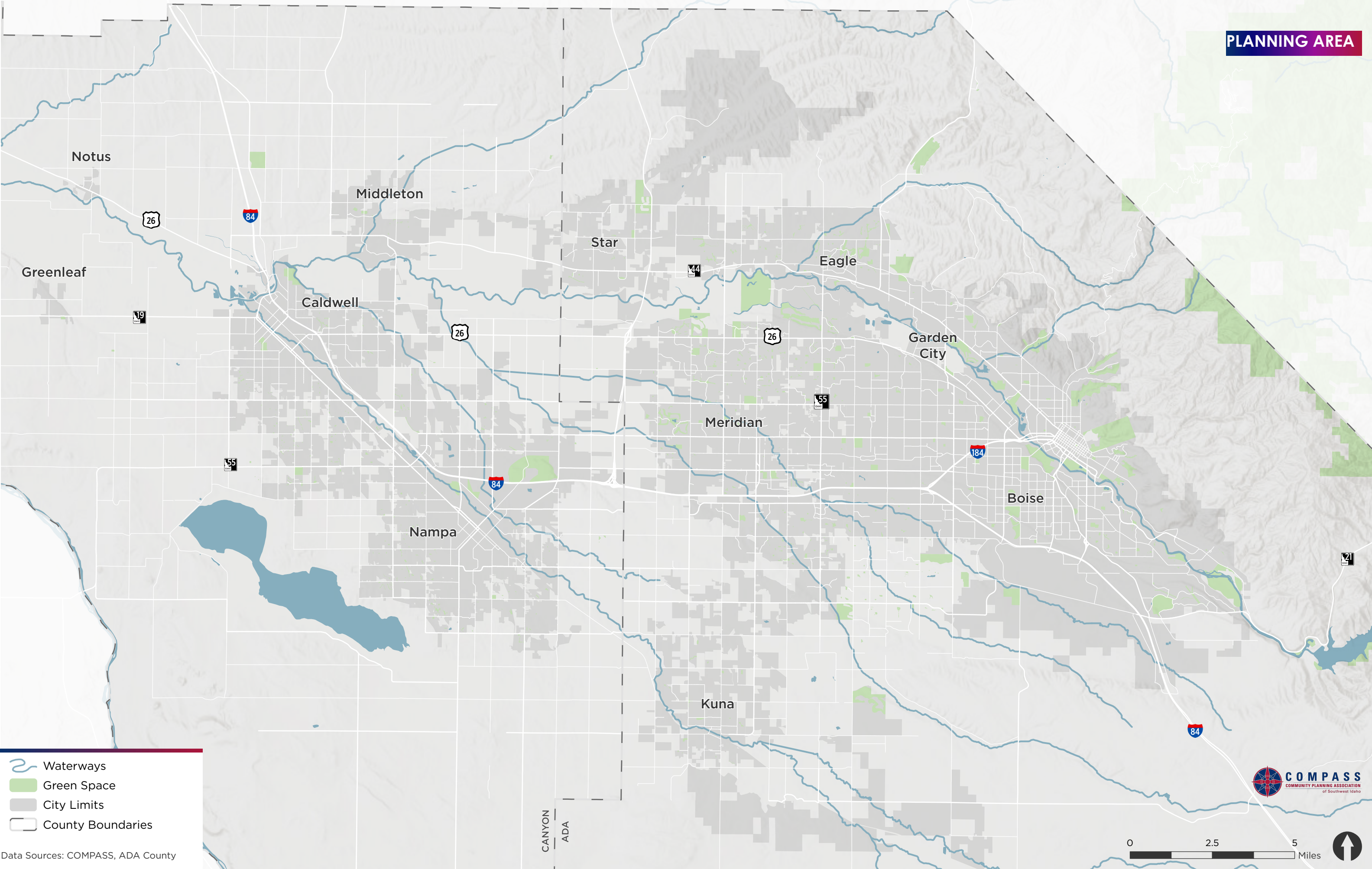
This memorandum outlines the relevant existing conditions in the COMPASS planning area, as well as the key findings from a cross-jurisdictional policy audit, and will inform the plan document. For the purposes of this Plan, waterways include natural water bodies such as rivers and streams, as well as human-made water bodies, such as canals and irrigation ditches.

Existing Conditions

To guide the future development of waterways – pathways, this planning process began with documenting the relevant existing conditions in Ada and Canyon counties. This evaluation included understanding where waterway – pathways are already being enjoyed by community members, identifying where planned pedestrian and bicycle facilities may connect to potential waterway – pathways in the future, and most critically, outlining the existing waterways (along with their wetlands and floodplains) and the respective organizations that manage these waterways where pathways could be constructed in the future.

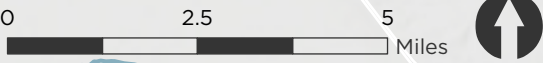
While COMPASS plans for the entirety of Ada and Canyon counties, this Plan is focused on the urban areas towards the northern border of each county boundary. The planning area is displayed in Figure 1.

PLANNING AREA



- Waterways
- Green Space
- City Limits
- County Boundaries

Data Sources: COMPASS, ADA County



IRRIGATION ORGANIZATIONS

According to the Idaho State Historical Society, irrigation in southwestern Idaho dates back to the 1860's, when the discovery of gold brought irrigated farming to the Boise Basin. By 1864, early canal companies were beginning to create infrastructure to irrigate agricultural lands from the Boise River, such as the New York Canal and the Ridenbaugh Canal. Following federal legislation in the 1890's that encouraged these types of irrigation projects, the first irrigation district was established around the year 1900, near Caldwell – the Pioneer Irrigation District.¹ Nearly 60 years later in 1965, the Idaho State Legislature created the Idaho Water Resource Board (IWRB), which is housed under the Idaho Department of Water Resources to manage water and waterways within the state of Idaho. The IWRB administers water rights within the states, and irrigation organizations (such as districts and companies) are entities that own water rights for a specific area and distribute water.² More specifically,

- **Irrigation Districts:** Public, involuntary, semi-municipal fee-collecting entities controlled by local landowners, authorized by county commissions. The purpose of irrigation districts is to develop or own an irrigation system. All irrigation districts in Idaho are governed by Title 43 of the Idaho Statutes.³
- **Private Irrigation Companies:** Also known as irrigation companies, canal companies, ditch companies, or reservoir companies. These privately-owned, non-profit, fee-collecting companies deliver water for irrigation purposes through owning water rights. These companies are typically owned by shareholders who receive water through the irrigation system.

There are over 30 irrigation organizations in Ada and Canyon counties, ranging in size from 400 to 2.4 million acres in size. Figure 2 displays the irrigation organizations in the planning area.

Why are Irrigation Organizations important to this Plan?

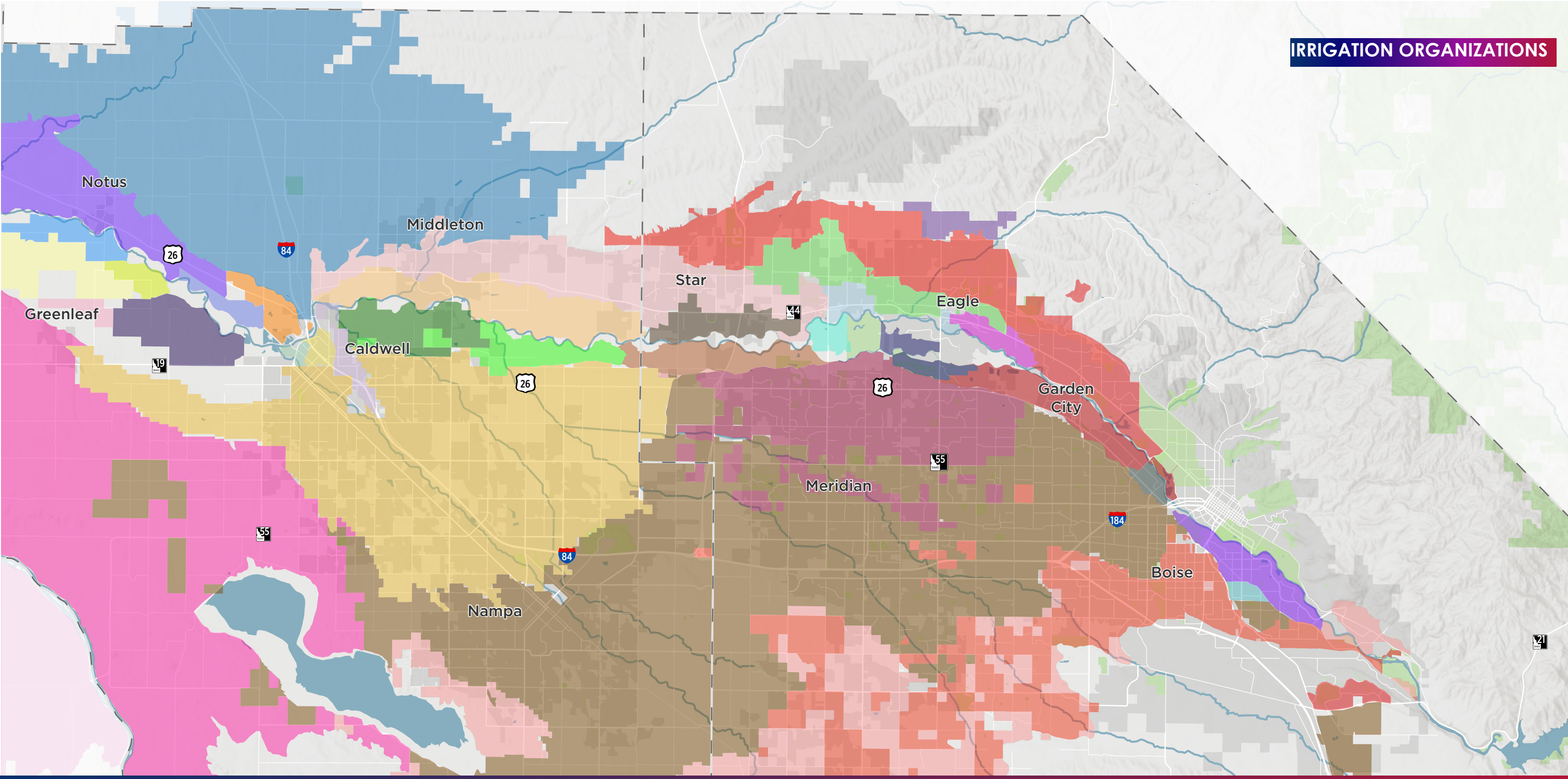
To plan for pathways along waterways throughout Ada and Canyon counties, COMPASS is partnering with irrigation organizations to understand their concerns, needs, and opportunities, as these entities own and operate many of the waterways that community members are interested in utilizing for transportation and recreation.

¹ Idaho State Historical Society. (June 1971). *Reference Series: Irrigation in Idaho (#260)*.
https://history.idaho.gov/wp-content/uploads/0260_Irrigation-in-Idaho-1.pdf

²Idaho Department of Water Resources. (N.D.). *Idaho Water Resource Board – Responsibilities and Authority*. Idaho Water Resource Board. <https://idwr.idaho.gov/iwrp/about-the-iwrp/>

³ Idaho State Legislature. (N.D.). Title 43: *Irrigation Districts*.
<https://legislature.idaho.gov/statutesrules/idstat/Title43/>

IRRIGATION ORGANIZATIONS



- | | | | | | |
|----------------------------------|--------------------------------------|--|-----------------------------------|--------------------------------------|-----------------------------|
| Ballentyne Ditch Co Ltd | Canyon Hill Irrigation District | Gem Irrigation District | New Dry Creek Ditch Co | Poor Boy Ditch Co Inc | Upper Center Point Ditch Co |
| Black Canyon Irrigation District | Capitol View Irrigation Inc | Golden Gate Irrigation District | New Union Ditch Co Ltd | Riverside Irrigation District Ltd | Warm Springs Ditch Co |
| Boise City Canal Co | Eureka Ditch Co No 2 | Hart Davis Ditch Co Inc | New York Irrigation District | Settlers Irrigation District | Wilder Irrigation District |
| Boise Kuna Irrigation District | Eureka Water Co | Lower Centerpoint Ditch Co | Opaline Irrigation District | Siebenberg Cooperative Ditch Co Ltd | County Boundaries |
| Boise Project Board Of Control | Fairview Acres Water Users Assoc Inc | Mace Catlin Ditch Co | Pioneer Ditch Co Ltd | South Boise Mutual Irrigation Co Ltd | City Limits |
| Boise Valley Irrigation Ditch Co | Farmers Cooperative Ditch Co | Mason Creek Ditch Co | Pioneer Dixie Ditch Co | South Boise Water Co | Green Space |
| Canyon County Water Co Ltd | Farmers Union Ditch Co Ltd | Middleton Irrigation Assn Inc; Middleton Mill Ditch Co | Pioneer Irrigation District | Thurman Mill Ditch Co Ltd | Waterways |
| Canyon Ditch Co | Franklin Ditch Co | Nampa & Meridian Irrigation District | Pleasant Valley Irrigation Co Ltd | | |

Data Sources: COMPASS, ADA County, Idaho Dept. of Water Resources



WATERWAYS, WETLANDS, AND FLOODPLAINS

The COMPASS Planning Area is home to a variety of waterways, including rivers, streams, and wetlands, as well as the irrigation canals that were created to transport water for agricultural and commercial uses. Figure 3 displays these waterways, along with the areas adjacent to waterways that are noted for flooding risk, as well as environmentally sensitive areas known as wetlands.

Why are Floodplains and Wetlands important to this Plan?

To plan for pathways along waterways throughout Ada and Canyon counties, it is crucial to understand where there are sensitive environmental areas, as well as where there are locations that are at a higher risk of flooding, as both of these elements can and will influence where potential pathways connections are feasible. Identifying these areas upfront will assist COMPASS in identifying priority locations for potential pathways along waterways, which will be further discussed in Technical Memorandum #4.

Floodplains are areas identified by the Federal Emergency Management Agency (FEMA) as having elevated flooding risk. As displayed in Figure 3, many waterways in the Planning Area are associated with flooding risks, particularly along riverine corridors. However, there are also waterways controlled by irrigation organizations that are identified by FEMA as having flood risk. While flood risk does not rule out a waterway as a potential location for a pathway, flooding is an important consideration for the pathway design. For example, one of the best recognized pathways along a waterway in the Treasure Valley is the Boise River Greenbelt. Over the years, many of the public parks that the Greenbelt transverses, such as Esther Simplot Park, Anne Morrison Park, and Marianne Williams Park, have been designed to flood during large storm events.⁴ Purposeful flooding of green spaces is a resiliency measure that the potential pathways that this Plan will recommend can also include.

Wetlands are areas that transition between terrestrial and aquatic systems, where the water table is at or near the surface or the land is covered by shallow water – simply put, wetlands are where land and water meet. Wetlands serve essential functions in natural areas by filtering water, providing flood and erosion control, and offering vital habitats.⁵ To understand where these critical areas are located in the planning area, data from the U.S. Fish and Wildlife Service was included in Figure 3. Most of the wetlands in the planning area surround the lakes and rivers, but there are some areas where canals intersect or coincide with wetlands. As many wetlands are federally-protected areas, the presence of wetlands near a potential canal pathway could necessitate additional mitigation metrics.

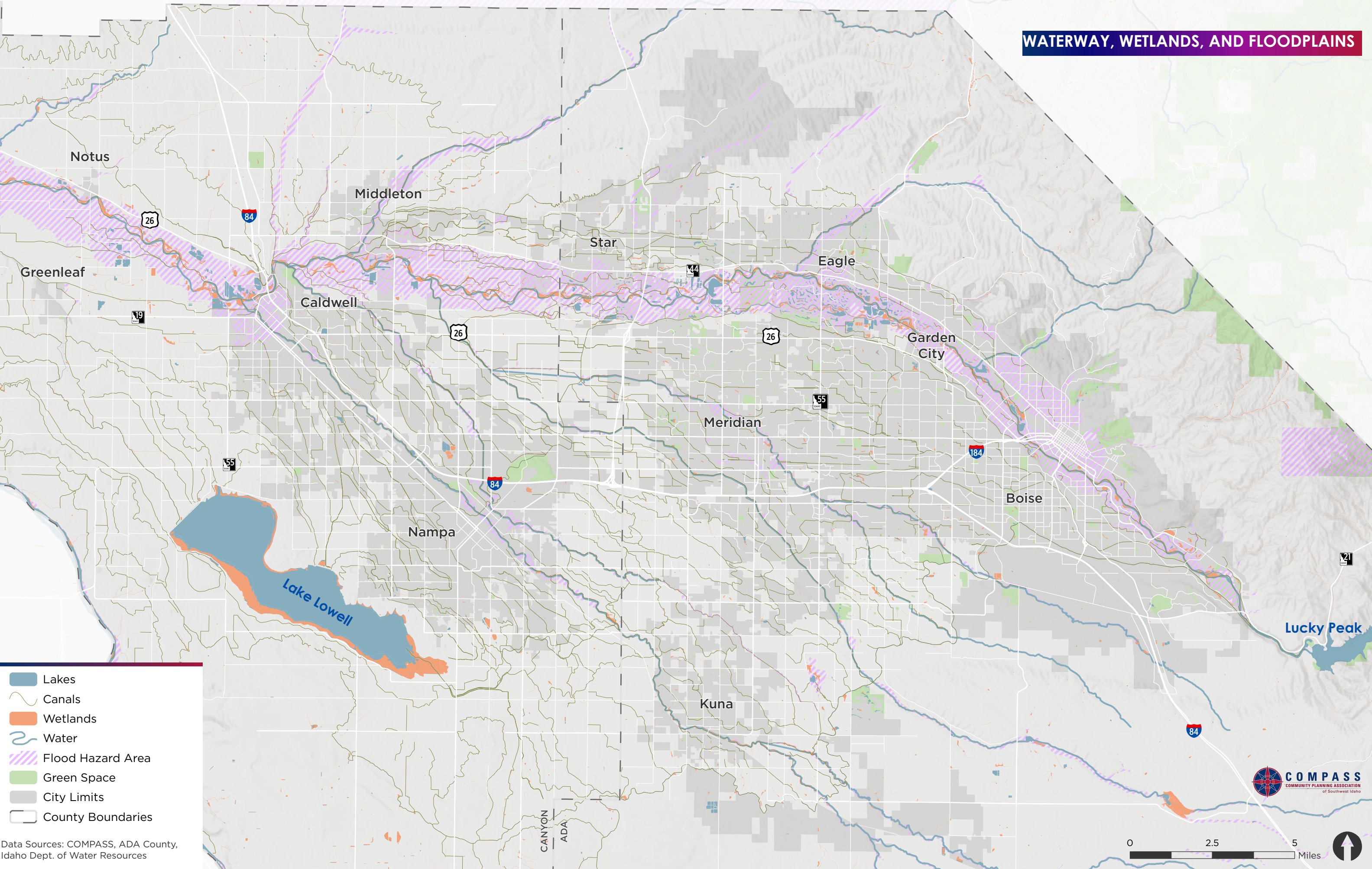
⁴ Idaho State Section of the American Water Resources Association. (April 2016). *Esther Simplot Park – Innovative Stormwater and Flood Protection*.

https://www.awraidaho.org/uploads/1/2/3/0/123067186/2016.4.14_esther_simplot_park.sign_in.pdf

⁵ U.S. Fish and Wildlife Service. (May 2019). *Wetlands 101: Where land meets water*.

<https://www.fws.gov/story/2019-05/wetlands-101>

WATERWAY, WETLANDS, AND FLOODPLAINS



- Lakes
- Canals
- Wetlands
- Water
- Flood Hazard Area
- Green Space
- City Limits
- County Boundaries

Data Sources: COMPASS, ADA County, Idaho Dept. of Water Resources

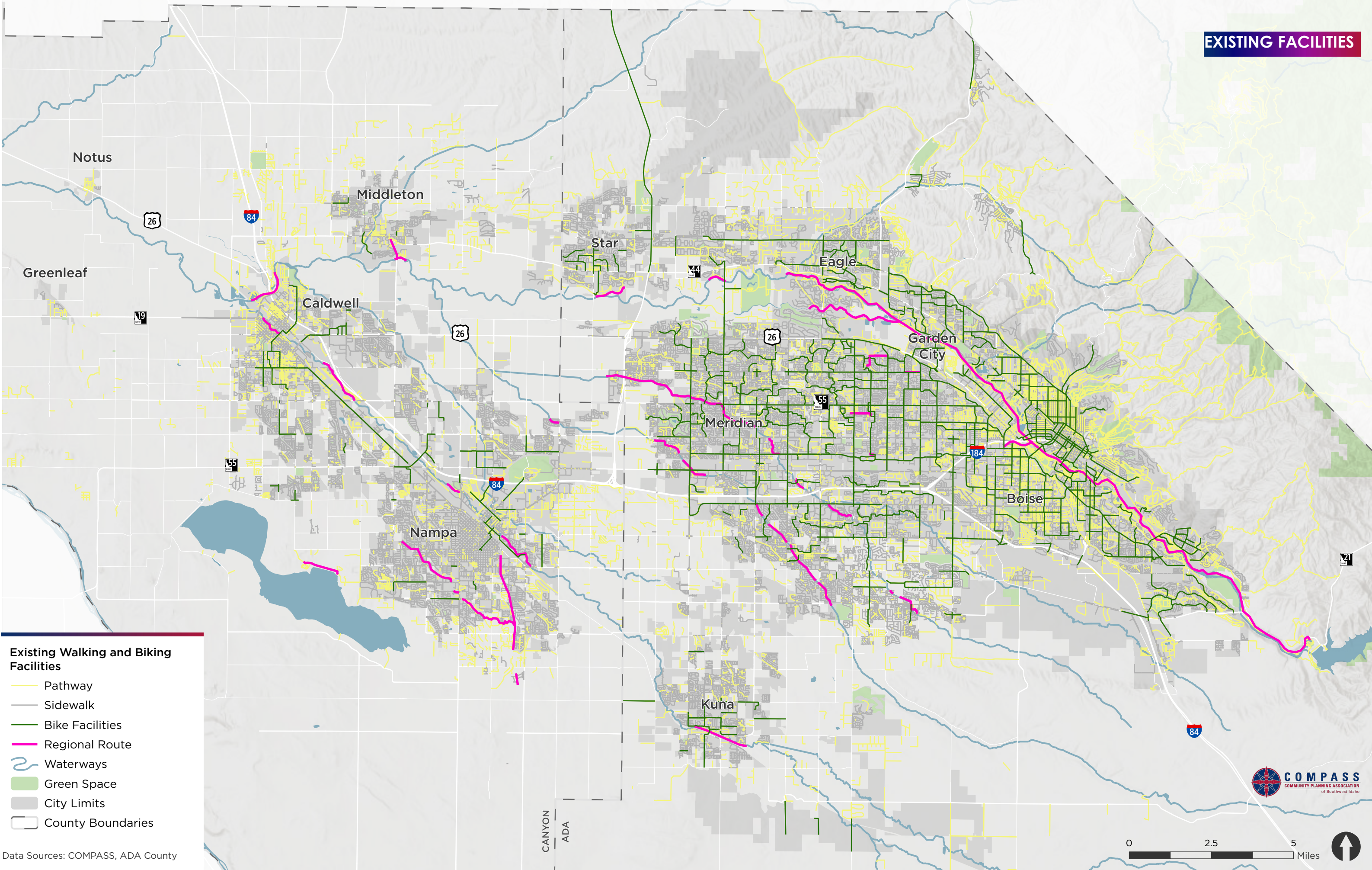


PEDESTRIAN FACILITIES, BICYCLE FACILITIES, AND PATHWAYS

As this Plan seeks to further develop off-street facilities for walking, biking, and rolling, it is important to understand where there are existing on-street facilities that are safe and comfortable access points onto waterways, as well as to identify where proposed facilities may connect in the future. COMPASS maintains a dataset of both existing and proposed facilities, with the help of member agencies. Figure 4 displays the existing pedestrian facilities, bicycle facilities, and pathways in the planning area, and Figure 5 displays proposed facilities. Additionally, these figures also show the Communities in Motion 2050 “Regional Routes”, which are the prioritized pathways that emerged from the long-range planning process.⁶ These regional routes are important to consider as this plan identifies potential waterway-pathway connections.

⁶ COMPASS. (December 2022). *Active Transportation*. <https://cim2050.compassidaho.org/wp-content/uploads/ActiveTransportation.pdf>

EXISTING FACILITIES



- Existing Walking and Biking Facilities**
- Pathway
 - Sidewalk
 - Bike Facilities
 - Regional Route
 - Waterways
 - Green Space
 - City Limits
 - County Boundaries

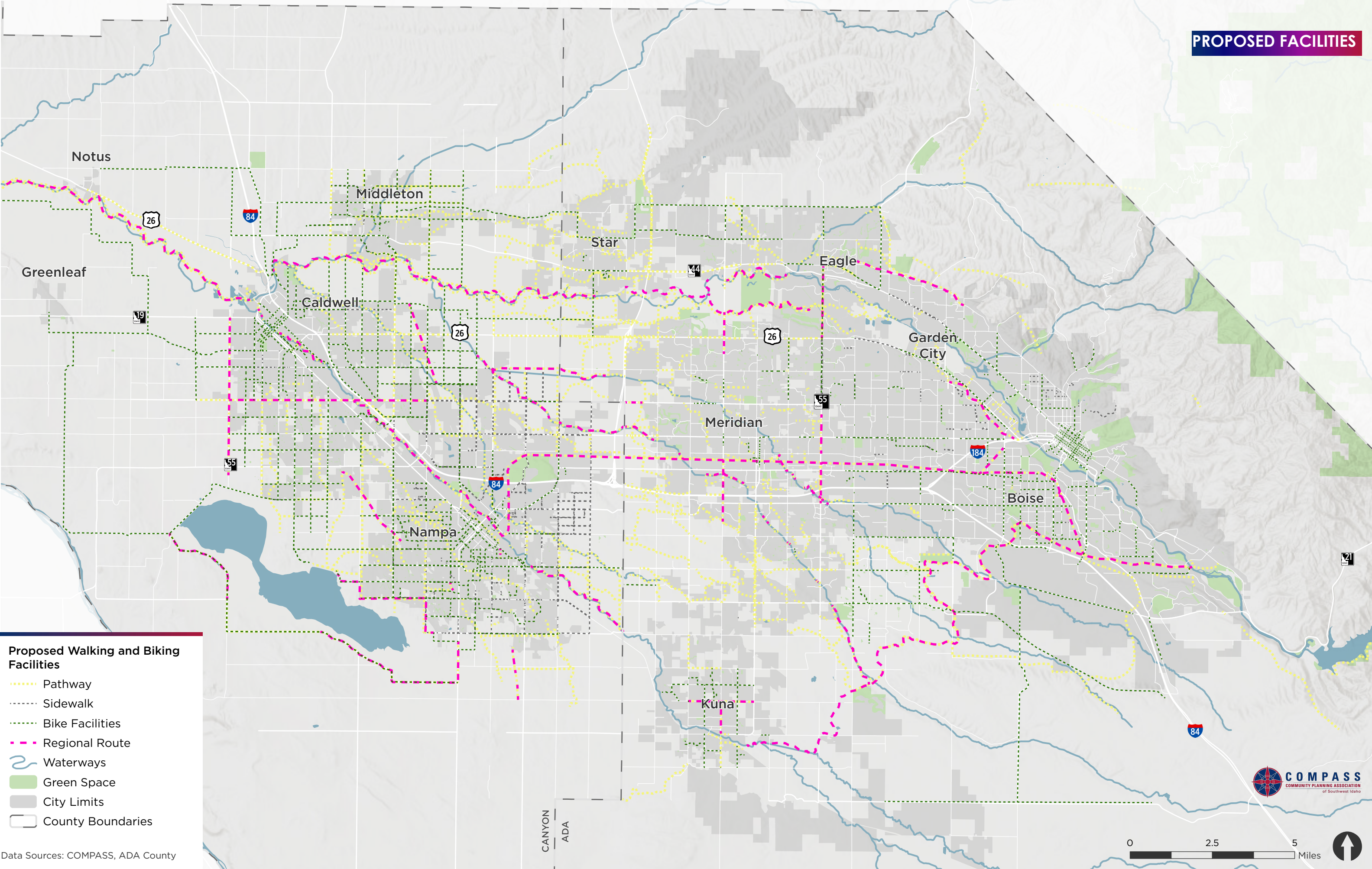
Data Sources: COMPASS, ADA County



0 2.5 5 Miles

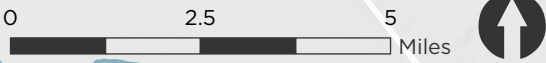


PROPOSED FACILITIES



- Proposed Walking and Biking Facilities**
- Pathway
 - Sidewalk
 - Bike Facilities
 - Regional Route
 - Waterways
 - Green Space
 - City Limits
 - County Boundaries

Data Sources: COMPASS, ADA County



Cross-Jurisdictional Policy Audit

In addition to the physical infrastructure that will determine where waterway-pathways can be developed in Ada and Canyon counties, the policies, strategies, and planning precedents of the local and regional jurisdictions will also play a role. To create an interconnected and unified network, this Plan reviewed relevant planning documents, identified key similarities and inconsistencies, highlighted best practices, and determined next steps for this Plan to address. This section outlines the Policy Audit’s methodology and key findings. The full Policy Audit Matrix can be found in Appendix A.

STAKEHOLDER ENGAGEMENT AND RELATED RESOURCES

As part of the CRWPP, the consultant team is engaging with various stakeholders to gather information to inform the Existing Conditions, the Policy Audit, and the eventual products of the Plan, such as the Policy Template and Design Template. From these conversations, several resources have emerged, including Master Agreements, Design Standards, and Land Use and Site Development Packets, among others. As the stakeholder outreach is ongoing at the time of writing this memorandum, analysis of these resources is not included here, but will be incorporated into Technical Memorandum #4.

PLANNING DOCUMENTS

The review consisted of over 45 different plans and supporting documents spanning comprehensive, pathway, neighborhood, subarea, and transportation plans. COMPASS provided an initial list of relevant documents, though additional documents were identified throughout the process. The documents included:

- Ada County Highway District (ACHD) Complete Streets Policy (2009)
- Ada County Parks and Open Space Master Plan (2007)
- ACHD Americans with Disabilities Act Self-Evaluation and Transition Plan (2019)
- ACHD Roadways to Bikeways Plan (2018 Addendum)
- Blueprint Boise, Boise’s Comprehensive Plan (2023)
- Boise’s Downtown Parks and Public Spaces Master Plan (2017)
- Boise’s Pathways Master Plan (2022)
- Boise River Trails Plan (2009)
- Caldwell Comprehensive Plan (2025)
- Caldwell Event Center District Subarea Master Plan (2024)
- Caldwell Parks and Recreation Master Plan (2010)
- Caldwell Pathways and Bicycle Route Master Plan (2020)
- Caldwell Area Transportation System Plan (2023)
- Canyon County Comprehensive Plan 2030 (2022)
- Canyon County Parks, Pathways, and Cultural Resources Plan (2024)
- City of Eagle Pathways and Trails Plan (2019)
- Garden City Original Town Circulation Network Plan (2009)
- Garden City Parks and Waterways Plan (2016)
- City of Greenleaf 2040 Comprehensive Plan (2021)
- City of Kuna 2019 Comprehensive Plan (2019)
- Kuna Downtown Corridor Plan (2012)

- Lake Lowell Area Bicycle and Pedestrian Access Plan (2016)
- Melba Comprehensive Plan (2006)
- Middleton Comprehensive Plan (2019)
- Middleton Road Corridor Plan (2016)
- Nampa Bicycle and Pedestrian Master Plan (2011)
- Nampa Transportation Master Plan (2019)
- Neighborhood Plan – Barbur Valley Transportation Plan (2023)
- Neighborhood Plan – Boise Central Bench Transportation Plan (2012)
- Neighborhood Plan – Boise West Bench Transportation Plan (2024)
- Neighborhood Plan – Downtown Boise Implementation Plan (2013)
- Neighborhood Plan – Eagle Bicycle and Pedestrian Plan (2019)
- Neighborhood Plan – East Boise Bicycle and Pedestrian Plan (2017)
- Neighborhood Plan – Garden City Bicycle and Pedestrian Plan (2020)
- Neighborhood Plan – Kuna Downtown Corridor Plan (2012)
- Neighborhood Plan – Kuna Bicycle and Pedestrian Plan (2021)
- Neighborhood Plan – Meridian Downtown Transportation Plan (2024)
- Neighborhood Plan – Meridian North Bicycle and Pedestrian Plan (2020)
- Neighborhood Plan – Meridian South Bicycle and Pedestrian Plan (2021)
- Neighborhood Plan – North Boise Bicycle and Pedestrian Plan (2016)
- Neighborhood Plan – Northwest Boise Walking and Biking Plan (2015)
- Neighborhood Plan – Southeast Boise Walking and Biking Plan (2013)
- Neighborhood Plan – Southwest Boise Bicycle and Pedestrian Plan (2018)
- Neighborhood Plan – Star Bicycle and Pedestrian Plan
- Parma Comprehensive Plan (2004)
- Parma Transportation Master Plan (2024)
- Star Comprehensive Plan (2022)
- Star Downtown Revitalization Plan (2011)
- Star Pathway Master Plan (2024)

METHODOLOGY

These documents were recommended for their relevant policies, priority projects, and implementation frameworks that could potentially support a regional pathways and waterway network across Ada and Canyon Counties. The approach used to assess these documents included:

1. Review and organize documents by county (Ada, Canyon, or both) to determine how well each of the counties (and cities within counties) were represented in the analysis. The analysis included 13 documents from Ada County and 19 documents from Canyon County. Ada County, with Boise, has a significant number of neighborhood plans compared to jurisdictions in Canyon County. For example, there are 15 neighborhood plans from the City of Boise alone.
2. The analysis included a review of policies to identify which were pertinent to this Plan and its objectives. As this Plan is focused primarily on pathways and waterways that span across the region, documents were searched using keywords that pertain to these systems or network-types, including *Canal, Greenbelt, Irrigation, Path, Pathway, Region, River, Route, Trail, and Water*.
 - a. During the search, several key words emerged as contextually helpful, complementary to the pathway toolkit goals, or were added due to their repeated appearance throughout

- the review, including Active, Advisory (Committee or Group), Connect, Gaps, and Multimodal.
- b. The search resulted in identification of over 130 policies from Ada County documents or plans and approximately 50 policies from Canyon County documents or plans.
 - c. Some documents did not include relevant policies, but we identified for reference for this Plan.
3. The identified policies were then collated into the accompanying spreadsheet, “Policy Matrix”, which includes standard information including the source document and its adoption year, the page number and policy number (if any), as well as the key word(s) used to identify the policy.
 4. The final step in the review process was to note whether the policy might be a good example of model code for the Regional Pathway Toolkit in Task 4 of this Plan. Policies that were considered supportive or that contained design standards or belonged to the following categories were noted in the “Model Code” column:
 - a. Land use
 - b. Gap reduction and increase in connectivity
 - c. Regional partnerships
 - d. Accessibility
 - e. Pathway maintenance and management of high-use areas
 - f. Community stewardship and creating buy-in
 - g. Natural resource management

Many planning documents, namely the Neighborhood Plans, did not include relevant policies but should not be disregarded as their priority projects could still help identify areas of alignment for an integrated network and support efforts in Task 4. As part of the accompanying spreadsheet, local priority projects were identified, noting also the type of facility and priority level of the project. Altogether, the accompanying spreadsheet contains several tabs, including ‘How To Use the Matrix’, ‘Policy Review’, and ‘Priority Projects’.

KEY FINDINGS

Several key findings emerged from this Policy Audit, including:

1. Proximity to canals and the inclusion of irrigation districts was seen as a critical consideration for the success of a sustainable and interconnected network.
2. Several plans identified the need to reduce duplicative efforts.
3. Both counties included the Boise River Greenbelt as a key connection to reducing trail gaps and to increasing urban-suburban and cross-county connectivity.⁷
4. Ada County and Canyon County jurisdictions both include policies regarding overlay districts or zones (e.g., Greenbelt Overlay or Recreational Overlay) that would promote and protect certain land uses.

⁷ Suggestions to promote the Greenbelt and increase connectivity range across jurisdictions, but include further promotion of the Greenbelt, an increase of access points, coordination of trail standards, and the development of a joint management group to oversee system maintenance and identify funding for priority projects and key connections.

5. The City of Boise Comprehensive Plan has an extensive set of policies identifying the desire for creating a continuous east-west trail network that is safe and accessible to various users.
6. Canyon County focuses on the integration of pathways with cultural resources as it pertains to natural resource and protection management systems, land uses, and cultivating regional and Tribal partnerships.
7. The majority of high-priority projects were located in Ada County (either from Neighborhood Plans or the Integrated Five-Year Work Plan (IFYWP) by ACHD). This will be an important consideration when developing the prioritized system in Task 4.

Appendix A: Policy Audit Matrix

Policy Audit Matrix - Pathways and Waterways Plans in Canyon and Ada County, Idaho

Note: The tables include information from regional or local planning documents related to pathways or waterways in Canyon or Ada County. Some planning documents may be missing

There are three worksheets in this matrix tool: (1) the Policy Review, (2) Priority

Table Information: Projects, (3) and the Dropdown Key.

The **Policy Review** worksheet includes relevant plans reviewed by the project team, noting the year the plan was published, the county that the plan pertains to, the type of plan, the pertinent policy that may apply or contain regulations, standards, or guidance for pathways or waterways in the area (and the accompanying policy number and page within the document), as well as any additional notes related to the policy. Policies were also vetted to determine if they would serve as a good example or "model code" for future policies.

The **Priority Projects** worksheet includes primarily Neighborhood Plans and the ACHD Integrated Five-Year Work Plan. These plans do not contain policies that would be relevant to the project or pathways/waterways in the region. However, they do include priority projects in each neighborhood that may be relevant to the continuous and interconnected pathways and waterways network in the region. Instead of omitting this information, it was pulled into an additional worksheet to capture how the counties and jurisdictions can work together to achieve this shared goal. Additional projects were pulled from other planning documents, as applicable. The **Dropdown Key** consists of key words or phrases that are helpful in filtering information on the other two worksheets. See the "How To" section for how to best utilize these key words.

How To & Tips: Worksheets can be filtered or narrowed using column categories using the following steps:

- (1) Select the column title you would like to filter by.
- (2) In the Editing section of the Home Tab, select the "Sort & Filter" icon. In the dropdown menu, select "Filter."
- (3) Small down arrows will appear next to the column heading. Select the down arrow and then select each category you would like to search by.
- (4) To undo the search, re-select the down arrow of the same column and select the "Select All" category and all of the information will re-appear.

Metadata by Field: The columns below include more detailed descriptions of the Dropdown Key sections. **Note: Any column with a dash placeholder underneath the column title means that there are too many individuated responses in the column to generate a list. However, these columns can still be utilized to search for specific items, such as searching by a Plan name.**

Year	Refers to the year that the plan was published or adopted by the jurisdiction.
City	Refers to the City that implemented the plan.
County	Refers to the County that the City resides in. This can be Ada or Canyon County, but
Plan	Refers to the Name of the Plan.
Type of Plan	Refers to the kind of plan. The "Type of Plan" column in the Dropdown Key consolidates plan types into key categories.
Facility Type	Refers to the kind of facility or project suggested. **This column is only seen in the "Priority Projects" worksheet.
Page	Refers to the page number within the plan where the policy is located.
Policy Number	Refers to the policy number within the plan.
Policy Text	Includes the exact and unadulterated policy language from the document.
Keyword	Includes the top or key words or phrases used to search the documents. These phrases were identified as the most relevant to pathways or waterways projects, plans, or guidance.
Model Code	Refers to whether or not the example policy could be used to form the base of future policy language.
Notes	Refers to any additional notes that would help in the understanding of the policy or an applied general category that the policy may apply to.
Priority	Refers to the level of priority that has been placed on the project within the plan at the time of the document adoption. **This column is only seen in the "Priority Projects" worksheet.

This project will develop a **coordinated regional plan** to **guide** **waterway-pathway connections** across the **two-county (Ada and Canyon) region**. It will **align pathway planning with regional goals, identify preservation strategies, and strengthen memberships with irrigation districts** and **local stakeholders** to support a connected, sustainable pathway network.

Year	City	Co.	Plan	Type of Plan	Page	Policy Number	Policy Text	Keyword	Model Code?	Notes
2007	-	Ada	Parks and Waterways Master Plan	Waterways	4-11	9.2-8	Require review and comment by the County Parks and Waterways Department on any new development to improve coordination and connection with neighboring open space, parks and trail amenities. Recognize and coordinate with those agencies participating in the Foothills Management Plan to continue to properly manage and maintain foothills trails and resource values identified in this plan and the APA Ridge-to-Rivers Pathway Plan County Parks Department shall review County development applications to ensure proposed development conforms to the adopted Comprehensive Parks, Recreation and Waterways System Plan	Water		2024 included in Excel, but draft still in-process
2007	-	Ada	Parks and Waterways Master Plan	Waterways	4-11	9.3-7	Encourage ACHD, ITD, cities and other public entities to provide public access to the Boise River at roads, bridges, or public rights-of-ways Expand the trail system. Continue to sustainably and strategically expand the trail system, over time.	Trail		
2007	-	Ada	Parks and Waterways Master Plan	Waterways	4-12	9.4-10	Adequately fund the maintenance and repair of County waterways facilities to ensure their continued value to residents.	Water		
2007	-	Ada	Parks and Waterways Master Plan	Waterways	4-13	9.5-3	Coordinate waterways planning with surrounding counties and agencies.	Water		
2007	-	Ada	Parks and Waterways Master Plan	Waterways	4-13	9.5-4	Encourage ACHD, ITD, cities and other public entities to provide public access to the Boise River at roads, bridges, or public rights-of-ways Expand the trail system. Continue to sustainably and strategically expand the trail system, over time.	River		
2007	-	Ada	Parks and Waterways Master Plan	Waterways	4-13	9.5-7	• Continue to work closely with private landowners to identify and reserve trail opportunities. • Continue to work with Ridge to Rivers partner agencies to provide opportunities on public lands. • Continue to work with partner organizations to connect Ridge to Rivers trails with other trail systems and recreation opportunities. • Create connections among existing trail areas and public lands. A list of possible citizen-prioritized connections is included in the map New Trail Connections. Additional connections not identified in the map could be prioritized as opportunities arise. • Identify a suite of strategies to expand resources for expansion and management (See Goal 5).			
2016	-	Ada	Ridge to Rivers 10-Year Management Plan	Trail	30	1A	Maintain a shared use, multi-use system. Continue designation of the majority of Ridge to Rivers trails as shared use trails to accommodate runners, hikers, equestrians, bikers and other non-motorized uses. Continue to provide existing motorized recreation opportunities on trails #4 and #6 and sustainably manage.	Trail		
2016	-	Ada	Ridge to Rivers 10-Year Management Plan	Trail	30	1B	Improve Ridge to Rivers experience for people with disabilities and adaptive recreationists. Conduct periodic consultations with adaptive recreation community to ensure Ridge to Rivers is being responsive to community needs.	Trail		
2016	-	Ada	Ridge to Rivers 10-Year Management Plan	Trail	34	1D	Identify and implement techniques to manage high-use areas sustainably, and to accommodate a variety of users. Currently, "high-use" areas in the Ridge to Rivers system are trails within and connecting to Camer's Back and Nalla Gulch Reserves, Military Reserve, Castle Rock and Table Rock Reserves. See the map High Use Trails and Areas for the location of existing "high-use" areas. These strategies may be employed in other areas as use patterns change.	River	X	Related to accessibility
2016	-	Ada	Ridge to Rivers 10-Year Management Plan	Trail	35	1E	Plan and implement new management strategies in the future. In limited areas, where practical and where conditions merit, and after further community consultation, to improve recreation experience and protect trails such as: • Separating trail uses or widening trails. • Designating one-directional use. • Designating alternating days for type of recreation use or directional travel. • Limiting use types. • Or other management techniques deemed effective.	Trail	X	Related to management of high-use or high-traffic areas
2016	-	Ada	Ridge to Rivers 10-Year Management Plan	Trail	37	1F (4)	Locate, design and maintain trails in concert with other natural resource management conservation values and objectives.	Trail		
2016	-	Ada	Ridge to Rivers 10-Year Management Plan	Trail	38	2A	Monitor factors that have high potential for environmental impacts from trail use and adjust Ridge to Rivers' management approach accordingly.	Trail		
2016	-	Ada	Ridge to Rivers 10-Year Management Plan	Trail	38	2B	Continue to connect older trails to more sustainable design and/or to ensure adequate levels of maintenance on all trails to minimize environmental impacts.	Trail		
2016	-	Ada	Ridge to Rivers 10-Year Management Plan	Trail	38	2C	Provide educational materials and programs to promote stewardship and low-impact use of the trails system.	Trail		
2016	-	Ada	Ridge to Rivers 10-Year Management Plan	Trail	39	2F	Expand opportunities for community members and community groups to participate in volunteer opportunities for trail maintenance, construction and clean-up efforts under direction and guidance of Ridge to Rivers partnership staff.	Trail	X	Related to community stewardship and buy-in
2016	-	Ada	Ridge to Rivers 10-Year Management Plan	Trail	39	2G	Identify levels of access framework. Access ranges from small, neighborhood-focused, local access point trails, to community and regional access sites with parking lots, restrooms and day use facilities. Use this framework to acquire and manage trail access to appropriate levels, in accordance with resources and intended recreation experience	Trail	X	Related to community stewardship and buy-in
2016	-	Ada	Ridge to Rivers 10-Year Management Plan	Trail	42	3A	Aim to deliver on the "Ridge to rivers" vision. • Incorporate Ridge to Rivers trailheads into wayfinding programs and signs. • Work cooperatively with the City of Boise and other partners to encourage creation of new linkages – via green corridor, road side trails, etc. – from throughout the community into the Foothills. In particular, examine ways to create at least one north-south greenbelt, connecting the Foothills and Ridge to Rivers trails and the urban and suburban areas.	Trail		
2016	-	Ada	Ridge to Rivers 10-Year Management Plan	Trail	42	3C	Increase multi-modal access to trailheads. Increase multi-modal access to the Ridge to Rivers system from all areas of Boise and communities throughout Ada County in order to slow the increase of vehicular use to access trails, and to improve trail access for more residents and visitors. Recognize that in some instances, expanding existing parking or creating new parking may be necessary as the system and use expands.	Trail	X	Related to gap reduction
2016	-	Ada	Ridge to Rivers 10-Year Management Plan	Trail	44	3E	Offer programs that encourage new and infrequent users to access the trails and use them responsibly. • Partner with community organizations to offer events and programs that encourage new users to become familiar with the Ridge to Rivers trails. For example, "New Trail User Days" events or a trail ambassador program, where people who might be apprehensive about venturing into the Ridge to Rivers system can call for a guided outing. • Continue to work with existing programs such as City and County recreation programs to offer a variety of outdoor recreation and education classes for varying experience levels. • Promote partnership, shared responsibility and a sense of community. A. Build a culture of stewardship among trail users, and continue to maintain open communication among user groups and between users and Ridge to Rivers partners.	Trail	X	Related to accessibility
2016	-	Ada	Ridge to Rivers 10-Year Management Plan	Trail	45	3F	Periodically consider strategic expansion of the Ridge to Rivers partnership. The Ridge to Rivers partnership currently includes government agencies who administer public land in the Boise Foothills. Consider addition of key landowners to the Ridge to Rivers partnership	Trail		
2016	-	Ada	Ridge to Rivers 10-Year Management Plan	Trail	45	4A	Establish measurable benchmarks. Based on goals developed through this plan, select benchmarks and annually evaluate the growth of the trail system and trail use. Examples of benchmarks could include numbers of visitors from outside the county and the state, number of trail miles, number of volunteer hours, number of trail-related community events, economic impact of trails on the local economy, etc. Share this information as part of annual "state of the trails report" and annual community celebration. Include identification of needed resources to meet benchmarks, including costs for additional Ridge to Rivers program staff, capital investment and other management costs	Trail	X	Related to regional partnerships
2016	-	Ada	Ridge to Rivers 10-Year Management Plan	Trail	46	4D	Create a regional trails and pathways system that includes branding elements and greenbelt style pathways. Develop the Stoddard Line Railway corridor as a north-south pathway/bike route that connects Nampa to Celebration Park (via Track Road).	Trail		
2016	-	Ada	Ridge to Rivers 10-Year Management Plan	Trail	47	5C	Develop an east-west pathway/bike route that connects Ustick to other pathways and trails in Canyon County. Create a recreational pathway/corridor connecting Samnaysio area to the Snake River and other recreational destinations.	Trail	X	Related to gap reduction
2024	-	Canyon	Canyon County Parks, Pathways, and Cultural Resources Plan	Parks	20	Obj. 2.1	Develop a circulating pathway "greenbelt" around Lake Lowell.	Path		
2024	-	Canyon	Canyon County Parks, Pathways, and Cultural Resources Plan	Parks	20	2.1A	Continuetoconnect the Boise River Greenbelt system west through Canyon County.	Path		
2024	-	Canyon	Canyon County Parks, Pathways, and Cultural Resources Plan	Parks	20	2.1B	Improve the Snake River Canyon Scenic Byway by developing safe multi-use pathways that help create regional connections (potentially as far as Melba to Nyssa).	Path		
2024	-	Canyon	Canyon County Parks, Pathways, and Cultural Resources Plan	Parks	20	2.2A	Continue to develop the Idaho-Oregon Snake River Water Trail and river float corridor with hardened put-in areas starting from Celebration Park.	River	X	Related to maintenance
2024	-	Canyon	Canyon County Parks, Pathways, and Cultural Resources Plan	Parks	20	2.2B	Adopt river protection and restoration programs and management practices along the Snake River.	River		
2024	-	Canyon	Canyon County Parks, Pathways, and Cultural Resources Plan	Parks	20	2.2D	Create improved bike and pedestrian infrastructure (bike lanes, sidewalks, pathways, etc.) connecting key destinations in Canyon County.	River	X	Related to natural resource management
2024	-	Canyon	Canyon County Parks, Pathways, and Cultural Resources Plan	Parks	20	Obj. 2.3	Utilize easements and canal ways to create pathways and corridors wherever possible and beneficial.	Path		
2024	-	Canyon	Canyon County Parks, Pathways, and Cultural Resources Plan	Parks	20	2.3C	Connect technical advisory groups or partake in existing cross-collaborative meetings of local jurisdictions, land managers, community members, etc. to establish recreational corridors on the Snake River and Boise River.	Canal		
2024	-	Canyon	Canyon County Parks, Pathways, and Cultural Resources Plan	Parks	21	Action Item	Work with Canyon County Planning and Development services and local jurisdictions to update policies and create incentives for pathways along existing canals and when new development occurs. Ensure that development applications are reviewed to incorporate and address the connectivity intentions of this plan	River	X	Related to regional partnerships
2024	-	Canyon	Canyon County Parks, Pathways, and Cultural Resources Plan	Parks	21	Action Item	Create strong partnerships with private and non-profit organizations and governmental agencies/local jurisdictions to fund, promote and invest in Canyon County Parks, regional open spaces, and trails.	Canal		
2024	-	Canyon	Canyon County Parks, Pathways, and Cultural Resources Plan	Parks	24	4.1A	Continue to consult with regional Tribes in planning and land use decisions related to parks, open space, and cultural resources.	Trail	X	Related to regional partnerships
2024	-	Canyon	Canyon County Parks, Pathways, and Cultural Resources Plan	Parks	24	4.1B	Consider creating a recreational overlay district that can help protect and fund open space and recreational opportunities in the County.	N/A	X	Related to regional partnerships
2024	-	Canyon	Canyon County Parks, Pathways, and Cultural Resources Plan	Parks	24	4.2C	Develop multi-use trails to connect to regional trails and roadway	N/A	X	Related to land use
2022	-	Canyon	Canyon County Comprehensive Plan 2030	Comprehensive	61	PB.03.01	Implement corridor preservation, acquisition, and pathway construction along the Boise River.	Trail		
2022	-	Canyon	Canyon County Comprehensive Plan 2030	Comprehensive	67	PB.01.02	Develop multi-use trails to connect to regional trails and roadway	Path		
2019	-	Ada	Ada County ADA Transition Plan	ADA	-	-	No mention of policies related to waterways	-		
2014	-	Both	Communities in Motion 2040	Long-Range Transportation	-	-	No mention of policies related to waterways A connected system of trails and paths, on land and water, on and near the Boise River from Lucky Peak Dam to the Snake River, that enhances the recreational, educational and economic opportunities of our river communities. No inclusion of policies - see Roadways to Bikeways Plan 2018 Addendum for goals and policies	-		
2009	Boise	Ada	Boise River Trails	Trail	7	Goal	Complete and maintain a bicycle facility network that maximizes safety, provides connectivity, and supports the bicycle as a viable transportation option among the residents of Ada County and its six cities.	River	X	Related to community stewardship and buy-in
2009	Boise	Ada	Roadways to Bikeways Plan	Bikeways	-	-	Facilitate coordination and cooperation among local jurisdictions in implementing the Roadways to Bikeways Plan recommendations.	-		
2018	Boise	Ada	Roadways to Bikeways Plan	Bikeways	2	Goal 1				
2018	Boise	Ada	Roadways to Bikeways Plan	Bikeways	3	4				

2012	Boise	Ada	Central Bench Neighborhood Transportation Plan	Neighborhood	-	-	No mention of policies related to waterways	-		See Priority Projects sheet for Central Bench IFYWP 2024-2028
2022	Boise	Ada	Central Bench Neighborhood Transportation Plan	Neighborhood	-	-	No mention of policies related to waterways	-		See Priority Projects sheet for Central Bench IFYWP 2024-2028
2013	Boise	Ada	Southeast Boise Walking and Biking Plan	Neighborhood	-	-	No mention of policies related to waterways	-		See Priority Projects sheet for Southeast Boise IFYWP 2024-2028
2023	Boise	Ada	West Bench Neighborhood Transportation Plan	Neighborhood	-	-	No mention of policies related to waterways	-		See Priority Projects sheet for West Bench
2015	Boise	Ada	Northwest Boise Neighborhood Transportation Plan	Neighborhood	-	-	No mention of policies related to waterways	-		See Priority Projects sheet for Northwest Boise IFYWP 2024-2028
2025	Boise	Ada	North Boise Neighborhood Bicycle and Pedestrian Plan	Neighborhood	-	-	No mention of policies related to waterways	-		See Priority Projects sheet for North Boise IFYWP 2024-2028
2016	Boise	Ada	East Boise Neighborhood Bicycle and Pedestrian Plan	Neighborhood	-	-	No mention of policies related to waterways	-		See Priority Projects sheet for East Boise
2017	Boise	Ada	Southeast Boise Neighborhood Bicycle and Pedestrian Plan	Neighborhood	-	-	No mention of policies related to waterways	-		See Priority Projects sheet for Southeast Boise IFYWP 2024-2028
2023	Boise	Ada	Barber Valley Neighborhood Transportation Plan	Neighborhood	-	-	No mention of policies related to waterways	-		See Priority Projects sheet for Barber Valley
2013	Boise	Ada	Downtown Implementation Plan	Neighborhood	-	-	No mention of policies related to waterways	-		See Priority Projects sheet for Downtown Boise IFYWP 2024-2028
2021	Boise	Ada	Boise Pathways Master Plan	Multimodal	77		Whenever a tract of land within any proposed development includes a pathway designated in the Boise Pathways Master Plan, the pathway shall be required as part of the public right-of-way or as a separate, platted easement. Required easement widths will differ depending on context as well as for neighborhood connector paths (25-30 feet) and multi-use paths (30-50 feet). Required easement widths should account for clear zones and landscaping, including shade trees. New developments shall provide paved pathway connections (micropaths) to existing and planned public pathways located within or adjacent to the development. Such access points should be constructed no less frequently than every 900 feet along the adjacent pathway corridor. The design and construction of these connections shall be consistent with the guidelines contained in this plan, including easements wide enough to accommodate medium- and large-maturing trees. Similar to transit oriented development (TOD), the City could consider requiring specific design standards along pathway frontages that optimize the public/private interface to creating an active, pedestrian-friendly environment. Long block lengths without mid-block crossings do not support active transportation. Requiring block lengths lower than 400 feet increases pedestrian connectivity and enables people who choose to use active modes. Improve or remove informal access points to the Boise River and the Greenbelt. Explore a second bridge crossing over the Boise River, between 9th Street and Americana Boulevard. Better connect the neighborhood to the Central Downtown and Boise River through bicycle, pedestrian, and placemaking improvements along 11th Street Redesign east University Drive to create a new tree-lined multi-modal corridor for bicyclists and pedestrians, with limited vehicle access	Path		
2021	Boise	Ada	Boise Pathways Master Plan	Multimodal	77			Path		
2021	Boise	Ada	Boise Pathways Master Plan	Multimodal	77			Path		
2021	Boise	Ada	Boise Pathways Master Plan	Multimodal	78	GD3		Active	X	Related to accessibility
2017	Boise	Ada	Downtown Parks and Public Spaces Master Plan	Parks	82	RS2		River		
2017	Boise	Ada	Downtown Parks and Public Spaces Master Plan	Parks	84	RS2		River		
2017	Boise	Ada	Downtown Parks and Public Spaces Master Plan	Parks	84	NNE1		River		
2017	Boise	Ada	Downtown Parks and Public Spaces Master Plan	Parks	86	B55		Multimodal		
2023	Boise	Ada	Blueprint Boise Comprehensive Plan	Comprehensive	2-87	SHCC 14.2		Trail	X	Related to design standards
2023	Boise	Ada	Blueprint Boise Comprehensive Plan	Comprehensive	2-26	POF 4.2		Region	X	Related to regional partnerships
2023	Boise	Ada	Blueprint Boise Comprehensive Plan	Comprehensive	2-52	CC 7.1		Connect	X	Related to gap reduction
2023	Boise	Ada	Blueprint Boise Comprehensive Plan	Comprehensive	2-53	CC 8.1		Gaps		
2023	Boise	Ada	Blueprint Boise Comprehensive Plan	Comprehensive	BV-10	BV-C.2.1		Trail		
2023	Boise	Ada	Blueprint Boise Comprehensive Plan	Comprehensive	BV-10	BV-C.2.3		Trail	X	Related to gap reduction
2023	Boise	Ada	Blueprint Boise Comprehensive Plan	Comprehensive	BV-11	BV-C.2.4		Trail		
2023	Boise	Ada	Blueprint Boise Comprehensive Plan	Comprehensive	BV-12	BV-PSF 1.2		Trail		
2023	Boise	Ada	Blueprint Boise Comprehensive Plan	Comprehensive	CB-10	CB-C.1.2		Trail		
2023	Boise	Ada	Blueprint Boise Comprehensive Plan	Comprehensive	FH-21	FH-C.3.2		Trail		
2023	Boise	Ada	Blueprint Boise Comprehensive Plan	Comprehensive	FH-21	FH-C.3.5		Trail		
2023	Boise	Ada	Blueprint Boise Comprehensive Plan	Comprehensive	FH-21	FH-C.4.1		Trail		
2023	Boise	Ada	Blueprint Boise Comprehensive Plan	Comprehensive	FH-21	FH-C.4.2		Trail		
2023	Boise	Ada	Blueprint Boise Comprehensive Plan	Comprehensive	NE-12	NE-NC 1.1		Trail		
2023	Boise	Ada	Blueprint Boise Comprehensive Plan	Comprehensive	NW-7	NW-C.1.1		Trail		
2023	Boise	Ada	Blueprint Boise Comprehensive Plan	Comprehensive	SE-8	SE-C.1.1		Trail		
2023	Boise	Ada	Blueprint Boise Comprehensive Plan	Comprehensive	SW-10	SW-C.1.4		Trail	X	Related to gap reduction
2010	Caldwell	Canyon	Parks and Recreation Master Plan	Parks	-	-	No mention of policies related to waterways			
2016	Caldwell	Canyon	Pathways and Bike Routes Master Plan	Multimodal			No mention of policies related to waterways			Pulled policies from 2020, not 2016
2017	Caldwell	Canyon	2040 Bicycle and Pedestrian Master Plan	Multimodal	50	Goal 3		River		
2017	Caldwell	Canyon	2040 Bicycle and Pedestrian Master Plan	Multimodal	54	-		Path		
2024	Caldwell	Canyon	Event Center District Subarea Master Plan	Neighborhood	59	APC 1.10		Path		
2024	Caldwell	Canyon	Event Center District Subarea Master Plan	Neighborhood	59	APC 1.11		Trail		
2024	Caldwell	Canyon	Event Center District Subarea Master Plan	Neighborhood	60	CWS 1.9				
2023	Caldwell	Canyon	Transportation System Plan	Multimodal	-	-	No mention of policies related to waterways	-		
2025	Caldwell	Canyon	Comprehensive Plan	Comprehensive	72	4.4				
2025	Caldwell	Canyon	Comprehensive Plan	Comprehensive	73	5.1		River	X	Related to gap reduction
2025	Caldwell	Canyon	Comprehensive Plan	Comprehensive	89	2.4		Water		
2025	Caldwell	Canyon	Comprehensive Plan	Comprehensive	90	4.1		Trail	X	Related to gap reduction
2025	Caldwell	Canyon	Comprehensive Plan	Comprehensive	90	4.2		River		
2025	Caldwell	Canyon	Comprehensive Plan	Comprehensive	90	4.4		Trail		
2019	Eagle	Ada	Eagle Neighborhood Bicycle and Pedestrian Neighborhood Plan	Multimodal	35	1.A		Trail		See Priority Projects sheet for Eagle Pathways & Trails Plan
2019	Eagle	Ada	Eagle Pathways and Trails Plan	Multimodal	34	1.A.(2)		Trail		
2019	Eagle	Ada	Eagle Pathways and Trails Plan	Multimodal	35	1.C		Trail		
2019	Eagle	Ada	Eagle Pathways and Trails Plan	Multimodal	34	1.C.(C)		Trail	X	Related to regional partnerships
2019	Eagle	Ada	Eagle Pathways and Trails Plan	Multimodal	35	1.D		Trail		

2022	Star	Ada	Star Pathway Master Plan	Multimodal	63	L	Promote community programs and events that encourage walking, biking and use of shared pathways such as BikeWalk to School Days, Bike Bus Programs, Bike Repair/Donation Drives, Bike Safety Trainings, Sts. or Charity Walk-a-Ton Fundraisers.	Pathway
2024	Star	Ada	Star Downtown Revitalization Plan	Downtown	7		Connect pedestrian and bicycle access between downtown and the Star River Walk along the Boise River.	River
2011	Star	Ada	Star Comprehensive Plan	Comprehensive	60	9.4.A	Preserve and protect open space, unique natural areas, wetlands, water and woodland resources, scenic views, and areas of natural beauty.	Water
2022	Star	Ada	Star Comprehensive Plan	Comprehensive	60	9.4.B	Promote Natural Resource areas by creating, preserving, and enhancing parks, hiking trails, active and passive recreation facilities, and by creating useable open space for the betterment of the community.	Trail
2022	Star	Ada	Star Comprehensive Plan	Comprehensive	60	9.4.C	Protect water quality and quantity in the streams and groundwater and consider the potential regional impacts on water supply and wastewater management for all proposed developments, except within the Riverfront Center, to allow civic gathering area, open, and park space within the floodplain	Water
2022	Star	Ada	Star Comprehensive Plan	Comprehensive	60	9.5.C	Protect and preserve the natural beauty and habitat of the Boise River and land adjoining the river.	River
2022	Star	Ada	Star Comprehensive Plan	Comprehensive	60	9.5.F	All developments should comply with all applicable water quality, air quality, species protection, and land use regulations and requirements	Water
2022	Star	Ada	Star Comprehensive Plan	Comprehensive	60	9.5.J	Adopt ordinances, site plan reviews, subdivision regulations, and/or overlays to address land issues in or near wildlife, water resources, scenic views, steep slopes, and unique habitats.	Water
2022	Star	Ada	Star Comprehensive Plan	Comprehensive	61	9.5.N	Utilize existing irrigation canals and ditches as open space and potential trail alignments where possible, and to highlight the area's agricultural history.	Canal
2022	Star	Ada	Star Comprehensive Plan	Comprehensive	72	10.5.N	Development should identify how they will mitigate the hazards of irrigation canals Within the South of the River Subarea, ensure pathway connectivity throughout the area, utilizing buffers between existing and future neighborhoods, natural resource areas, the extension of the Boise Greenbelt; and existing irrigation canals and ditches.	Canal
2022	Star	Ada	Star Comprehensive Plan	Comprehensive	110	12.3.3.D	The City of Star, ACHD, and adjacent property owners, should coordinate access control design at Star Road just north of the Phyllis Canal crossing to ensure both vehicular and pedestrian and bicycle crossings.	Canal
2022	Star	Ada	Star Comprehensive Plan	Comprehensive		12.5.1.AA	Ensure that pedestrians, bicyclists, and recreational users have safe and efficient access to the Boise River corridor.	Canal
2022	Star	Ada	Star Comprehensive Plan	Comprehensive	120	12.5.3.C	Plan for separated pedestrian and bicycle crossing facilities on SH-16 at the north and south channel of the Boise River.	River
2022	Star	Ada	Star Comprehensive Plan	Comprehensive	120	12.5.3.D	Coordinate with the irrigation districts to allow for pathway connections along irrigation canals and ditches.	River
2022	Star	Ada	Star Comprehensive Plan	Comprehensive	120	12.5.3.F	Community paths: Community Paths are multi-purpose, non-motorized (Class 1 and 2 ebikes allowed) paths that emphasize safe travel for pedestrians to and from parks and schools around the community. The focus is as much on transportation as recreation. Community pathways are commonly located along drain ditches and canals. Community Paths are generally 10-foot wide. They are generally an all-weather surface such as compacted gravel, recycled asphalt, and asphalt or concrete.	Canal
2022	Star	Ada	Star Comprehensive Plan	Comprehensive	131	Definition	Develop a greenbelt along the Boise river and connect to the Greenbelt from Eagle Island State Park, through the Riverfront Center, to a future City of Middleton connection	Canal
2022	Star	Ada	Star Comprehensive Plan	Comprehensive	150	13.5.F	Incorporate a natural trail system along the south side of the Boise River that incorporates a mix of surface types (i.e. paved, boardwalks, and soft-surface systems that allow for a range of recreational use.	River
2022	Star	Ada	Star Comprehensive Plan	Comprehensive	150	13.5.L	Incorporate a wayfinding and interpretation system along the south side of the Boise River to educate on wildlife, wildlife habitat, Boise River hydrology, and cultural history of the area.	River
2022	Star	Ada	Star Comprehensive Plan	Comprehensive	151	13.5.N	Work with Pioneer, Nampa-Meridan, and Settlers Irrigation Districts to coordinate a regional pathway system along the Phyllis Canal.	Pathway
2022	Star	Ada	Star Comprehensive Plan	Comprehensive	151	13.5.O	Work with the Eureka Water Co. and property owners to coordinate a secondary pathway system throughout the South of the River Subarea.	Pathway
2022	Star	Ada	Star Comprehensive Plan	Comprehensive	151	13.5.O	The city should work with property owners adjacent to the Boise River to maintain and enhance the river corridor as an amenity for residents and visitors and to obtain public pathway easements and to have pathways constructed. Uses which complement this public access include trails and interpretive signage.	Trail
2022	-	Star Wilder Canyon	Star Comprehensive Plan No documents	Comprehensive -	51 -	8.5.8.F -	No access/file	-

Year	City	Co.	Plan	Plan	Page	Facility Type	Priority Project	Priority
2023	Boise	Ada	Barber Valley Neighborhood Transportation Plan	Neighborhood	26	Bike Lane	Eckert Road and bridge; including bike lane connection between Boise Avenue and Millbrook Way	Low
2023	Boise	Ada	Barber Valley Neighborhood Transportation Plan	Neighborhood	26	Pedestrian Facility	Eckert Road River Access	Low
2023	Boise	Ada	Barber Valley Neighborhood Transportation Plan	Neighborhood	26	Trail Connections	Highway 21 Bridge; An improved bicycle connection across the Boise River, connecting Surprise Way to the Boise River Greenbelt	Low
2023	Boise	Ada	Barber Valley Neighborhood Transportation Plan	Neighborhood	82			
2023	Boise	Ada	Barber Valley Neighborhood Transportation Plan	Neighborhood	21	Bikeway Facility	Parkcenter Blvd, Bow Way / Warm Springs Ave; Enhanced bicycle facilities	High
2023	Boise	Ada	Barber Valley Neighborhood Transportation Plan	Neighborhood	53		Parkcenter Blvd, Bow Way / Warm Springs Ave; Enhanced sidewalks on both sides of Parkcenter Blvd and more separation from roadway	Medium
2023	Boise	Ada	Barber Valley Neighborhood Transportation Plan	Neighborhood	C1	Sidewalk		
2023	Boise	Ada	Barber Valley Neighborhood Transportation Plan	Neighborhood	21	Crossing	Warm Springs Ave / S Maynard Ave; Enhanced crossing included in IFWP 2022-2026	IFWYP
2023	Boise	Ada	Barber Valley Neighborhood Transportation Plan	Neighborhood	C3			
2023	Boise	Ada	Barber Valley Neighborhood Transportation Plan	Neighborhood	21	Crossing	Warm Springs Ave / Sky Bar St; Enhanced crossing included in IFWP 2022-2026	IFWYP
2023	Boise	Ada	Barber Valley Neighborhood Transportation Plan	Neighborhood	R1		Warm Springs Ave, Eckert Rd / HWY 21 Enhanced bicycle and pedestrian improvements with planned roadway improvements including traffic calming evaluation	High
2023	Boise	Ada	Barber Valley Neighborhood Transportation Plan	Neighborhood	22	Roadway	Warm Springs Ave, Parkcenter West Roundabout / Eckert Rd Enhanced bicycle and pedestrian improvements with planned roadway improvements including traffic calming evaluation	Medium
2023	Boise	Ada	Barber Valley Neighborhood Transportation Plan	Neighborhood	R2	Roadway		
2023	Boise	Ada	Barber Valley Neighborhood Transportation Plan	Neighborhood	22	Pedestrian Facility		
2023	Boise	Ada	Barber Valley Neighborhood Transportation Plan	Neighborhood	83			
2023	Boise	Ada	Barber Valley Neighborhood Transportation Plan	Neighborhood	21	Bikeway Facility	Warm Springs Ave, Windsong Dr / Barber Dr; Enhanced bicycle facilities	Medium
2023	Boise	Ada	Barber Valley Neighborhood Transportation Plan	Neighborhood	C4			
2023	Boise	Ada	Barber Valley Neighborhood Transportation Plan	Neighborhood	22	Crossing	Warm Springs Ave / Starview Dr Enhanced crossing; safe access to Greenbelt and Parkcenter Blvd	Medium
2023	Boise	Ada	Boise Southeast IFWP 2024-2028	Work Plan		Bikeway Facility	Columbia Village Bikeway, Hwy 21 / Boise; New bikeway corridor	IFWP Future
2023	Boise	Ada	Boise Southwest IFWP 2024-2028	Work Plan		Bikeway Facility	Hollandale - Targoe Bikeway, Locust Grove Rd / Entertainment Ave for a new bikeway corridor between Boise Southwest and Meridian South	IFWP Future
2023	Boise	Ada	Boise West Bench IFWP 2024-2028	Work Plan	B1		43rd St Bikeway Connection - Ustick Rd / Greenbelt; New bikeway corridor between West Bench and Garden City	Future
2023	Boise	Ada	Boise West Bench IFWP 2024-2028	Work Plan	21	Bikeway Facility		
2022	Boise	Ada	Central Bench IFWP 2024-2028	Work Plan	pdf p.19	Bikeway Facility	Garden St Bikeway, Cassia St / Greenbelt; community improvement project and connector	IFWYP 2024
2019	Kuna	Ada	Comprehensive Plan	Comprehensive	17	Trail Connections	Apply for grants such as the Idaho Department of Parks and Recreation Recreational Trails Program (RTP)	High
2019	Kuna	Ada	Comprehensive Plan	Comprehensive	54	Trail Connections	grant to implement pathway extensions, trailhead improvements and footbridge crossings.	High
2019	Kuna	Ada	Comprehensive Plan	Comprehensive	17	Trail Connections	Greenbelt extension from Orchard to Crimson Point Elementary	High
2012	Boise	Ada	Downtown Boise IFWP 2024-2028	Work Plan		Bikeway Facility	Develop an Indian Creek Greenbelt Master Plan	High
2022	Boise	Ada	Downtown Boise IFWP 2024-2028	Work Plan		Bikeway Facility	Bannock St Bikeway (West Phase), Whitewater Park Blvd / Ave C	IFWYP Future
2012	Boise	Ada	Downtown Boise IFWP 2024-2028	Work Plan		Bikeway Facility		
2022	Boise	Ada	Downtown Boise IFWP 2024-2028	Work Plan		Pedestrian Facility	Allumbaugh St, Franklin Rd / Douglas St Roadway; includes replacement of bridgeover Ridenbaugh Canal	IFWYP 2025
2022	Boise	Ada	Downtown Meridian IFWPA 2024-2028	Work Plan		Bikeway Facility	Linder-Meridian Bikeway; Pine Ave / Temple Dr; Bikeway coridor between Downtown Meridian and Meridian North	IFWYP Future
2022	Boise	Ada	Eagle IFWYP 2024-2028	Work Plan		Multi Use	Horseshoe Bend Rd, State St / Hill Rd; precast bridge, pedestrian crossing and multi-use path between Boise Northwest and Eagle	IFWYP 2026
2019	Eagle	Ada	Eagle Pathways and Trails Plan	Multimodal	T3	Trail Connections		
2019	Eagle	Ada	Eagle Pathways and Trails Plan	Multimodal	15		Connect Hidden Springs to Ridge Rivers with natural surface trails between Eagle and surrounding cities	High
2019	Eagle	Ada	Eagle Pathways and Trails Plan	Multimodal	32	Trail Connections	Connect Avimor to existing and/or future trails within the Spring Valley area	High
2019	Eagle	Ada	Eagle Pathways and Trails Plan	Multimodal	14			
2019	Eagle	Ada	Eagle Pathways and Trails Plan	Multimodal	32	Trail Connections	Avimor to Hidden Springs	High
2019	Eagle	Ada	Eagle Pathways and Trails Plan	Multimodal	84	Bridges	Bridges over Dry Creek and Dry Creek Canal that will connect all future Dry Creek Pathway sections to Downtown Eagle and the North Channel Greenbelt	High
2019	Eagle	Ada	Eagle Pathways and Trails Plan	Multimodal	53	Trail Connections	Canal Trail System	Medium
2019	Eagle	Ada	Eagle Pathways and Trails Plan	Multimodal	47	Trail Connections	Complete the Dry Creek Trail between SR-55 and the Greenbelt	Unknown
2019	Eagle	Ada	Eagle Pathways and Trails Plan	Multimodal	53	Trail Connections	Complete tunnel construction on underpass Hwy 44 from Downtown to Greenbelt	Medium
2019	Eagle	Ada	Eagle Pathways and Trails Plan	Multimodal	16		Connect to and through BLM lands, in particular between Highway 16 and Highway 55 via "Rocky Canyon/Little Grand Canyon" area	High
2019	Eagle	Ada	Eagle Pathways and Trails Plan	Multimodal	32	Trail Connections	Connect to Star	High
2019	Eagle	Ada	Eagle Pathways and Trails Plan	Multimodal	53	Trail Connections	Eagle Sports Complex to other Foothills Trails	Medium
2019	Eagle	Ada	Eagle Pathways and Trails Plan	Multimodal	47	Trail Connections	Water Trail Development on North Channel to Eagle Island State Park (Phase 1)	High
2019	Eagle	Ada	Eagle Pathways and Trails Plan	Multimodal	53	Trail Connections		Medium
2019	Eagle	Ada	Eagle Pathways and Trails Plan	Multimodal	53	Bikeway Facility		
2017	Boise	Ada	East Boise Neighborhood Bicycle and Pedestrian Plan	Neighborhood	4-10	Crossing	Multi Use	
2017	Boise	Ada	East Boise Neighborhood Bicycle and Pedestrian Plan	Neighborhood	4-9	Bike Lane	Bannock Connections Pop-up Area #4; 1	

2016	Nampa Caldwell Nampa	Canyon	Lake Lowell Area Bicycle and Pedestrian Access Plan	Lake Lowell	53 - 54	Shared Use	Lake Lowell Ave	High
2016	Caldwell Nampa	Canyon	Lake Lowell Area Bicycle and Pedestrian Access Plan	Lake Lowell	53 - 54	Shared Use	Lake Lowell Park Path	High
2016	Caldwell Nampa	Canyon	Lake Lowell Area Bicycle and Pedestrian Access Plan	Lake Lowell	53 - 54	Shared Use	Midway Rd Sidepath	High
2016	Caldwell Nampa	Canyon	Lake Lowell Area Bicycle and Pedestrian Access Plan	Lake Lowell	53 - 54	Shared Use	Orchard Ave	High
2016	Caldwell Nampa	Canyon	Lake Lowell Area Bicycle and Pedestrian Access Plan	Lake Lowell	53 - 54	Shared Use	Upper Embankment Road	High
2016	Caldwell	Canyon Ada	Lake Lowell Area Bicycle and Pedestrian Access Plan North End Boise IFYWP 2024-2028	Greenbelt Work Plan	22	Bike Lane Bikeway Facility Bikeway Facility Pedestrian Facility	Connection on Garrett North Boise Improvements B; Franklin St Bikeway, Resseguie St / Bannock St; New bikeway corridor	High IFYWP Future
		Ada	North End Boise IFYWP 2024-2028	Work Plan			North Boise Improvements B; improvements for both sides of the roadway Eight Mile Pathway; Segments A and F - From Union Pacific RR to Franklin - Reaches Meridian Loop Pathway Five Mile Creek Pathway; Segments E, F, and G (follows Five Mile Creek from Can Ada Rd SE through Meridian and poses a potential regional connection to Nampa and Boise) - Ten Mile to Linder, on the northern side of the canal - Trail connection at Bud Porter Pathways/Linder - Additional short- or long-term connections Ten Mile Creek Pathway; Segment B (Poses a potential regional connection to Nampa and Boise); Black Cat to Ten Mile	IFYWP Future
2010 2020	Meridian	Ada	Pathways Master Plan	Multimodal	4-17	Trail Connections		High
2010 2020 2010 2020 2013 2024	Meridian Meridian Boise	Ada Ada Ada	Pathways Master Plan Pathways Master Plan Southeast Boise Walking and Biking Plan	Multimodal Multimodal Neighborhood	4-21 4-47 47 P3	Trail Connections Trail Connections Bikeway Facility		High High IFYWP Future
2018	Star	Canyon	Star Neighborhood Bicycle and Pedestrian Plan	Neighborhood	7 P8	Shared Use	Boise Ave from Eckert Rd to Bown Way; sidewalks and bike lanes Boise River, Star Rd/SH 16 & beyond to the east; Paved multi-use pathway for walking and biking (City of Star jurisdiction) Crystal Springs Ln, Boise River/State St (SH 44); Paved multi-use pathway for walking and biking (City of Star jurisdiction)	High Low
2018	Star	Canyon	Star Neighborhood Bicycle and Pedestrian Plan	Neighborhood	7 S8	Shared Use		
2018	Star	Canyon	Star Neighborhood Bicycle and Pedestrian Plan	Neighborhood	8 B5	Sidewalk	Main St, Star Rd/Main St Trailhead; Curb, gutter, sidewalk on the south side Plummer Rd, State St (SH 44), Floating Feather Rd; Level 2 bike facility to be added in both directions.	Low
2018	Star	Canyon	Star Neighborhood Bicycle and Pedestrian Plan	Neighborhood	7 S2	Bikeway Facility	IFYWP 2019-2023 Bridge with sidewalk (1 canal crossing) Plummer Rd, State St (SH 44)/Floating Feather Rd; Curb, gutter & sidewalk to be added on both sides.	Medium
2018	Star	Canyon	Star Neighborhood Bicycle and Pedestrian Plan	Neighborhood	8 S1	Sidewalk	IFYWP 2019-2023 Bridge (1 canal crossing) Star Rd, Boise River, State St (SH 44); Sidewalks on west side of Star Rd from Hercules to Main St to connect to PHB crossing and sidewalks on east side of Star Rd with future development	High
2018	Star	Canyon	Star Neighborhood Bicycle and Pedestrian Plan	Neighborhood	8 B6	Sidewalk		High
2018	Star	Canyon	Star Neighborhood Bicycle and Pedestrian Plan	Neighborhood	7 C3	Bikeway Facility	Star Rd, Chinden Blvd (US 20/26)/Boise River; Level 2 bike facility to be added in both directions. Star Rd, Main Street Pedestrian Hybrid; Beacon crossing Star east/west to be installed concurrently with sidewalk, located at Main St/Star Rd intersection	Medium
2018	Star	Canyon	Star Neighborhood Bicycle and Pedestrian Plan	Neighborhood	8 B3	Crossing		Medium
2023	Boise	Ada	West Bench Neighborhood Transportation Plan	Neighborhood	21 B4	Bikeway Facility	Ash Park Ln Bikeway, Northview St / Goddard Rd to complete regional low-stress network	High
2023	Boise	Ada	West Bench Neighborhood Transportation Plan	Neighborhood	21 B7	Bikeway Facility	Chinden-McMillan Bikeway, Benningtno Way / Mitchell St to complete regional low-stress network	High
2023	Boise	Ada	West Bench Neighborhood Transportation Plan	Neighborhood	22 B20	Bikeway Facility	Curtis Rd Hill, Poplar St / Chinden Blvd to complete regional low-stress network McMillan Rd, Zinger Lateral / Mitchell St to close gap on the north side - labeled as critical connection in the Boise Pathways Master Plan	High
2023	Boise	Ada	West Bench Neighborhood Transportation Plan	Neighborhood	23 B1	Multi Use	Meadowland Dr / Five Mile Rd to close gap on the north side - labeled as critical connection in the Boise Pathways Master Plan	Low
2023	Boise	Ada	West Bench Neighborhood Transportation Plan	Neighborhood	24 B27	Multi Use	Mountain View Dr Bikeway, Garrett St / Plymouth St Bicycle improvements to complete regional low-stress network	Low
2023	Boise	Ada	West Bench Neighborhood Transportation Plan	Neighborhood	24	Bikeway Facility		High

Year	City	County	Plan	Type of Plan	Facility Type	Page	Policy Number	Policy Text	Keyword	Model Code	Notes	Priority
2009	Boise	Ada	-	ADA	Access Point	-	-	-	Active	No	-	Low
2016	Caldwell	Canyon		Bikeways	Bike Lane				Achieving	Yes		Medium
2019	Eagle	Both		Comprehensive	Bikeway Facility				Canal			High
2020	Garden City			Downtown	Bridges				Connect			IFYWP
2021	Greenleaf			Long-Range Transportation	Crossing				Gaps			
2022	Kuna			Multimodal	Multi Use				Greenbelt			
	Malba			Neighborhood	Pathway System				Irrigation			
	Meridian			Parks	Paved Shoulder				Multimodal			
	Middleton			Roadway	Pedestrian Facility				Path			
	Nampa			Trail	Roadway				Pathway			
	Parma			Waterway	Shared Use				Region			
	Star			Work Plan	Sidewalk				River			
	Wilder				Trail Connections				Route			
									Trail			
									Water			

APPENDIX B

Technical Memorandum #1 Work Group Engagement Plan and Vision / Goals

TECHNICAL MEMORANDUM #1

September 4, 2025

Project# 31994

To: Alexa Roitman, COMPASS

From: Rachel Grosso and Brooke Green, Kittelson & Associates

RE: COMPASS Coordinated Regional Waterways – Pathways Plan

Introduction

The Community Planning Association of Southwest Idaho (COMPASS), the metropolitan planning organization for Ada and Canyon Counties, Idaho, is developing a Coordinated Regional Waterways – Pathways Plan (Plan) to facilitate a connected, accessible, and sustainable non-motorized transportation network along regional waterways that meets the needs of a growing population and fosters a higher quality of life for all residents.

This memorandum outlines the goals and objectives of the Plan, as well as the engagement plan for the Workgroup, a body of agency and organization representatives that will guide the development of the Plan.

Goals and Objectives

The COMPASS Coordinated Regional Waterways – Pathways Plan is guided by the current long-range transportation plan (LRTP), Communities in Motion 2050 (CIM 2050), which was adopted in 2022. COMPASS is currently updating the LRTP for Communities in Motion 2055, which is anticipated for adoption in 2027. As such, the current goals and objectives are referenced here.¹ Table 1 delineates the CIM 2050 goals and objectives, with objectives that pertain to guiding this Plan **bolded**. The goals outlined in Table 1 were approved at the kick-off meeting on August 22, 2025.

In addition to the CIM 2050 goals and objectives, this Plan supports several policies and strategies outlined in the LRTP, including²:

- “Consider the COMPASS Complete Network Policy³ in transportation planning and funding decisions to promote appropriate design of transportation facilities for the needs of all users.”
- “Coordinate local plans for land use and transportation investments to implement the CIM 2050 Vision and goals”

¹ Community Planning Association of Southwest Idaho (COMPASS). (March 23, 2023). *Regional Long-Range Transportation Plans*. <https://compassidaho.org/regional-long-range-transportation-plans/>

² COMPASS. (December 19, 2022). *Implementing the Plan*. <https://cim2050.compassidaho.org/wp-content/uploads/Implement.pdf>

³ COMPASS. (December 20, 2021). *COMPASS Complete Network Policy*. https://compassidaho.org/wp-content/uploads/completenetworkpolicy_final_dec2021_2022.pdf

- “Educate and actively engage the public and stakeholders on best practices for implementing CIM 2050”

Table 1. Communities in Motion 2055 – Goals and Objectives

Goal	Objective
Safety	• Provide a safe transportation system for all users. • Proactively assess risks and safeguard the security of all transportation users and infrastructure. • Support a resilient transportation system by anticipating societal, climatic, and other changes; maintaining plans for response and recovery; and adapting to changes as they arise.
Economic Vitality	• Develop a multimodal transportation system, including public transportation, bicycle, pedestrian, and auto modes, that promotes economic vitality to enable people and businesses to prosper. • Promote transportation improvements and scenic byways that support the Treasure Valley as a regional hub for travel and tourism. • Develop and implement a regional vision to manage the impacts of growth through quantitative tools and objective feedback. • Protect and preserve farmland to support the region’s economy, provide a local and sustainable food supply, and retain the cultural heritage of the valley. • Provide a reliable transportation system for all users by preserving and maintaining the existing transportation infrastructure. • Develop and implement a regional vision that guides growth where it can be cost-effectively served by infrastructure, services, and amenities, to protect and preserve farmland and the agrarian economy of the valley.
Convenience	• Develop a regional transportation system that provides access and mobility for all users via safe, efficient, and convenient options. • Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips. • Manage and reduce congestion with cost-effective solutions to improve efficiency of the transportation system.
Quality of Life	• Develop and implement a regional vision that protects, preserves, and connects residents to the natural environment and open space while minimizing the impact of the transportation system on the environment and promoting public health.

⁴The creation of this Plan will ultimately aid in meeting COMPASS' funding goals, which allocate 12% of Boise Urban Area funds towards pathways, as identified in the FY25-31 Transportation Improvement Program.⁵

The Goal:

The goal of the plan is to facilitate a connected, accessible, and sustainable non-motorized transportation network along regional waterways that meets the needs of a growing population and fosters a higher quality of life for all residents.

Furthermore, this Plan is guided by several principles that will be the foundational objectives for this planning effort:

Principle #1- Build from existing waterways, pathways, and canal accomplishments

Objective: Expand and enhance the existing network of waterway pathways along canals in the two-county region.

Principle #2- Decision-making guided by data and stakeholder support

Objective: Facilitate transparent, evidence-based decision-making through the following activities:

- The creation of a shared database accessible by member organizations
- The facilitation of four Stakeholder Meetings
- Presentation to both the Regional Transportation Advisory Committee & the COMPASS board

Principle #3- Foster interagency coordination by building and strengthening relationships with irrigation districts and other stakeholders for new and enhanced connections and policy alignment

Objective: Explore the needs of stakeholders to identify policy alignment opportunities.

Principle #4- Create a connected, safe, accessible, and sustainable pathway system

Objective: Identify opportunities to build upon the existing canal system to support safe usage of these waterway spaces.

Principle #5- Minimize and mitigate impacts to sensitive environmental resources

Objective: Ensure policies and trails development does not harm the local environment.

Stakeholder Engagement Plan

Engaging key stakeholders will be essential to the success of this project. Engage with up to ten irrigation districts and stakeholders through one-on-one interviews, which will be conducted via 30-minute virtual meetings. Moreover, the irrigation districts and stakeholders may be reached out to via a survey to develop rapport and initiate a meeting. The purpose is to review existing conditions, identify canal needs, wants, and opportunities for improved pathway connections.

⁵ COMPASS. (August 19, 2024). *FY2025 – 2031 Regional Transportation Improvement Program*. <https://compassidaho.org/wp-content/uploads/FY2025TIPrpt.pdf>

- **Irrigation Districts:** Irrigation districts are key stakeholders within the project, as they own, operate, and manage the canals, sloughs, and other features that facilitate water transfer within the region. As a result, they hold the power to dictate the usage surrounding these spaces. Their collaboration is vital to the development of the Plan.
- **Homeowners Associations (HOAs):** HOAs were identified based on canals that run through or adjacent to their properties, which may allow for increased connections.
- **Neighborhood Associations (NAs):** NAs were identified as they serve the interests of the communities that reside within the area and may provide valuable insight into canal needs.
- **School Districts:** School districts were identified as stakeholders, as some canals run along schools, which the students have been using as pathways to and from school.

The meetings will take place throughout the month of October. The potential stakeholders for engagement can be seen in Table 2, this list will be further refined following the creation of the existing canal waterway pathway map.

Table 2: Potential Stakeholders for Engagement

Stakeholder	
Boise-Kuna Irrigation District	Pioneer Irrigation District
Nampa & Meridian Irrigation District	Boise Project Board of Control
New York Irrigation District	Riverside Irrigation District
Settlers Irrigation District	Ada County Highway District*
Highway District 4 & Nampa Highway District 1*	Caldwell High School**
Canyon Meadows***	SpurWing Greens***
South Cole Neighborhood Association	Vista Neighborhood Association

*= Explore pathway connections **=Canal corridor is a current walk route for students ***= HOA

Workgroup Engagement Plan

The purpose of the Workgroup is to serve in an advisory role to guide the development of the Plan, facilitate connections with key stakeholders in the community, and communicate Plan highlights and happenings with their respective agencies and organizations.

WORKGROUP MEMBERS

The workgroup members include staff from agencies, organizations, and community groups. The workgroup members are shown in Table 2. Members of the working group were identified based on their experience working with irrigation districts, developing pathway or related transportation plans, and implementing bicycle and pedestrian projects, as well as their demonstrated knowledge of local conditions in Ada and Canyon counties.

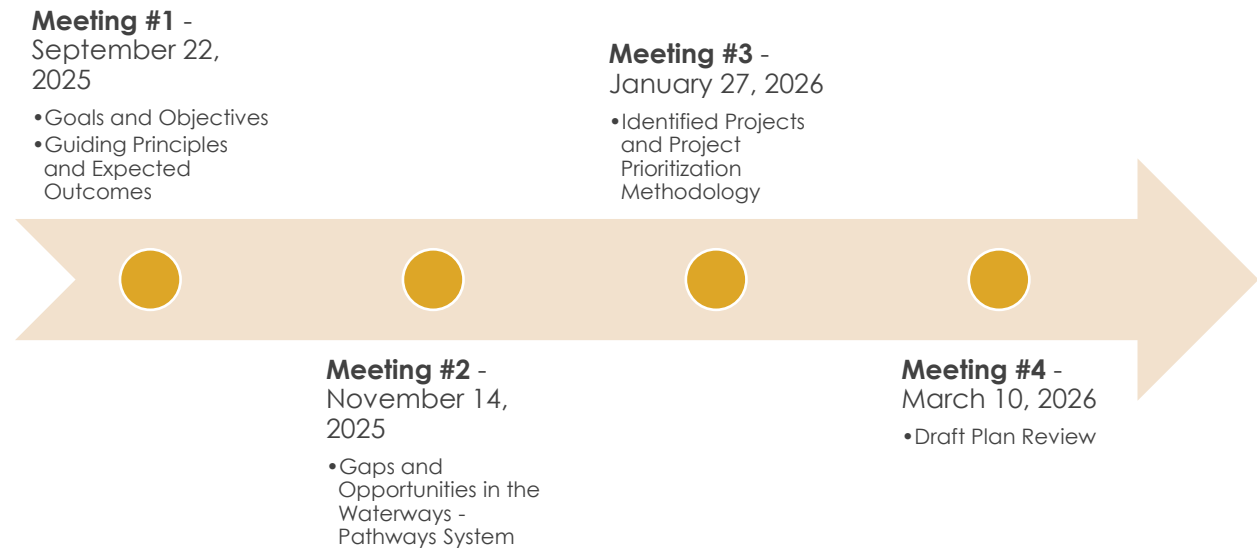
Table 3. Workgroup Members

Name, Title	Organization
Alexa Roitman, Assistant Planner	COMPASS
Hilarie Engle, Board Member	Ada County Parks and Waterways
Jimmy Hallyburton, Council Member	City of Boise
Mary Beth Nutting	Advocate
Trevor Chadwick, Mayor *Ryan Field, Associate Planner, if the Mayor cannot join	City of Star
Laura Barbour, Assistant Director	Canyon County Parks, Cultural, and Natural Resources
John Bengtson, President	Idaho Walk Bike Alliance Team
Jarom Wagoner, Mayor Morgan Bessaw, Deputy Director, if the Mayor cannot join	City of Caldwell
John B Laraway, Council Member *Or Chris Bruce, Council Member	City of Kuna
Andrew Glaspell, City Planner	City of Eagle
LaRita Schandorff, Director	Nampa Bicycle Project
Gabe Finkelstein, Assistant Director of Transportation	Boise State University
Jenah Thornborrow, Director of Development Services	Garden City
Kim Warren, Pathways Planner	City of Meridian
Deanna Dupuy, City Planning and Design Manager	City of Boise
Meg McCarthy, Bike and Pedestrian Program Coordinator	ACHD
Jacob Qualls, City Treasurer	City of Parma
Antonia Conti, City Engineer & Planner	City of Notus

Workgroup Engagement Schedule

The workgroup will meet four times throughout the development of the Plan. The engagement schedule for the workgroup is displayed in Figure 1. Outside of the four scheduled meetings, communication will consist of email updates and targeted requests for feedback on draft materials.

Figure 1. Workgroup Engagement Schedule



APPENDIX C

Technical Memorandum #3

Work Group Materials and Stakeholder
Interviews

TECHNICAL MEMORANDUM #3

March 24, 2026

Project# 31994

To: Gus Loeffelholz, COMPASS

From: Marcus Jackson, Rachel Grosso, and Brooke Green, Kittelson & Associates

CC: Megan Grzybowski and Alex Dupey, MIG

RE: COMPASS Coordinated Regional Waterways – Pathways Plan

Introduction

The Community Planning Association of Southwest Idaho (COMPASS), the metropolitan planning organization for Ada and Canyon Counties, Idaho, is developing a Coordinated Regional Waterways – Pathways Plan to ensure a seamless, accessible, and historically-informed transportation network that meets the needs of a growing population and fosters a higher quality of life for all residents. This Plan aims to address the existing issues presented by pathways along waterways (such as the Boise River Greenbelt and portions of the Ridenbaugh Canal), where a lack of agency coordination, standard policies, and relationships with key stakeholders has resulted in incomplete or fragmented facilities. Through this Plan, COMPASS will identify future waterways – pathways projects, develop implementation strategies, and engage with key stakeholders to strengthen the necessary relationships to progress these projects and strategies.

This memorandum summarizes the key findings from the stakeholder interviews conducted for the COMPASS Coordinated Regional Waterway Pathway Plan between September 2025 and January 2026. Nine interviews were conducted with the following organizations:

- Nampa & Meridian Irrigation District | September 16, 2025
- Pioneer Irrigation District | September 19, 2025
- Farmers Ditch Cooperative Company | October 14, 2025
- Nampa Highway District | October 21, 2025
- Canyon County Highway District | October 27, 2025
- Idaho Water Users Association | October 28, 2025
- Boise Board of Project Controls | November 17, 2025
- Middleton Mill Irrigation | January 5, 2026
- Boise City Canal Company | January 8, 2026

The interviews were typically 30-minute discussions to explore the perspectives of these stakeholders regarding pathways along human-made / irrigation waterways, such as canals and ditches. The following sections describe the key themes that arose from the interviews, organized by the type of entity – irrigation organizations (IOs) or highway districts (HDs).

KEY FINDINGS FROM IRRIGATION ORGANIZATIONS

This section summarizes the key findings that arose from the stakeholder meetings with IOs. These key findings are detailed in the following subsections. Table 1 outlines key findings by irrigation organization (IO).

Variability in Irrigation Organization Openness to Pathways

Interviews with irrigation organizations (IOs) across the COMPASS Planning Area revealed a wide range of perspectives regarding publicly accessible pathways along irrigation waterways. Some IOs have successfully partnered with municipalities to implement public pathways, while others maintain formal policies that prohibit public access within or adjacent to their facilities. These differences are often shaped by organizational structure, historical experience with development, liability exposure, and the scale and function of the waterways they manage.

Within Ada and Canyon counties, several IOs are notably large in both geographic extent and total waterway mileage. These organizations – including Nampa & Meridian Irrigation District and the Boise Board of Project Controls (which represents Boise-Kuna, New York, Wilder, and part of Nampa & Meridian Irrigation Districts) – often function as informal leaders whose policies and practices influence smaller IOs. As a result, pathway feasibility in the region is partly determined by the positions adopted by these larger entities.

Where pathways have been successfully implemented, progress has typically occurred incrementally over long periods. A frequently cited example is the pathway along Wilson Drain in the City of Nampa, which connects Wilson Springs Ponds to Wilson Creek Park. This project required more than a decade to plan, pipe, secure easements, and develop supporting park infrastructure. While ongoing clarity around maintenance responsibilities remains a challenge, the project demonstrates the importance of long-term trust and sustained collaboration between municipalities and IOs.

Maintenance Access as the Primary Constraint

Across all interviews, safeguarding access to irrigation waterways for both routine and emergency maintenance emerged as the top concern and priority. IOs emphasized that any pathway design must fully preserve their ability to conduct essential operations, including clearing trash grates, dredging sediment, repairing structures, and responding to emergency conditions during irrigation season.

Several IOs described design approaches that successfully balance public access with operational needs. Examples include removable fencing that allows maintenance equipment access (Boise City Canal Company), single-side recreational pathways paired with maintenance access on the opposite bank (Nampa & Meridian Irrigation District), and configurations that place a maintenance road directly adjacent to the waterway with a fence separating it from a publicly accessible pathway (Middleton Mill Irrigation). These approaches illustrate that shared use is feasible when maintenance access is explicitly prioritized in design.

A related concern is the potential for damage to paved pathway surfaces from maintenance equipment, which often uses tracked or cleated treads. Some IOs therefore prefer unpaved or natural-surface

pathways, while others require partner agencies to assume responsibility for repairing asphalt or concrete surfaces damaged during maintenance. These considerations directly affect pathway material selection, long-term costs, and maintenance agreements.

Maintenance activities themselves pose additional challenges for public access. Dredging, which one interview noted occurs on a 6–8 year cycle for drainage facilities, can require full pathway closures, large staging areas, and temporary storage of odorous organic material that cannot be immediately removed. These realities underscore the need for pathways to be designed with adequate space, flexibility, and closure protocols. While tiling waterways may reduce some maintenance conflicts, it is not feasible in all locations, particularly where canals interact with groundwater systems.

Legal Framework, Safety, and Liability Considerations

A critical and consistent theme across interviews was the legal status of irrigation waterways as statutory easements. In most cases, IOs do not own the underlying land through which canals, drains, laterals, or ditches run. This limits their authority to control access and enforce trespassing restrictions, even when maintenance roads appear private. As a result, IOs frequently experience dumping, vandalism, and unauthorized use but lack effective enforcement tools.

Because of these constraints, IOs expressed a strong preference for physical separation between the public and irrigation waterways. Commonly cited measures include fencing, buffer zones of approximately 5–10 feet, and controlled access points. Additional safety features such as escape ladders, trash grates, and clear design standards were identified as necessary to reduce the risk of injury or fatality.

Some IOs also treat irrigation water with algaecides or other chemicals that are unsafe for human or animal contact. This elevates safety concerns and reinforces the need for barriers, signage, and public education. Stakeholders emphasized that master agreements must explicitly address liability, trespassing, and required safety features to protect both IOs and municipal partners.

Importance of Early Coordination and Master Agreements

Interviewees consistently emphasized that early and clear communication, well-defined roles, and formalized responsibilities are essential to successful pathway implementation. Master agreements between municipalities and IOs were repeatedly cited as the most effective mechanism for achieving this clarity. Successful examples were noted in the cities of Boise, Eagle, and Meridian, where long-standing agreements have facilitated pathway development while preserving irrigation operations.

Effective master agreements typically address pathway maintenance responsibilities, waterway access and closure authority, safety features, liability allocation, development expectations (including anti-encroachment requirements), landscaping and amenities, and public education. Several IOs also recommended that municipal partners provide dedicated maintenance funding or clear guidance for homeowner associations (HOAs) responsible for pathways adjacent to irrigation facilities.

Role of Development Review and Land Use Regulation

Municipalities were encouraged to leverage development review processes to secure pathway easements along irrigation waterways, particularly in growing or rural communities that are not yet fully built out. Redevelopment projects in urban areas present similar opportunities. Stakeholders emphasized that these easements should connect to publicly accessible roadways to ensure true network connectivity, rather than terminating at private HOA roads that limit public use.

Clear and enforceable anti-encroachment standards are also critical. Farmers Cooperative Ditch Company's "Requirements and Procedures for Engineering Plans for Residential and Commercial Developments" was cited as a useful model for communicating expectations to developers. Some municipalities, such as the City of Middleton, already require dual maintenance paths adjacent to waterways, with fencing separating maintenance access from public pathways. Requiring pathway easements to be designated as "common lots" within subdivisions was identified as an effective strategy for clarifying ownership, maintenance responsibilities, and HOA coordination.

Variation in Waterway Types and Design Implications

Stakeholders highlighted that irrigation waterways vary significantly in size, flow, speed, and hazard level. While some irrigation waterways are narrow and slow-moving, others are wide, fast, and convey large volumes of water, posing serious safety risks. Some waterways contain chemically treated water, while others do not. As a result, a one-size-fits-all approach to pathway design or agreements is not appropriate.

Different waterway types will likely require distinct master agreement provisions, safety features, and design standards. Recognizing and classifying these differences early in planning can help municipalities and IOs align expectations and reduce conflict.

Communication, Education, and Construction Timing

Finally, there is a clear need for improved communication and education among municipalities, developers, IOs, and the public. Educating municipal staff and developers about the purpose, history, and governance of irrigation systems – including distinctions between irrigation districts (subdivisions of the state) and canal or ditch companies (often non-profits) – can improve coordination and trust. Public education is equally important to set expectations around maintenance activities, closures, and safety near "working waterways."

Maintenance operations are often noisy, malodorous, and disruptive, sometimes lasting multiple days. Municipal partners play a key role in communicating closures and explaining these necessary activities to pathway users. Several interviewees suggested that COMPASS-wide signage and messaging could support consistent public understanding across jurisdictions. Construction phasing must also carefully avoid conflicts with irrigation season to prevent service disruptions and operational challenges.

Key Findings by Irrigation Organization

Table 1. Key Findings by Irrigation Organization

Irrigation Organization	Existing Publicly Accessible Pathways	Openness to Future Pathways	Liability and Safety Concerns	Waterway Design & Equipment Concerns	Maintenance & Access Concerns	Relationships with Cities, HOAs, Developers, and the Public
Nampa & Meridian Irrigation District	Yes	Yes	Yes	Noted that Concrete Lining of Irrigation Waterway Can Increase the Velocity of Irrigation Water	Yes – Successful Example with Allowing Publicly Accessible Pathway on One Side of Waterway	Clearly Defining Pathway Maintenance Responsibility is Critical
Pioneer Irrigation District	Yes	Yes	Yes	Interested in One-Side Public / One-Side Maintenance Design Model	Yes – Noted the Need for Maintenance Costs to be Assumed by Partners	Early Coordination is Crucial, and HOAs must be Empowered for Maintenance and Public Communication
Farmers Ditch Cooperative Company	No	Not At This Time	Yes – Noted as the Main Reason Against Publicly-Accessible Pathways	Buffer Zones (5 – 10 ft) are Necessary	Yes – Noted as the Main Reason Against Publicly-Accessible Pathways	Concerned about Encroachment by Developers
Boise Board of Project Controls	Yes	Prohibited within Easements, Allowed Outside Easements	Yes	Pathways must be Outside of the Irrigation Statutory Easement	Yes	Prefer to Maintain Direct Contact with Land Developers and HOAs
Middleton Mill Irrigation	Yes	Yes	Yes – Particularly in Urban Areas Where Space is Constrained	Have Implemented Design of Waterway – Maintenance Road – Fence – Publicly-Accessible Pathway	Yes	Different Jurisdictions Enact Different Maintenance Agreements; Must Also Engage with HOAs; Difficult to Communicate the Potential Dangers of Irrigation Water to Pathways Users
Boise City Canal Company	Yes	Yes	Yes – Successful Example of Fences, Escape Ladders, and Upgraded Trash Grates to Improve Safety	Removable Fences Implemented to Allow Waterway Access for Maintenance	Yes – Successful Example with Removable Fences to Allow Waterway Access for Maintenance	Urban Renewal Districts Can Also Be Implementation Partners

KEY FINDINGS FROM HIGHWAY DISTRICTS

This section summarizes the key findings that arose from the stakeholder meetings with highway districts (HD).

- Highway districts play a minimal role in the development of pathways along irrigation waterways, as pathway development is largely driven through the land use / development review processes administered by cities, towns, and counties.
 - Ensuring that the development review process requires easements for the provision of pathways along waterways (both irrigation and natural / riparian) is crucial, especially for providing active transportation connection with public roadways.
- Highway districts maintain strong working relationships with IOs where boundaries overlap, due to roadway projects that cross irrigation waterways. HDs and IOs typically maintain memorandums of understanding for capital expenditures and maintenance responsibilities for the structures (either pipes or culverts, as well as the inlet and outfall) that allow roads to cross waterways. Typically, these costs are borne by HDs. These crossings number in the low thousands, with 500-600 in Canyon County.
- Highway districts do not typically maintain pathways near waterways, and suggest that maintenance responsibilities lie with municipalities or developers/HOAs. Presently neither HDs nor IOs typically have equipment to maintain pathways, and often IO waterway maintenance equipment damage the surface of paved pathways. Removal of dredged debris as a maintenance service could be an incentive provided by municipal partners to IOs.

Stakeholder Meeting Summaries

This section present key findings from each interview, organized chronologically.

PIONEER IRRIGATION DISTRICT

Date: September 19, 2025

Attendees: Kirk Meyers (PID), Brooke Green (KAI), Marcus Jackson (KAI), Alexa Roitman (COMPASS)

- **General Position:** Pioneer Irrigation District is open to discussions about pathways and partnerships but emphasized the need for early and structured coordination.
- **Maintenance and Access:** Maintenance access was identified as a critical constraint; pathways must be set back sufficiently or limited to one side of the irrigation waterway to accommodate equipment.
- **Planning and Early Coordination:** Pioneer Irrigation District stressed early involvement to ensure bridges and crossings can accommodate maintenance equipment.
- **City and Agency Relationships:** Cities sometimes maintain pathways adjacent to irrigation waterways under agreements that protect pathway infrastructure during irrigation waterway maintenance.
- **HOAs and Developers:** Maintenance funding is a recurring challenge, and Pioneer emphasized the need for clear transfer language (in master or license agreements) assigning responsibilities from developers to HOAs or cities.
- **Experience with Users:** Trespassing and vandalism are increasing, though designated pathways may reduce informal access by concentrating use in permitted areas.
- **Conditions for Partnership:** Pioneer indicated that cities seeking pathways should assume maintenance responsibility and work with districts to reduce long-term costs.

FARMERS COOPERATIVE DITCH COMPANY

Date: October 14, 2025

Attendees: Vince Sevy (FCDC), Brooke Green (KAI), Rachel Grosso (KAI), Alexa Roitman (COMPASS)

- **Organizational Context:** Farmers Cooperative Ditch Company (FCDC) manages approximately 34 miles of irrigation waterways and 68 miles of maintenance roads serving about 16,000 acres.
- **Position on Pathways:** FCDC leadership is strongly opposed to new pathways due to vandalism, safety concerns, and maintenance impacts.
- **Experience with Existing Access:** Existing Greenbelt crossings have resulted in odor complaints, debris accumulation, and frequent vandalism of irrigation equipment.
- **Safety and Liability:** FCDC views unfenced irrigation waterway areas as unsafe and prefers climb-proof fencing where development occurs nearby.
- **Relationships with Cities:** FCDC is not aware of maintenance or partnership services provided by cities in exchange for irrigation waterway access and would prefer cities assume pathway maintenance responsibilities.
- **Developers and HOAs:** Developers are directed to strict no-encroachment requirements, and no HOA-led pathway proposals have been received to date.

NAMPA HIGHWAY DISTRICT

Date: October 21, 2025

Attendees: Nick Lehman (NHD), Marcus Jackson (KAI), Rachel Grosso (KAI)

- **Role and Jurisdiction:** Nampa Highway District (NHD) focuses primarily on roadway infrastructure; residential development and associated easements are largely handled at the county level, limiting NHD's direct involvement in canal-adjacent development decisions.
- **Position on Canal Pathways:** NHD recognizes the community value of off-street walking and biking near waterways but is not positioned to lead on canal pathway development, viewing this as more appropriately led by cities or developers.
- **Maintenance and Operations:** Long-term maintenance responsibility was identified as the primary barrier to NHD involvement; the District does not want to assume pathway maintenance obligations due to staffing and funding constraints.
- **Relationships with Irrigation Organizations:** NHD has strong working relationships with irrigation organizations through routine coordination on roadway projects that cross canals, including culvert replacement.
- **Design and Standards Coordination:** While culvert standards vary by irrigation organization, NHD indicated that differences are generally manageable.
- **Experience with Public Use:** NHD has not observed significant pedestrian or bicycle use of irrigation waterways and has not received complaints or concerns related to pathways along irrigation waterways.
- **On-Street Connections:** NHD is not interested in leading on on-street connections to waterway-pathways and expects developers to take the lead where such connections are proposed.

CANYON COUNTY HIGHWAY DISTRICT

Date: October 27, 2025

Attendees: Bruce Bayne (CCHD), Brooke Green (KAI), Rachel Grosso (KAI), Austin Miller (COMPASS)

- **Organizational Role:** Canyon County Highway District (CCHD) manages county roads and serves as the transportation agency for the City of Star.
- **Relationships with Irrigation Organizations:** CCHD has strong relationships with irrigation organizations supported by standardized memoranda of understanding.
- **Maintenance Agreements:** MOUs clearly divide responsibility for inlet, culvert, and outlet maintenance between irrigation organizations and the highway district.
- **Experience with Pathways:** CCHD has not been directly involved in irrigation waterway-pathways and views pathway planning as primarily a city responsibility.
- **Future Development Context:** Large residential developments are expected to drive future interest in pathways, particularly in unincorporated areas.
- **Design and Maintenance Considerations:** Irrigation organizations lack equipment needed to avoid damaging paved surfaces during maintenance activities.
- **Lessons for Coordination:** Irrigation organizations hold significant authority under Idaho law and must be engaged early and treated as equal partners.

IDAHO WATER USERS ASSOCIATION

Date: October 28, 2025

Attendees: Paul Arrington (IWUA), Brooke Green (KAI), Rachel Grosso (KAI), Alexa Roitman (COMPASS)

- **Organizational Role:** The Idaho Water Users Association (IWUA) represents irrigation organizations and groundwater districts, focusing on education, coordination, and legislative advocacy.
- **Exposure to Pathway Models:** IWUA has explored waterway-pathway models from the Salt River Project (Arizona), including separating maintenance access from community space, with mixed reception among Idaho irrigation organizations.
- **Legal and Ownership Constraints:** Many irrigation organizations hold easement rights rather than land ownership, limiting their authority to grant public access.
- **Safety and Liability Concerns:** Primary concerns include public safety, liability exposure, vandalism, and unpredictable maintenance schedules that complicate crowd management.
- **Maintenance and Equipment:** Accommodating pathways may require equipment different from what irrigation organizations currently use.
- **City and Interagency Agreements:** Several irrigation organizations have long-standing master agreements with cities such as Boise and Meridian, many of which are 20–30 years old.
- **Participation in the Study:** IWUA agreed to assist with outreach by providing contact information for irrigation organizations to support survey distribution.

BOISE BOARD OF PROJECT CONTROLS

Date: November 17, 2025

Attendees: Tom Ritthaler (BBPC), Bob Carter (BBPC), Brooke Green (KAI), Alexa Roitman (COMPASS)

- **Organizational Context:** The Boise Board of Project Controls (BBPC) manages irrigation facilities across approximately 165,000 acres and oversees multiple irrigation districts.
- **Position on Pathways:** BBPC is explicitly opposed to pathways within irrigation easements and is not willing to relinquish easement space for public use.
- **Policy and Legal Constraints:** BBPC cited the Canal Act of 1990 and associated water-right protections as foundational to their position, emphasizing that pathways must be located outside irrigation easements.
- **Maintenance and Access:** Unrestricted, 24/7 maintenance access was identified as non-negotiable for BBPC operations.
- **Pedestrian Crossings:** BBPC stated that pedestrian crossings of irrigation waterways must coincide with roadway crossings to maintain operational safety.
- **Relationships with Cities and Developers:** BBPC prefers direct coordination with developers or HOA boards to avoid misinformation and misaligned expectations.
- **Experience with Users:** BBPC reported ongoing trespassing within irrigation rights-of-way and views public access as contributing to operational and liability challenges.

MIDDLETON MILL IRRIGATION

Date: January 5, 2026

Attendees: Allen Funkhouser (MMI), Brooke Green (KAI), Rachel Grosso (KAI), Gus Loeffelholz (COMPASS)

- **Organizational Context:** Middleton Mill Irrigation and Drainage District #2 manage canals, drains, and laterals across multiple jurisdictions north of the Boise River.
- **Position on Pathways:** Pathways are considered on a case-by-case basis depending on safety, infrastructure configuration, and development context.
- **Development Coordination:** The District works closely with developers to modify, tile, or relocate irrigation waterway facilities during subdivision development.
- **Maintenance and Agreements:** Maintenance access is critical, and license agreements typically assign responsibility for pathway repairs to cities or HOAs following maintenance damage.
- **Safety and Liability:** Diversion structures and high-pressure systems pose significant hazards, leading to a preference for fencing and separation of uses.
- **Conditions for Partnership:** Clear agreements, protection of maintenance access, and city assumption of repair costs were identified as key incentives for participation.

BOISE CITY CANAL COMPANY

Date: January 8, 2026

Attendees: Hawk Stone (BCCC), Brooke Green (KAI), Rachel Grosso (KAI), Gus Loeffelholz (COMPASS)

- **Organizational Context:** Boise City Canal Company (BCCC) is a nonprofit irrigation company managing approximately 7 miles of canal and 7,000 acres north of the Boise River.
- **Position on Pathways:** BCCC is generally supportive of irrigation waterway-adjacent pathways where feasible and has partnered on multiple projects.
- **Recent Projects and Agreements:** A recently completed downtown pathway was implemented under a license agreement with the City of Boise and CCDC – the Boise City Canal Multiuse Pathway.
- **Maintenance and Operations:** Pathways can improve maintenance efficiency, and BCCC is not concerned about surface damage due to treaded equipment, as pathway pavement maintenance responsibilities were transferred to the City of Boise Parks and Recreation Department upon pathway completion.
- **Design and Safety Features:** Removable fencing and escape ladders are used to balance safety with maintenance access, with standards varying by canal characteristics.
- **Experience with Users:** Dumping, rather than vandalism, has been the primary issue encountered.
- **Public Education:** Educational signage has been used to reinforce canals as “working waterways.”

APPENDIX D

Technical Memorandum #4 Waterway-Pathway Prioritization Process

TECHNICAL MEMORANDUM #4

May 4, 2026

Project# 31994

To: Gus Loeffelholz, COMPASS
From: Marcus Jackson, Rachel Grosso, and Brooke Green, Kittelson & Associates, Inc.
CC: Megan Grzybowski and Alex Dupey, MIG
RE: COMPASS Coordinated Waterway-Pathway Plan

Introduction

The Community Planning Association of Southwest Idaho (COMPASS), the metropolitan planning organization for Ada and Canyon Counties, Idaho, developed the Coordinated Regional Waterway – Pathway Plan (CRWPP) to ensure a seamless, accessible, and historically-informed transportation network that meets the needs of a growing population and fosters a higher quality of life for all residents.

This memorandum outlines the prioritization process used to identify waterway-pathway projects in the COMPASS Planning Area. The CRWPP identifies and prioritizes potential shared-use pathway opportunities along both irrigation waterways and natural waterways to address gaps in the regional active transportation network. To address the varying ownership, operational constraints, environmental sensitivity, and planning context of pathways along waterways, a structured and transparent prioritization process was developed to guide future implementation. The prioritization process is intended to provide a consistent, transparent, and regionally informed approach to evaluate suitable locations to pursue pathway projects that are the most feasible, impactful, and supportive of the local and regional community.

The prioritization criteria reflect stakeholder input, jurisdictional priorities, and project feasibility. For irrigation waterways, the prioritization criteria emphasize irrigation organization interest in publicly accessible pathways, connectivity to regional and local active transportation networks, access to essential destinations, equity considerations, and alignment with existing plans. Additional criteria capture opportunities for connections via unopened right-of-way or subdivision common areas, as well as distinguishing potential projects based on jurisdictional priority.

Recognizing the distinct environmental and regulatory considerations associated with natural waterways, a separate set of prioritization criteria was developed, which accounts for land use context, wetland adjacency, in addition to connectivity to regional and local active transportation networks, access to essential destinations, equity considerations, and alignment with existing plans.

From this process, the Top 20 Waterway-Pathway Projects, which balance connectivity, feasibility, community, and environmental stewardship were identified.

GIS METHODOLOGY FOR WATERWAY-PATHWAY PRIORITIZATION

This section describes the technical process by which Geographic Information Science (GIS) was utilized to prioritize potential waterway-pathways.

Data Sources and Base Geometry

The pathway prioritization analysis was conducted using two primary base geometry layers representing (1) irrigation waterways and (2) natural waterways within the COMPASS Planning Area. These layers were derived from distinct data sources and reflect the differing physical, operational, and regulatory characteristics of irrigation and natural waterway systems.

Geometry for irrigation waterways was provided by COMPASS and pre-processed to retain only currently applicable facilities within the Planning Area. Geometry for natural waterways, including rivers and associated water bodies, was sourced from Esri's authoritative hydrography datasets. Together, these layers served as the foundational spatial framework for evaluating potential pathway opportunities.

For the initial analysis, the default segmentation of each dataset was retained. Segment start and end points reflected the structure inherent in the source data, based on upstream data processing decisions that were outside the scope of this effort. No assumptions were made during the initial run regarding the rationale for how segments were originally defined. This proved to be a substantial limitation on the reasonableness of the results, as many segments were quite short or disjointed. This was subsequently corrected for in a broad manner by joining together segments using professional judgment.

Supporting Data and Evaluation Criteria

A broad range of supporting datasets was assembled to evaluate pathway feasibility, connectivity, safety, environmental context, and implementation considerations. These datasets were obtained from multiple sources, including COMPASS, Ada County, Canyon County, OpenStreetMap, the Idaho Department of Water Resources, individual local jurisdictions, the U.S. Fish and Wildlife Service, and the Federal Emergency Management Agency (FEMA).

Each dataset corresponded to one or more prioritization criteria defined in the project's evaluation framework. Separate prioritization matrices were developed for irrigation waterways and natural waterways to reflect their differing conditions and planning considerations. Criteria for irrigation waterways are documented in *Table 1. Pathway Project Prioritization Criteria for Irrigation Waterways to Address Gaps and Needs in the System*, while criteria for natural waterways are documented in *Table 2. Pathway Project Prioritization Criteria for Natural Waterways to Address Gaps and Needs in the System*.

Spatial Processing and Scoring Approach

Spatial analysis was conducted by processing each evaluation variable independently and applying scores directly to the base waterway geometry. Variables were evaluated spatially using a combination of geoprocessing techniques, including selection of features intersecting a 100-foot buffer around the base

geometry, spatial joins with attribute aggregation and dissolves based on unique segment identifiers, and structured queries to extract relevant attribute information. Manual heads-up review was also conducted where automated methods were insufficient to ensure data accuracy and consistency.

Each variable was assigned a numerical score according to the applicable prioritization matrix. Scores were applied consistently across all segments, allowing each irrigation or natural waterway segment to accumulate a composite score that reflected performance across multiple criteria. This approach ensured transparency between individual criteria, underlying datasets, and final prioritization results.

Segment Refinement for Irrigation Waterways

Following the initial scoring process, the project team reviewed mapped outputs to evaluate how default irrigation waterway segmentation influenced prioritization results. This review indicated that some default segments did not fully reflect functional continuity, connectivity, or operational characteristics of irrigation infrastructure.

To address this limitation, targeted segmentation refinement was applied to the irrigation waterway dataset only. Segments were aggregated or subdivided based on geometric continuity, network connectivity, or functional considerations. Each refined segment was assigned a new unique identifier to represent a coherent analytical unit. No comparable segmentation adjustments were applied to the natural waterway dataset, which retained its original geometry throughout the analysis.

Final Prioritization and Results

After segmentation refinement, the full analytical process was rerun for both irrigation waterways and natural waterways. All evaluation variables were reprocessed and rescored using the updated irrigation waterway geometry, while natural waterways continued to use the original segmentation. Final composite scores were calculated using the applicable prioritization matrices, and segments were ranked to identify high-priority pathway opportunities across the planning area.

Results of the prioritization analysis are illustrated in *Figure 1. Prioritization Results for Irrigation Waterways* and *Figure 2. Prioritization Results for Natural Waterways*. This iterative and transparent approach balanced analytical consistency with practical interpretation of waterway function, resulting in a defensible prioritization of candidate pathway segments that reflects both data-driven outcomes and real-world conditions.

Irrigation Waterways Prioritization

The prioritization criteria for irrigation waterways are shown in **Table 1**. The results of the prioritization process for irrigation waterways are displayed in **Figure 1**. To capture regional priorities, Work Group members were asked to provide feedback on their priorities, which was used as the basis for the "Jurisdiction Priority" criterion and is summarized below.

- ACHD Bicycle Advisory Committee
 - Segment 189 and 949 | Ridenbaugh Canal from near Cole Road to Emerald Street

- Segment 243 and 996 and 1001 | Farmer's Union Canal, west of Whitewater Park to north of State Street, parallel to Catalpa Drive
- Segment 438 and 31 | Farmer's Union Canal, near Beacon Light Road along Homer Road to east of Highway 16
- Boise State University
 - Segment 227 | Ridenbaugh Canal from near Shoshone Street to S Broadway Avenue
- City of Kuna
 - Segment 413 and 795 | Indian Creek from near W Escondido Street & W 4th Street to near N Cranesbill Avenue & W Trout Lily Street
- City of Nampa
 - Segment 664 | 10-Mile Drain
 - Segment 668 | 9-Mile Drain
 - Segment 291 | Elijah Drain
 - Segment 403 | Mason Creek
- City of Boise
 - Segment 84 and 967 | New York Canal from I-84 to Lucky Peak State Park
 - Segment 103 | Ridenbaugh Canal from near S Broadway Avenue to Eckert Road
 - Segment 227 | Ridenbaugh Canal from near Shoshone Street to S Broadway Avenue
 - Segment 926 | Farmers Lateral from near I-184 to Philippi Street
 - Segment 949 and Segment 189 | Ridenbaugh Canal from near Cole Road to Emerald Street
 - Segment 965 and Segment 962 and Segment 815 | New York Canal from near W Wright Street to S Maple Grove Road
 - Segment 938 and Segment 942 | Settlers Canal from near W Abram Lane to W Ustick Road
 - Segment 992 and Segment 993 | Spoil Banks Canal from near Horseshoe Bend Road to N Eugene Street
- COMPASS
 - Segment 746 and Segment 747 | 10-Mile Creek from near N Can Ada Road to N Ten Mile Road

Over 1,000 individual segments were scored and prioritized as part of this process. To view the datasets that informed the prioritization process, as well as the individually-scored segments, an interactive map is available online [here](#).

The maximum possible score for an irrigation waterway was "13" points. While no segments of irrigation waterways received the maximum score, approximately 11 segments scored as "High Priority". These High Priority segments are irrigation waterways primarily located in Nampa, Caldwell, Star, Middleton, and Garden City.

Table 1. Prioritization Criteria and Scoring for Irrigation Waterway-Pathways

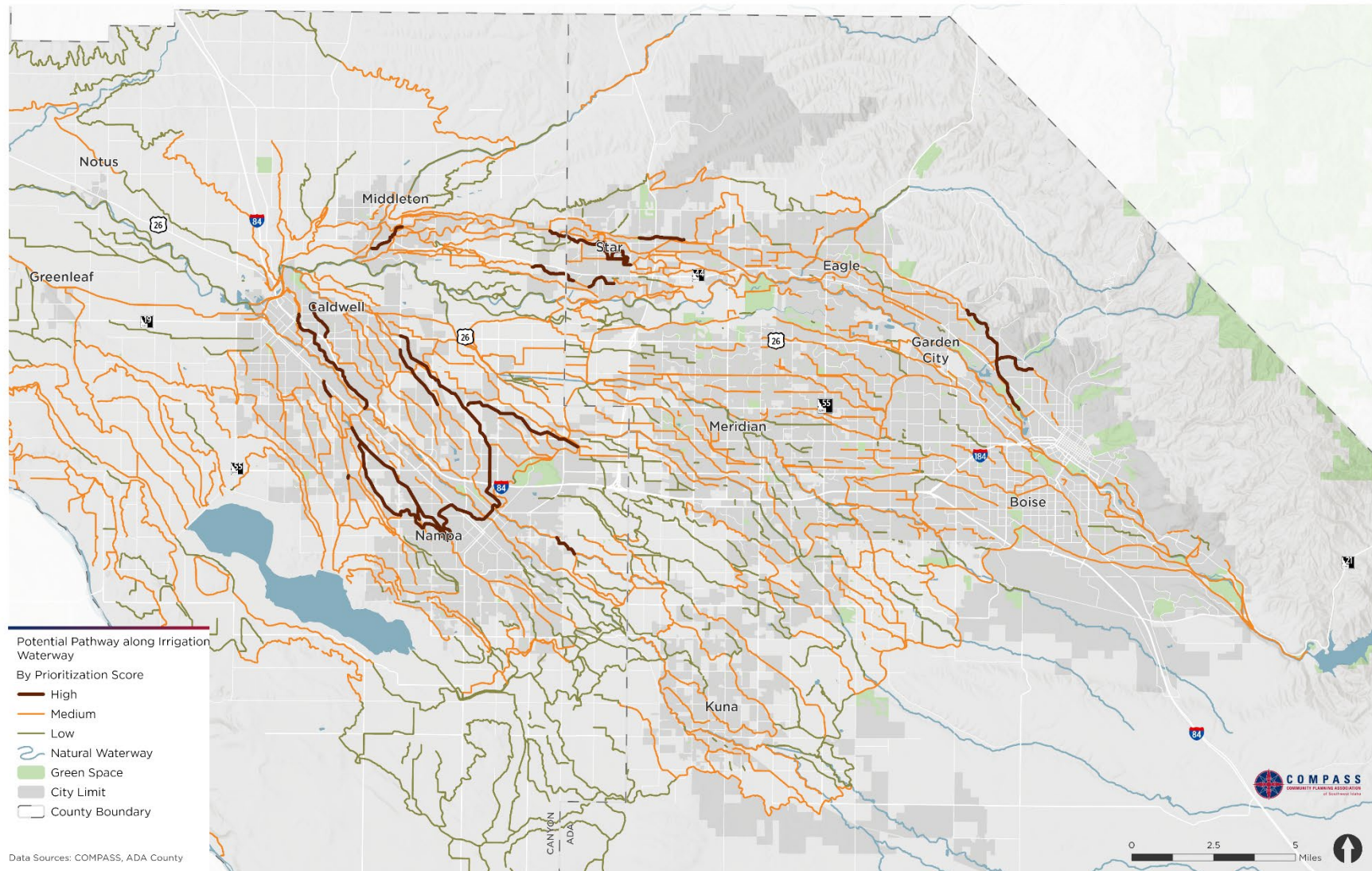
Criterion	+2 Points	+1 Point	0 Points	-1 Point
Irrigation Organization Interest in Publicly-Accessible Pathways along Waterways Determined via outreach conducted in September 2025 – January 2026	Irrigation organizations that have indicated a willingness or existing practice of implementing publicly-accessible pathways along waterways • Boise City Canal Company • Pioneer Irrigation District • Middleton Mill Irrigation Association	Irrigation organizations that have indicated they are “Interested but Cautious” about implementing publicly-accessible pathways along Waterways (None Interviewed)	Irrigation organizations that did not respond to outreach attempts (All irrigation organizations not otherwise listed)	Irrigation organizations that have indicated they are “Uninterested or Against” implementing publicly-accessible pathways along waterways • Boise Board of Project Control (Boise-Kuna Irrigation District, New York Irrigation District, Wilder Irrigation District, part of Nampa-Meridian Irrigation District) • Farmers Union Ditch Company
Regional Routes Active Transportation Network Connectivity	Existing to Existing Facility	Existing to Proposed Facility	Proposed to Proposed Facility	N/A
Local Active Transportation Network Connectivity	Existing to Existing Facility	Existing to Proposed Facility	Proposed to Proposed Facility	N/A
Connectivity with Unopened Right-of-Way	N/A	Intersects (within 100 feet) with either unopened	N/A	N/A

Criterion	+2 Points	+1 Point	0 Points	-1 Point
or Subdivision Common Areas Potential access points or local connections to the irrigation waterways that are publicly or communally held within 100 feet (provided by ACHD)		right-of-way or subdivision common areas		
Support Existing Planning Efforts	N/A	Identified in a previous plan	Not identified in a previous plan	N/A
Essential Destinations Includes schools, libraries, parks and open spaces within 0.5 mi	+2 Destinations	1 Destination	0 Destinations	N/A
COMPASS Communities in Motion 2050 Regional Equity Index¹	Highest 25% of index scores	Next 25% of index scores	N/A	N/A

¹ The Regional Equity Index aggregates 23 societal, environmental, and transportation factors to score and map the level of equity/inequity by geographic locations, relative to the region as a whole. A high index score indicates higher inequity relative to the region as a whole. For more information, please reference: COMPASS. (December 2022). Communities in Motion 2050 Regional Equity Index. <https://compassidaho.maps.arcgis.com/apps/instant/minimalist/index.html?appid=f9fc986e99554b6b944b319319408184>

Criterion	+2 Points	+1 Point	0 Points	-1 Point
Cross-Jurisdictional Alignment	N/A	Two or more jurisdictions	One jurisdiction	N/A
Jurisdiction Priority As communicated via Work Group Meeting #2 and Meeting #3	N/A	Indicated as the top priority for the community	N/A	N/A

Figure 1. Irrigation Waterway Prioritization Results



Natural Waterways Prioritization

The prioritization criteria for natural waterways are shown in **Table 2**. The criteria capture many of the same baseline feasibility and regional significance factors that apply to irrigation waterways, but also consider adjacent land ownership patterns. Publicly owned or environmentally designated lands may pose fewer implementation barriers due to the lesser need for coordination with landowners. However, construction in environmentally-sensitive areas poses other challenges due to the higher level of regulatory considerations involved in the planning and design process. Environmental considerations are also included to recognize where pathways may not be as feasible due to the presence of regulatory wetlands, or in contrast, support green infrastructure functions, including stormwater management and the creation of linear open space. Together, these criteria enable a balanced evaluation that supports regionally consistent prioritization while remaining responsive to local conditions.

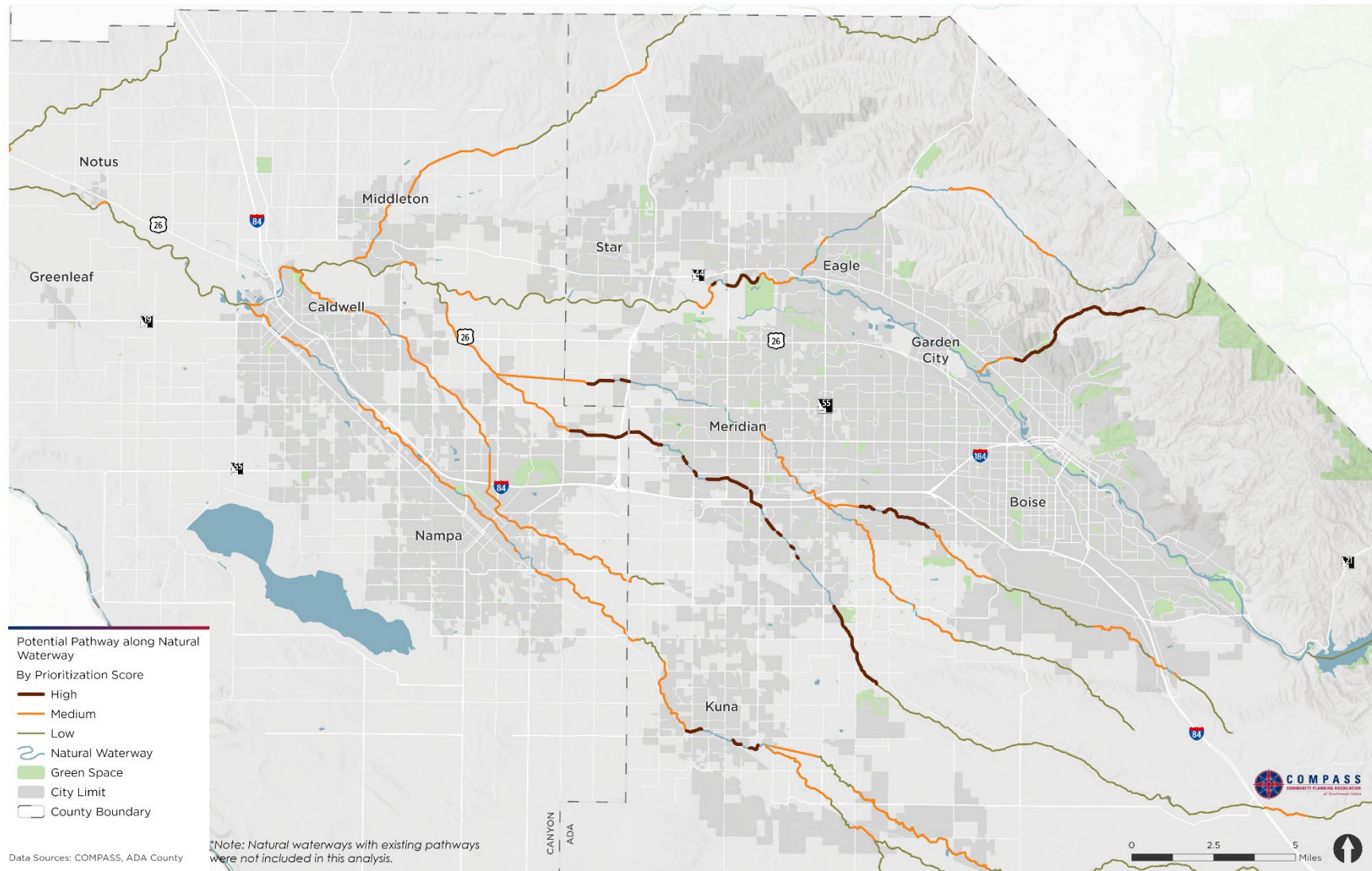
To view the datasets that informed the prioritization process, an interactive map is available online [here](#). The results of the prioritization process for irrigation waterways are displayed in **Figure 2**.

Table 2. Prioritization Criteria and Scoring for Natural Waterway-Pathways

Criterion	+2 Points	+1 Point	0 Points
Regional Routes Active Transportation Network Connectivity	Existing to Existing Facility	Existing to Proposed Facility	Proposed to Proposed Facility
Local Active Transportation Network Connectivity	Existing to Existing Facility	Existing to Proposed Facility	Proposed to Proposed Facility
Connectivity with Unopened Right-of-Way or Subdivision Common Areas Potential access points or local connections to the irrigation waterways that are publicly or communally held within 100 feet (provided by ACHD)	N/A	Intersects (within 100 feet) with either unopened right-of-way or subdivision common areas	N/A
Support Existing Planning Efforts	N/A	Identified in a previous plan	Not identified in a previous plan
Adjacent Land Use Zoning data as a proxy for potential land ownership, which indicates the feasibility and ease of purchasing right-of-way or securing easements to construct pathways	Environmental, Green Space, or Public / Civic	Agricultural, Commercial, Healthcare, Industrial, Mixed-Use, Office, Planned / Overlay	Enclave, None, Residential

Criterion	+2 Points	+1 Point	0 Points
Wetlands Included as part of linear parks to contribute to green stormwater management that absorb excess runoff	N/A	Adjacent to Known Wetlands	N/A

Figure 2. Natural Waterway Prioritization Results



Top 20 Waterway-Pathway Projects

The selection of the Top 20 Waterway-Pathway Projects were informed by the prioritization scores for both irrigation and natural waterways, as well as the feedback of the Work Group, and the judgment of the CRWPP team. With this in mind, not all of the segments ranked as “high priority” through the prioritization process are reflected in the Top 20 Waterway-Pathway Projects, but many of the highest-ranked segments for irrigation waterways are included in the Top 20. The feedback expressed during the Work Group Meeting #2 and Meeting #3 – specifically the desire for the Top 20 list to include irrigation waterways over natural waterways, to include the Boise River as the priority natural waterway for pathway development, and for geographic variety to inform the list to the extent possible – were weighted more heavily, to ensure that the CRWPP reflects the needs of the COMPASS Planning Area. It is important to note that the Top 20 list is intended to guide the region, but may not reflect local priorities exactly, and by no means dictates where COMPASS member agencies can pursue pathways along waterways.

To view the Top 20 Waterway-Pathway Projects online, click [here](#).