PRE-CONCEPT REPORT

NAMPA BICYCLE AND PEDESTRIAN CONNECTIVITY IMPLEMENTATION

SH-16; BETWEEN TEN MILE CREEK AND W CHERRY LANE FROM N MCDERMOTT ROAD TO STAR ROAD

NAMPA, IDAHO

Prepared for:
Community Planning Association of Southwest Idaho
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September 2024

PRE-CONCEPT REPORT

FOR

NAMPA BICYCLE AND PEDESTRIAN CONNECTIVITY IMPLEMENTATION

Prepared for:
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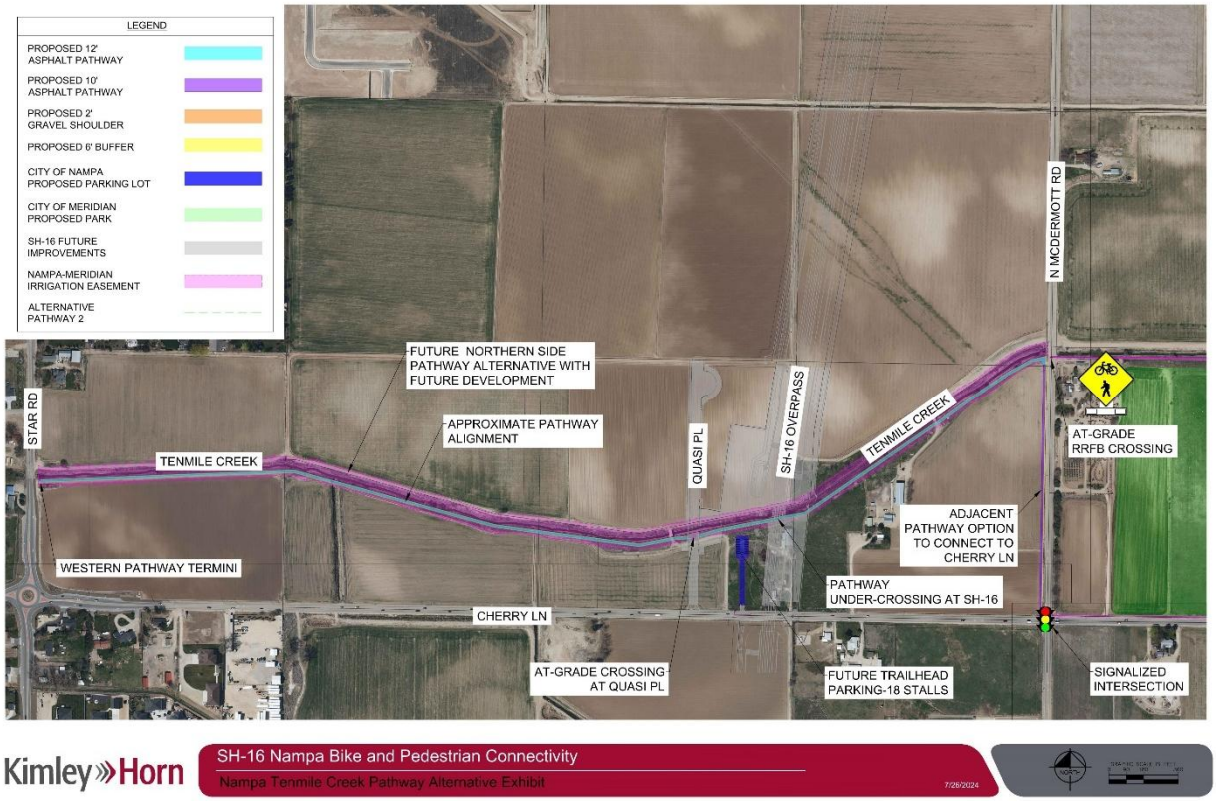
PROJECT SUMMARY

The City of Nampa (City) plans to construct an approximate 1.3 mile path along the Ten Mile Creek Canal between Star Road (west) to N McDermott Road (east) which will establish the first segment of the Ten Mile Creek Greenbelt, provide a destination for bicyclists and pedestrians, and provide connectivity for the future development of the Waterways District, as identified in the *City of Nampa's SH-16 Corridor Specific Area Plan (SAP) dated February 2023*. The Ten Mile Pathway adjacent to the canal is proposed to be a 12-foot wide paved multi-use section with 2-foot shoulders on either side. Adjacent to N McDermott Road, the section is proposed to be a 10-foot-wide paved multi-use section with a 6-foot buffer.

The purpose of this project is to provide east-west connectivity to the City of Nampa from the City of Meridian and Canyon County through the new SH-16 corridor from the future Waterways District development.

As identified in this report, there were two alternatives provided for consideration. Alternative 1 was selected as the preferred pathway alignment because it keeps a consistent pathway connection on the south side of Ten Mile Creek. Although the City would prefer access on the north side of the canal to be served, the desire would be for future development to help establish the northside connection and not as a future City project. See **Figure 1** below.

Figure 1 - Preferred Pathway Alignment



The preferred pathway alignment and park/green space areas will require the City to acquire right-of-way (ROW) and/or easements from adjacent property owners and the Idaho Transportation Department (ITD). Most of the pathway will run adjacent to the canal and within the Nampa

Meridian Irrigation District (NMID) 100-foot easement and will require NMID board approval to construct the pathway within this easement in accordance with their master agreement with the City of Nampa. However, the proposed pathway access parking lot is proposed within the ITD ROW. The City may also consider asking for ROW dedication as developers purchase and redevelop the adjacent agricultural properties. The overall planning level opinion of costs for the design and construction of the pathway and parking lot is estimated to be $1,115,000.

1. PROJECT DESCRIPTION

The Nampa Bicycle and Pedestrian Connectivity Implementation pre-concept report will evaluate the area west of SH-16 for pathway connectivity that would cross under the SH-16 overpass between Ten Mile Creek and W Cherry Lane in relation to the proposed Waterways District as acknowledged in the City's SAP. The pre-concept report is capturing gateway elements needed at the new connections coming west from SH-16 and identifying other relevant considerations for the area. The broader planning area is comprised of the undeveloped area immediately surrounding the SH-16 corridor.

1.1. Project Scope

The scope of the project is per the *Nampa Bicycle and Pedestrian Connectivity Implementation Pre-Concept Report Professional Service Agreement 2022-09 Task Order*, dated December 2023. This Task Order is part of the On Call Project Development Services between Community Planning Association of Southwest Idaho (COMPASS) and Kimley-Horn. As part of this task order, the following tasks were completed by Kimley-Horn:

1. Project Team Coordination
2. Project Supervision
3. Project Concept Development and Draft Report Information
4. Environmental Scan
5. Public Involvement Plan
6. Cost Estimates
7. Team Meetings
8. Pre-Concept Report

1.2. Purpose & Need

The purpose of this project is to provide east-west connectivity to the City of Nampa from the City of Meridian and Canyon County through the new SH-16 corridor from the future Waterways District development, between Ten Mile Creek and W Cherry Lane. It will also identify open space areas for park development, gateway elements needed at the new connections coming west off SH-16, and other relevant considerations for the area. The proposed pathway and future parks will provide a visually appealing stop for bicyclists and pedestrians as well as an open area for exhibits and performances.

In COMPASS's long-range transportation plan, Communities in Motion 2050 (CIM 2050), they identified four distinct categories, each with supporting goals. Goals and their relevance to this project are summarized in **Table 1**.

Table 1 – CIM 2050 Goals and Project Relevance

Goal Area	Goal	Project Relevance
Safety	Provide a safe transportation system for all users	By providing a separate facility for people to walk and bike, vehicular conflict exposure is reduced, which in turn can decrease the number of crashes, injuries, and fatalities for pedestrians and bicyclists
	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	The trail will provide a safe and comfortable facility, as well as possible connections to the regional trail network
Economic Vitality	Promote transportation improvements and scenic byways that support the Treasure Valley as a regional hub for travel and tourism	The trail will provide opportunity for recreation and access to parks and open space
Convenience	Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips	The trail will provide a safe and comfortable facility, as well as possible connections to the regional trail network
Quality of Life	Develop and implement a regional vision and transportation system that protect and preserve the natural environment	The trail will provide access to and preserve natural areas around Ten Mile Creek
	Develop and implement a regional vision and transportation system that enhance public health	The trail will provide a separate facility for people to walk and bike, therefore encouraging walking and biking trips
	Develop and implement a regional vision and transportation system that preserve open space and promote connectivity to open space areas, natural resources, and trails.	The trail will provide access to parks, open space, and regional trail network

1.3. Existing Conditions

The immediate project planning area is comprised of the undeveloped area surrounding the SH-16 corridor between Ten Mile Creek and W Cherry Lane. The broader planning area is comprised of the undeveloped area immediately surrounding the SH-16 corridor with N McDermott Road to the east, Star Road to the west, Franklin Road to the south, and Ustick Road to the north.

The broader planning area is located within Canyon County and bordered by Ada County to the north and the east. Portions of the planning area are currently part of the City of Nampa. Portions of the City of Meridian are located to the north and east of the planning area. Existing conditions of the planning area are shown in **Figure 2**.

1.3.1. Land Use

The land uses within the broader planning area are primarily undeveloped land, agricultural land, or single family uses. There are some commercial and industrial uses on Ustick Road near Star Road, on W Cherry Lane near Star Road, and on Star Road between W Cherry Lane and Franklin Road.

1.3.2. Existing Pathway Network

As large portions of the study area are undeveloped land, the existing pathway network in the area is sparce. To the west of the planning area, there are some existing pathways and sidewalks in the City of Nampa. To the north and the east of the planning area, there are some existing pathways and sidewalks in the City of Meridian. This includes some pathway along Ten Mile Creek in Meridian. No pathways currently exist in the project planning area for bike or pedestrian use.

1.3.3. Utilities and Irrigation

Ten Mile Creek within the project area is owned by NMID. On the north side of W Cherry Lane there are overhead power and communication lines. These utilities could provide connectivity for the future needs of the project. Further coordination with Idaho Power and third-party utilities is needed. Otherwise, no known utility infrastructure exists on the adjacent undeveloped properties.

1.4. Regional and Network Connections

The proposed pathway will become part of the City of Nampa pathways network and the future Waterways District Ten Mile Creek Greenbelt. This pathway will also connect to planned pathways from the City of Meridian to the east.

The City of Nampa Bike and Pedestrian Master Plan (September 2019) recommends a pathway along Ten Mile Creek in the planning area. This proposed pathway connects to other proposed pedestrian and bicyclist infrastructure in the master plan. To the east of the project, the pathway will connect to a planned pathway in the Meridian Pathways Master Plan (January 2010) that will extend the existing pathway along Ten Mile Creek in Meridian.

Nampa Bicycle and Pedestrian Connectivity Implementation

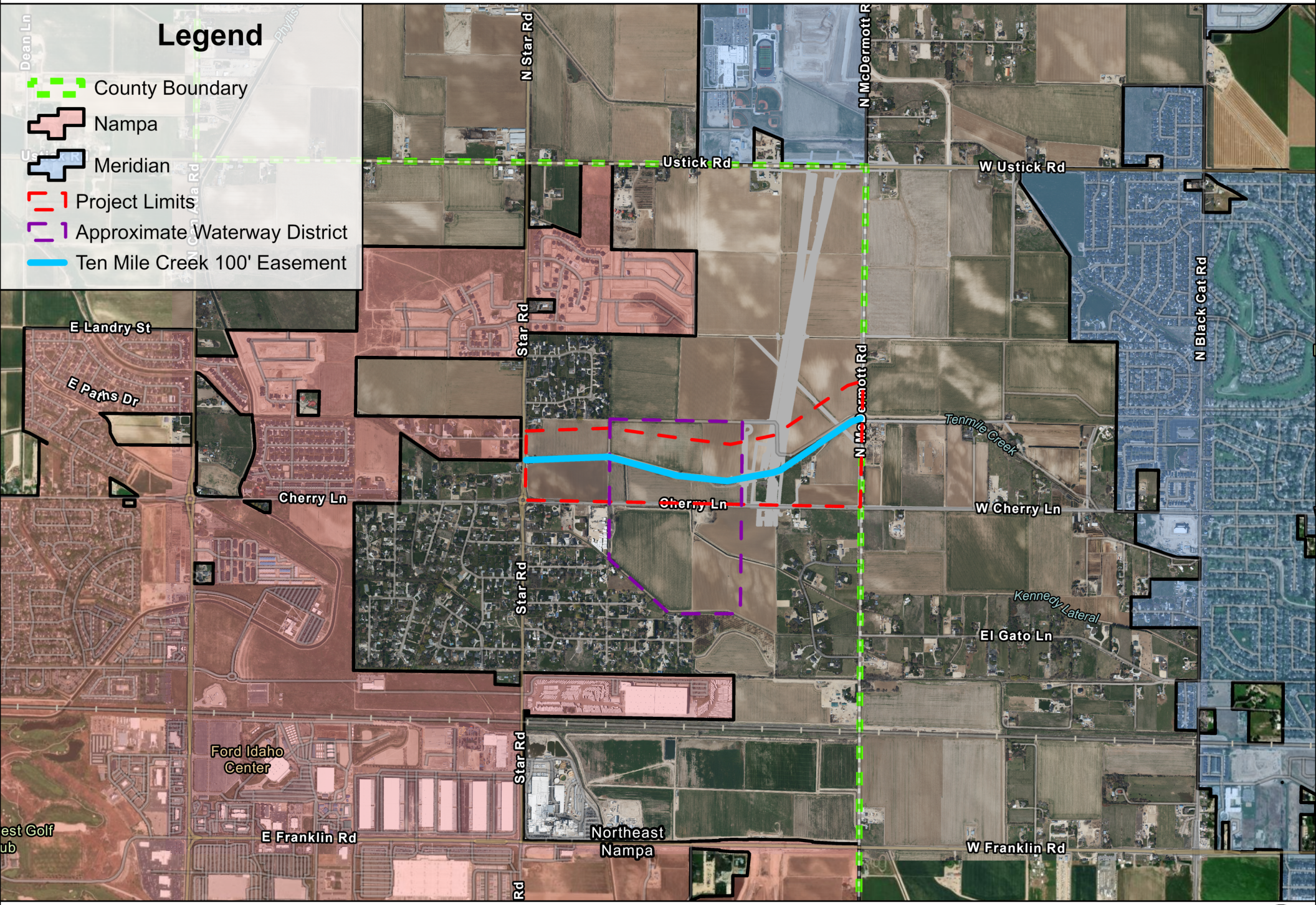


Figure 2 - Existing Conditions

0 0.3 0.6 Miles

2. PROJECT CONSTRAINTS

There are several factors that constrain the proposed pathway location, design, and construction. These constraining factors are outlined in this section. A map detailing pathway planning constraints is shown in **Figure 5**.

2.1. SH-16

The SH-16 extension is currently under construction and will connect SH-16 from US-20/26 (Chinden Boulevard) to I-84. The SH-16 extension design constrains the development of alternatives for the proposed pathway. The SH-16 design includes a bridge over Ten Mile Creek in the study area. The bridge provides roughly 17-feet of vertical clearance and will allow for a 12-foot wide path to cross under the bridge on the south side of Ten Mile Creek. This is the only apparent location to feasibly cross SH-16 without considering extensive pathway construction projects such as a pedestrian bridge. For this reason, proposed alternatives will need to stay on the south side of Ten Mile creek from N McDermott Road to the west side of SH-16.

A photo of the SH-16 Ten Mile Creek bridge location taken in August 2024 is shown in **Figure 3**. The crossing location under SH-16 on the south side of Ten Mile Creek is shown on the right side of the photo.

Figure 3 - SH-16 Ten Mile Creek Bridge Location (Looking East)

2.2. Ten Mile Creek

Ten Mile Creek runs east-west between N McDermott Road and Star Road and has a 100-foot wide easement measured from center of flow. Ten Mile Creek irrigation ownership and crossing locations constrain alternatives for the proposed pathway.

Irrigation companies are not typically excited about allowing the use of their ditch maintenance ROW as pathways. A master agreement between NMID and City of Nampa has been in place since 2003 that provides procedures and requirements for the City to receive approval to construct facilities within the District's ditches and associated property.

Existing crossings of Ten Mile Creek are located at N McDermott Road, Star Road, and an existing bridge just west of the planned SH-16 extension. The existing bridge west of the SH-16 extension will be removed as part of the SH-16 construction and will be replaced with a bridge over Ten Mile Creek for Quasi Place. Quasi Place, a future road with a bridge over Ten Mile Creek, will be constructed just west of SH-16. If a pathway alternative crosses over to the north of Ten Mile Creek, the Quasi Place bridge will need to be utilized to do so. The Quasi Place bridge over Ten Mile Creek is discussed further in the next subsection.

2.3. Quasi Place

Quasi Place, a future road, will be constructed to the west of SH-16. Quasi Place will provide the private parcel owner with a north-south crossing over Ten Mile Creek via a 30-foot wide bridge. However, the Quasi Place crossing does not have proposed pedestrian facilities on either side of the crossing and a future pathway crossing at this location would likely need to add separate pathway infrastructure. The Quasi Place Ten Mile Creek bridge will not provide adequate vertical clearance for a pathway underneath the bridge. A pathway crossing of Quasi Place will need to be at grade. A photo of the Quasi Place Ten Mile Creek bridge location taken in April 2024 is shown in **Figure 4**.

Figure 4 – SH-16/ Quasi Place Bridge Location (Looking East)

2.4. N McDermott Road

The eastern part of pathway is proposed to cross N McDermott Road with one location south of Ten Mile Creek and another at the intersection of N McDermott Road and W Cherry Lane. Coordination with ACHD will be required to confirm the location of the proposed Rapid Rectangular Flashing Beacon (RRFB) or crosswalk along with another applicable ACHD standards during the design phase.

2.5. Private Land Holdings

There are several parcels that are privately held to the north and south of Ten Mile Creek between N McDermott Road and Star Road. The majority of the privately held land around Ten Mile Creek in the study area is undeveloped. Right-of-way will need to be acquired, dedicated, or allowed via easement through negotiations with property owners along the pathway.

2.6. Nampa SH-16 Specific Area Plan

The City of Nampa adopted the Nampa SH-16 SAP on February 6, 2023. This plan addresses community growth in Nampa in the vicinity of the new SH-16 that will connect SH-16 from US-20/26 (Chinden Boulevard) to I-84.

Proposed land uses between N McDermott Road and Star Road, north of W Cherry Lane, include medium density residential, commercial / residential planned development, and high density residential (Figure 5 in the SAP; see **Appendix A**). The land use plan includes a proposed

pathway along Ten Mile Creek. This pathway plan will need to consider planned surrounding land uses.

As part of the SAP, it is recommended that Owyhee Storm Avenue be extended from the existing North Owyhee Storm Avenue at Ustick Road, to the south crossing W Cherry Lane (Figure 6 in the SAP; see **Appendix B**). The SAP also recommends that this extension of Owyhee Storm Avenue be a five-lane cross section with a pathway adjacent to the roadway. This pathway plan will need to consider how to cross this planned roadway extension.

Public involvement was conducted as part of the SAP. As land is further developed in the study area of the SAP, further public involvement should be conducted and could be a constraining factor in the future.

2.7. Environmental

There are several factors summarized below that will likely constrain the location and construction of the proposed pathway. **Figure 5** depicts the constraints in the surrounding area.

Ten Mile Creek

- Discussed in Section 5, Ten Mile Creek is classified as a "Water of the US". Therefore, any construction activity around Ten Mile Creek is, at a minimum, subject to sections 303(d), 305(b), and 404 of the Clean Water Act (CWA), as well as the Idaho Stream Channel Protection Act.

Wetlands

- Discussed in Section 5, approximately 1.83 acres of wetlands would be impacted by the project.
- Impact to the wetlands should be avoided. Any proposed impacts should be coordinated with the US Army Corps of Engineers (USACE) and the Idaho Department of Water Resources (IDWR).
- A wetland delineation should be performed, and preliminary routing refined.

FEMA Floodplain

- Discussed in Section 5, most of the proposed pathway is within floodplain Zone A.

Biological Resources

- Discussed in Section 5, there are several endangered species and migratory birds listed on the US Fish and Wildlife Service (USFWS) Information for Planning and Construction (IPaC) website.
- It is recommended to coordinate with the USFWS during the planning and construction phase as it is illegal for anyone to harm or disturb migratory birds, their nests, eggs, or parts thereof, unless they have a valid permit issued in accordance with federal regulations.

Nampa Bicycle and Pedestrian Connectivity Implementation

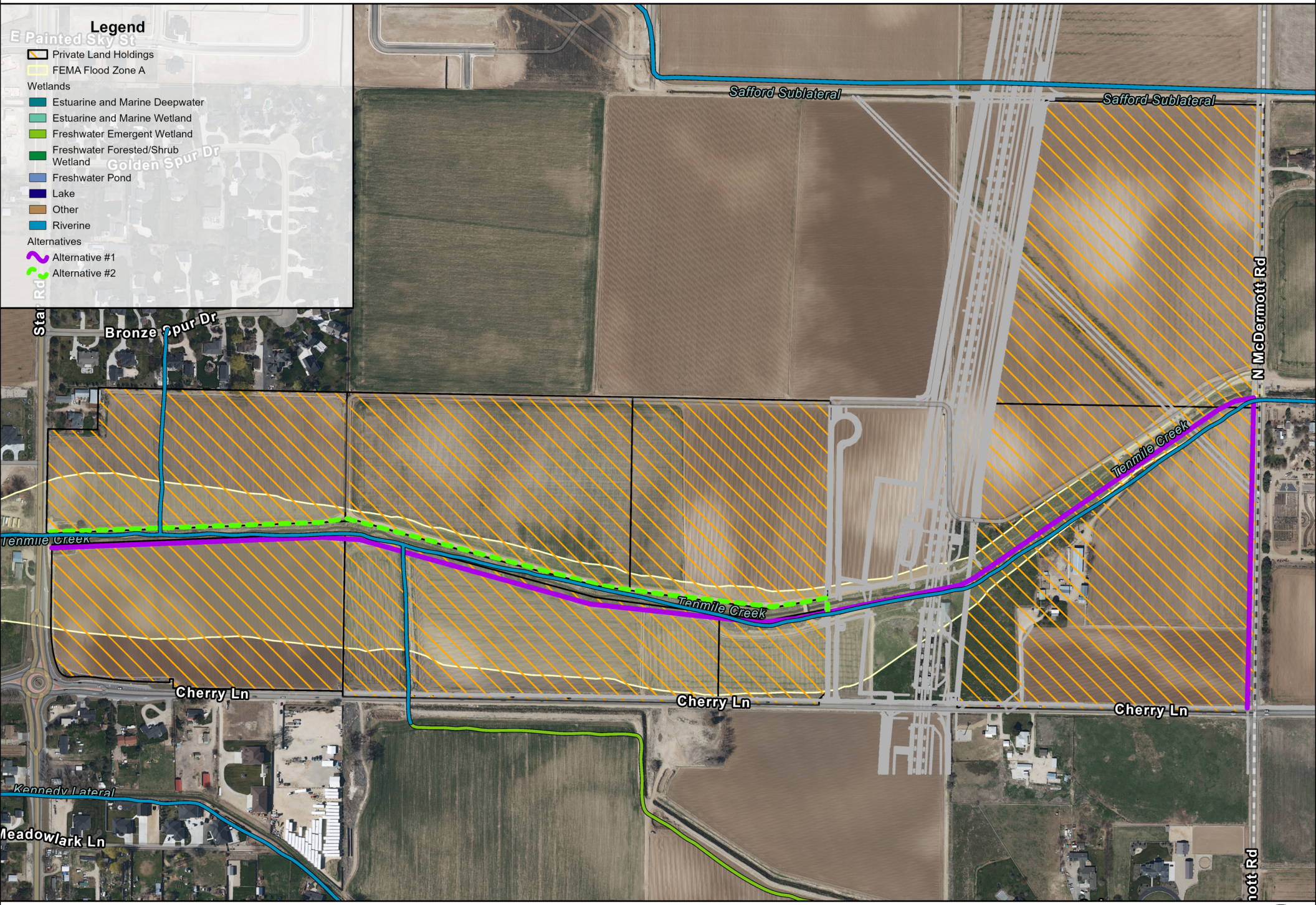


Figure 5 - Pathway Planning Constraints

0 0.07 0.15 Miles

3. PATHWAY ALIGNMENT ALTERNATIVES

The goal of this project is to plan a pathway that connects N McDermott Road to Star Road north of W Cherry Lane. Three pathway alignment alternatives were originally considered. However, the route adjacent to W Cherry Lane was considered as a future improvement to the W Cherry Lane improvements and therefore removed. The other two alternatives are outlined below. For pathway alignment planning purposes, a ROW of 20 feet and a pathway width of 10-feet (N McDermott Road) and 12-feet paved pathway with 2-foot shoulders on each side (Ten Mile Creek) was used. A map of the pathway alternatives is shown in **Figure 6**.

3.1. Alternative 1 – South Side of Ten Mile Creek

The pathway starts on the northwest corner of the W Cherry Lane / N McDermott Road intersection. It follows N McDermott Road north to Ten Mile Creek and goes west along the south side of Ten Mile Creek all the way to Star Road. This alternative goes underneath the SH-16 / Ten Mile Creek bridge and includes an at grade crossing at Quasi Place just south of Ten Mile Creek.

3.2. Alternative 2 – Crossing to North Side of Ten Mile Creek at Quasi Place

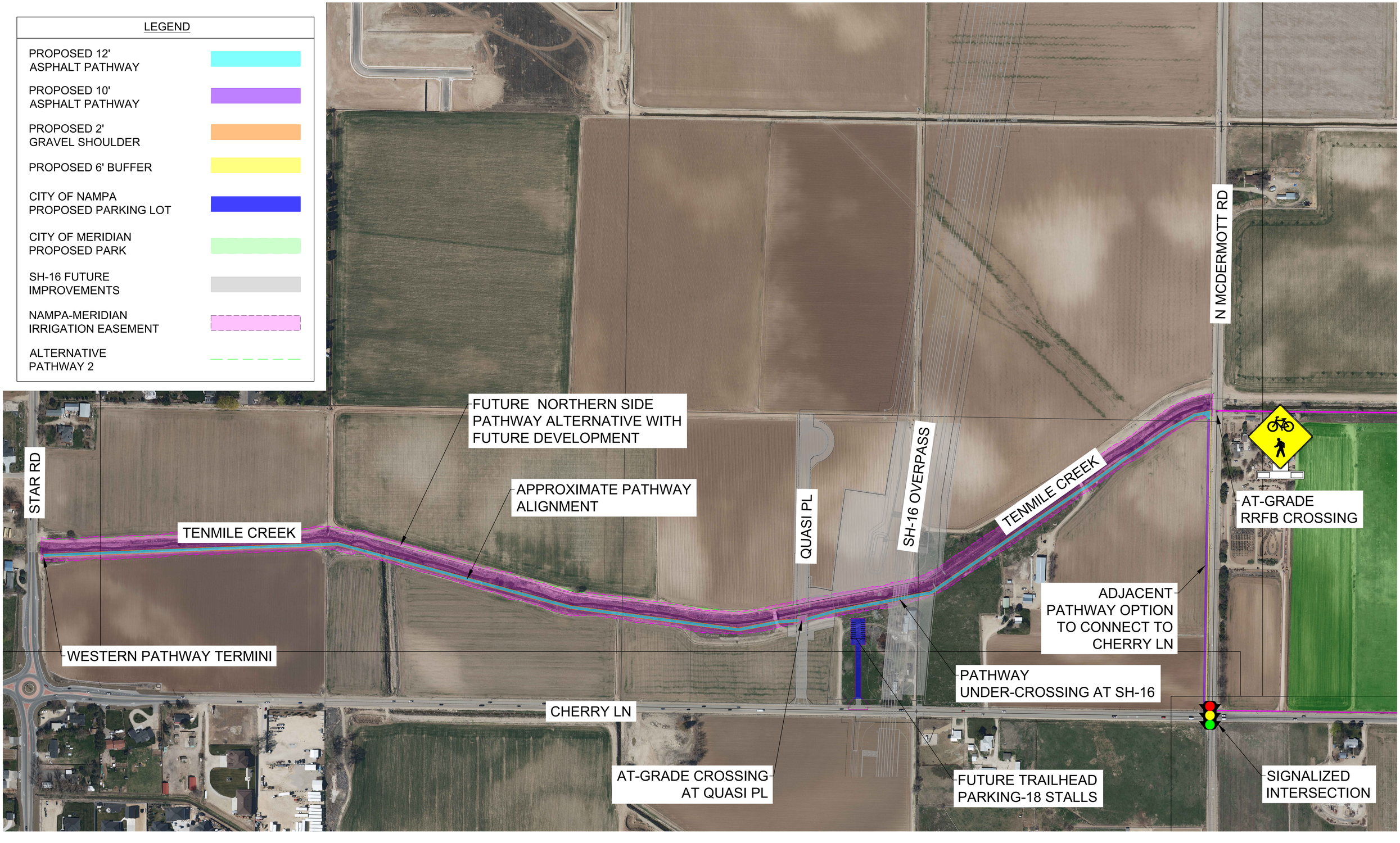
This pathway follows the same alignment as Alternative 1 from N McDermott Road to the west side of Quasi Place. As opposed to continuing west along the south side of Ten Mile Creek (Alternative 1), the pathway crosses Ten Mile Creek on the west side of the Quasi Place / Ten Mile Creek bridge and continues west to Star Road along the north side of Ten Mile Creek. The proposed Quasi Place bridge was not constructed at the time of this report. However, per engineering plans provided by ITD, the crossing does not provide for adjacent pedestrian access on the bridge. Future crossings at Quasi Place would likely need additional pathway infrastructure.

3.3. Preferred Alternative

The Alternatives Review meeting was held on June 17, 2024, via Microsoft Teams. Alternatives 1 and 2 were presented to COMPASS and City staff. Minimal comments were made and Alternative 1 was selected as the preferred alternative.

LEGEND

- PROPOSED 12' ASPHALT PATHWAY
- PROPOSED 10' ASPHALT PATHWAY
- PROPOSED 2' GRAVEL SHOULDER
- PROPOSED 6' BUFFER
- CITY OF NAMPA PROPOSED PARKING LOT
- CITY OF MERIDIAN PROPOSED PARK
- SH-16 FUTURE IMPROVEMENTS
- NAMPA-MERIDIAN IRRIGATION EASEMENT
- ALTERNATIVE PATHWAY 2



Kimley»Horn

SH-16 Nampa Bike and Pedestrian Connectivity

Figure 6 - Pathway Alternatives

7/26/2024

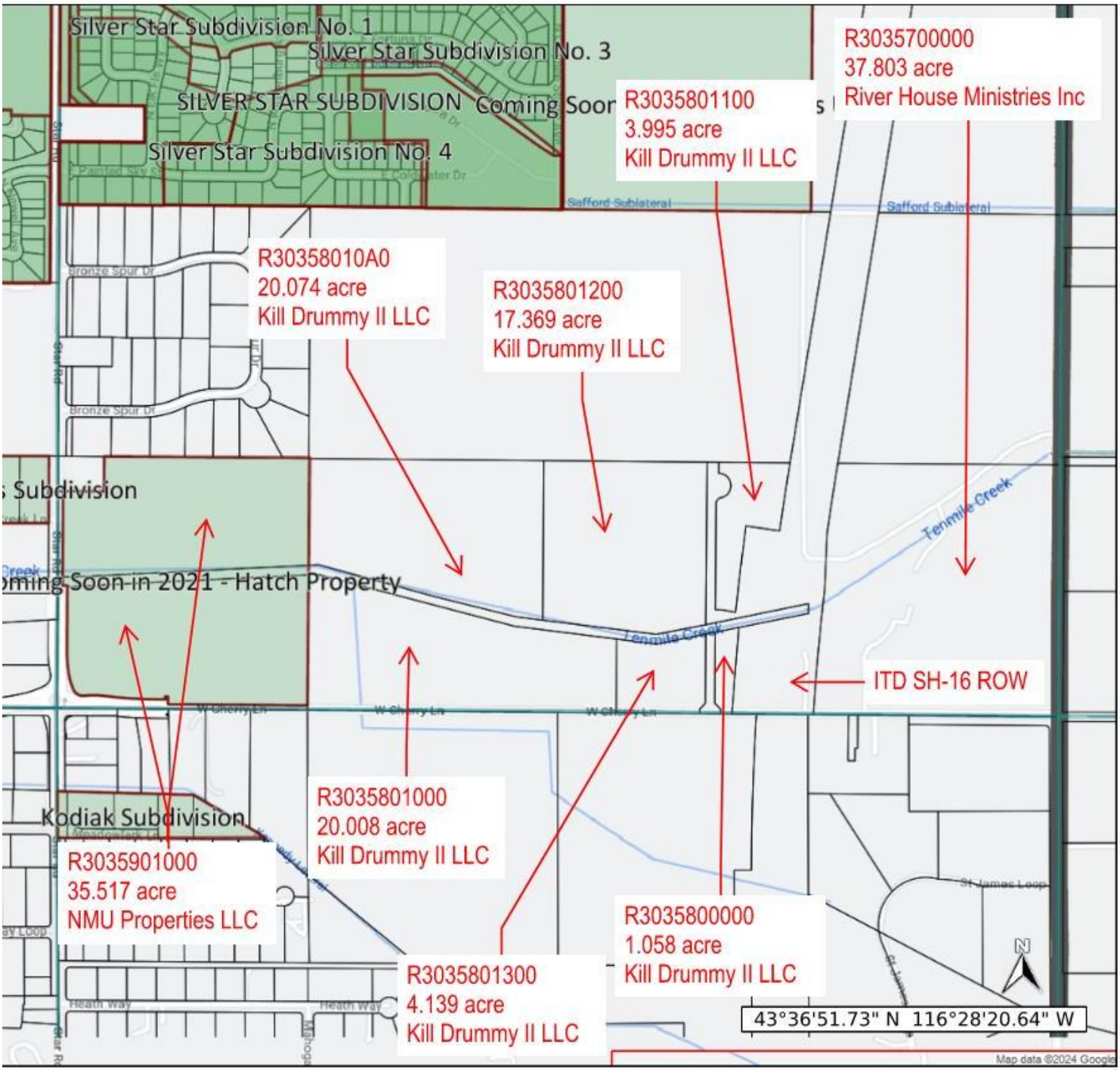
NORTH

GRAPHIC SCALE IN FEET
0 90 180 360

4. RIGHT-OF-WAY ASSESSMENT

If the project were constructed prior to development of adjacent parcels, several parcel owners could be affected. As mentioned, most the of pathway would be within the NMID 100-foot easement (50-feet south of center of canal). See **Figure 7** for ROW map from LandPro Data.

Figure 7 – Adjacent Property ROW Map



It is anticipated that the trail will utilize the NMID existing Ten Mile Creek easement. Even with the NMID easement, ROW will still be required for the access parking lot within the ITD SH-16 ROW, the crossing at Quasi Place, and along N McDermott Road will still be needed. **Table 2** provides a summary of those impacts.

Table 2 – With NMID Easement Use Parcels Impacts – Preferred Alternative

Owner	Parcel	Estimated Easement Area (SF) (Length x Width)
ITD SH-16 ROW	N/A	17,200 (270' x 25') (64' x 118')
Quasi Place ROW	N/A	1,000 (50' x 20')
River House Ministries Inc	R3035700000	26,740 (1,337' x 20')

Should the City elect to not use the NMID easement, the Ten Mile Creek pathway could potentially impact six parcels of private property and two parcels of public property. **Tabel 3** provides a summary of estimated acquisition and/or easement requirements if the irrigation easement is not utilized.

There are no existing easement agreements for the proposed trail with the private property owners. Outreach to the owners was not part of this report. The City should consider attempting to obtain access to the Ten Mile Creek easement with NMID as a first option. The surrounding private parcels are prime for redevelopment. There should be an ability for the City to negotiate ROW and easement dedication in place of purchasing.

Table 3 – Without NMID Easement Use Parcels Impacts – Preferred Alternative

Owner	Parcel	Estimated Easement Area (SF) (Length x Width)
Cowbird LLC	R30357010A0	1,320 (66' x 20')
River House Ministries Inc	R3035700000	26,740 (1,337' x 20')
ITD SH-16 ROW	N/A	8,960 (448' x 20')
Kill Drummy II LLC	R3035800000	2,760 (138' x 20')
Quasi Place ROW	N/A	1,000 (50' x 20')
Kill Drummy II LLC	R3035801300	13,200 (660' x 20')
Kill Drummy II LLC	R3035801000	33,400 (1,670' x 20')
NMU Properties LLC	R3035901000	25,620 (1,281' x 20')

Pricing for potential parcel impacts are not included in the cost estimate.

5. ENVIRONMENTAL SCAN SUMMARY

The environmental scan involved a desktop review of various publicly available online resources, as detailed below. The information in this summary is intended for preliminary planning purposes and reference only. A more thorough environmental study is necessary before final design activities.

5.1. Ten Mile Creek

Ten Mile Creek is classified as a "Water of the US". Therefore, any construction activity around Ten Mile Creek is, at a minimum, subject to sections 303(d), 305(b), and 404 of the Clean Water Act (CWA), as well as the Idaho Stream Channel Protection Act. A joint application for permits will likely need to be filed with USACE and IDWR.

Clean Water Act

Clean Water Act Section 303(d) of Impaired Waters

The IDEQ is the department of the Idaho state government responsible for administration of the state and federal environmental laws and regulations. IDEQ also develops and enforces water quality standards to protect beneficial uses.

The project runs within the southeast portion of the lower Boise River watershed (HUC 17050114). Per Idaho's 2022 Integrated Report, this portion of Ten Mile Creek is listed per section 303(d) of the CWA as a Category 5.

U.S. Army Corps of Engineers Section 404 and Section 10 Rivers and Harbors Act

Discharge of Dredged or Fill Material

Section 404 of the Clean Water Act establishes a program to regulate the discharge of dredged or fill material into waters of the United States, requiring a permit before such discharge. Discharges or fills into Ten Mile Creek fall under these regulations which are enforced by the USACE. It's unlikely fill material will need to be discharged into Ten Mile Creek as the pathway will run adjacent to the creek and will not need to cross in the Alternative 1 option.

Idaho Stream Channel Protection Act

The Idaho Stream Channel Protection Act (SCPA) mandates the protection of the state's stream channels and their surrounding environments to preserve fish and wildlife habitats, aquatic life, recreation, aesthetic beauty, and water quality. To achieve these goals, IDWR oversees any activities conducted within the beds and banks of continuously flowing streams. The SCPA covers all types of alteration work, including any actions that obstruct, diminish, destroy, alter, modify, relocate, or change the natural shape or direction of water flow. This encompasses the removal of material from the channel and the placement of material or structures in or across the channel, where such actions could impact the flow within the channel.

Wetlands

The USFWS Wetland Mapper indicates that the section of Ten Mile Creek potentially impacted by the proposed pathway is classified as a Riverine (R), Intermittent (4), Streambed (SB), Seasonally Flooded (C), and Excavated (x) habitat (R4SBCx). To confirm the extent of jurisdictional wetlands and accurately quantify impacts, a wetland delineation is necessary. The design should incorporate practical alternatives to avoid or minimize these impacts.

5.2. FEMA Floodplain

According to the FEMA Flood Insurance Rate Map (FIRM) Panel 16027C0401F (eff. 5/24/2011), most of the proposed pathway is within Zone A. Since a detailed analysis was not performed for this area, no depths or base flood elevations were shown for this area.

https://msc.fema.gov/portal/home

It should be noted that the future pathway project is considered a "recreational trail". As a recreational trail that is "off-system" and the environmental process should be more streamline and simpler to complete. Places where the pathway touches "on-system" components, e.g. at a roadway crossing, are not considered recreational and shall follow regular environmental processes.

5.3. Soils

The U.S. Department of Agriculture's Natural Resources Conservation Service offers a soils database and information through the National Cooperative Soil Survey, known as the Web Soil Survey. **Table 4** below summarizes the on-site soils data from the Web Soil Survey.

Table 4 - Web Soil Survey

Name	Percent of Site	Description
Baldock Loam, 0 to 1 percent slopes	3.9%	- Somewhat poorly drained - Depth to water table: ~24 to 36 inches -HSG C
Draper Loam, 0 to 1 percent slopes	18.4%	- Moderately well drained - Depth to water table: ~48 to 72 inches -HSG B
Power-Purdam Silt Loams, 0 to 1 percent slopes	24.6%	- Well drained - Depth to water table: more than 80 inches - HSG C
Purdam Silt Loam, 0 to 1 percent slopes	47.6%	- Well drained - Depth to water table: more than 80 inches - HSG C
Purdam Silt Loam, water table, 0 to 1 percent slopes	5.4%	- Somewhat poorly drained - Depth to water table: ~30 to 60 inches - HSG C

https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

The information in Table 4 above is intended for preliminary planning purposes and is meant to serve as a reference only. It is important for a licensed geotechnical engineer to conduct a comprehensive geotechnical report before finalizing the design. This report will offer design recommendations based on the soil conditions at the site and will also include construction material testing and inspections.

5.4. Biological Resources

The IPaC website, maintained by the USFWS, contains a list of Endangered Species and Migratory Birds. In **Appendix C**, there is a printout of the IPaC report for this specific site. **Table 5** below provides a summary of the Endangered Species that may be affected by the project.

Table 5 - Endangered Species

Name	Status
Monarch Butterfly Danaus plexippus	Candidate
Slickspot Peppergrass Lepidium papilliferum	Threatened

Table 6 provides a summary of the protected birds under the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. These specific bird species are of particular concern as they are listed on the USFWS Birds of Conservation Concern (BCC), are a BCC in Bird Conservation Regions (BCR), or require special attention within the project area.

Table 6 - Protected Migratory Birds

Name	Level of Concern	Breeding Season
American Avocet Recurvirostra americana	BCC-BCR	April 15 to August 15
American White Pelican Pelecanus erythrorhynchos	BCC-BCR	Apr 1 to Aug 31
Bald Eagle Haliaeetus leucocephalus	Non-BCC Vulnerable	Dec 1 to Aug 31
Bobolink Dolichonyx oryzivorus	BCC Rangewide	May 20 to Jul 31
California Gull Larus californicus	BCC Rangewide	Mar 1 to Jul 31
Calliope Hummingbird Selasphorus calliope	BCC Rangewide	May 1 to August 15
Cassin's Finch Carpodacus cassinii	BCC Rangewide	May 15 to Jul 15
Clark's Grebe Aechmophorus clarkii	BCC Rangewide	Jun 1 to Aug 31
Evening Grosbeak Coccothraustes vespertinus	BCC Rangewide	May 15 to Aug 10
Franklin's Gull Leucophaeus pipixcan	BCC Rangewide	May 1 to Jul 31
Golden Eagle Aquila chrysaetos	Non-BCC Vulnerable	Jan 1 to Aug 31

Lesser Yellowlegs Tringa flavipes	BCC Rangewide	Breeds elsewhere
Long-eared Owl asio otus	BCC Rangewide	Mar 1 to Jul 15
Marbled Godwit Limosa fedoa	BCC Rangewide	Breeds elsewhere
Northern Harrier Circus hudsonius	BCC-BCR	April 1 to Sept 15
Olive-sided Flycatcher Contopus cooperi	BCC Rangewide	May 20 to Aug 31
Pectoral Sandpiper Calidris melanotos	BCC Rangewide	Breeds elsewhere
Rufous Hummingbird selasphorus rufus	BCC Rangewide	Apr 15 to Jul 15
Sage Thrasher Oreoscoptes montanus	BCC-BCR	Apr 10 to Aug 10
Western Grebe aechmophorus occidentalis	BCC Rangewide	Jun 1 to Aug 31

The IPaC report provides information on the likelihood of birds being present in ten kilometer grid cells that overlap with the project area. However, it is important to note that the actual presence of migratory birds along the pathway may vary. To ensure compliance with regulations, it is recommended to coordinate with the USFWS during the planning and construction phases. It should be noted that it is illegal for anyone to harm or disturb migratory birds, their nests, eggs, or parts thereof, unless they have a valid permit issued in accordance with federal regulations.

https://ipac.ecosphere.fws.gov/location/O6LDXU7ANZGUHNPERSF3HD2SSA/resources#endangered-species

https://ipac.ecosphere.fws.gov/location/O6LDXU7ANZGUHNPERSF3HD2SSA/resources#migratory-birds

5.5. Cultural and Recreational Resources

Projects that receive federal funding are subject to the National Historic Preservation Act, Section 106 and Section 4(f) of U.S. Department of Transportation Act of 1966.

Section 106 of the National Historic Preservation Act protects important historic buildings and archaeological sites. A review of the National Register of Historic Places from the Idaho State Historic Preservation Office (SHPO) indicated no listed cultural resources in the project area. Future coordination with SHPO is necessary to verify status before project development.

Section 4(f) of the U.S. Department of Transportation Act of 1966 requires consideration of park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development. Further coordination and evaluation of the project site will likely be required.

5.6. Known Hazardous Materials

The EPA Enviromapper web app was utilized to identify any known hazardous materials, both short term and long term. According to the EPA, there are no known facilities within the project area that have been flagged for hazardous materials, air quality concerns, or waste.

6. PUBLIC INVOLVEMENT

As part of this project, the City of Nampa elected for an online community survey on the planning for the future pathway. The online survey was available for public feedback from July 25, 2024 thru August 11, 2024. The questions were as follows:

1. In general, how would you rate the below criteria when using a public bike/walk pathway?
    a. Pathway is clean of debris
    b. Pathway is comfortable for all users, regardless of age or ability
    c. Feeling of safety
    d. Pathway has landscaping and/or shade options (trees)
    e. Connection to existing bike and walking network
    f. Connection to future bike and walking network (e.g. City of Meridian)
    g. Parking area for pathway access
    h. Connection to schools
    i. Connection to retail, shopping, commercial areas
2. If the proposed pathway connected to the existing pathway network in Meridian (and also possible the Boiser Greenbelt system), how likely would you be to use it?
3. On average, how often do you currently access bicycle and pedestrian pathways currently?

Of the 128 total responses, a pathway that is comfortable for all users, regardless of age or ability, and safety were top priorities. Of the 128 total responses, over 50% of respondents were very likely to use a proposed pathway if it connected to an existing pathway network. Of the 125 total responses, over 35% said that they access bike and pedestrian pathways weekly and over 30% said monthly.

For a complete summary, see **Appendix D** for community priorities survey results.

As part of the stakeholder coordination for this report, there was also a presentation to the City's Bicycle and Pedestrian Advisory Committee in February 2024. This presentation showed opportunities for the pathway and the cross connection under SH-16. The Committee was open and interested in the potential pathway option adjacent to Ten Mile Creek. Without existing development in the vicinity today, it was hard to describe the potential use of the pathway, except that connection to the City of Meridian facilities was important.

A draft future Public Involvement Plan for the design phase has been provided as part of **Appendix E**.

7. COST ESTIMATE

This section describes the planning level cost estimate for Alternative 1. Unit costs were estimated using professional experience from recent design projects within Ada and Canyon Counties and recent bid proposals. These costs include materials, landscaping, mobilization, construction traffic control, design engineering, and construction administration fees, as well as a 30% contingency. These costs do not include on-going operations, maintenance, and ROW or easement acquisition.

The planning level cost estimate for completing this project is estimated to be approximately $1,115,000. A detailed breakdown of the cost estimate is included in **Appendix F.**

Table 7 – Projected Future Inflation Project Costs

Preferred Alternative	Inflation Rate[1]	Cost Estimate[2]
2024 Cost		$1,115,000
2029 Cost	1.6% - 2.25%	$1,226,500 – 1,293,500
2034 Cost	1.6% - 2.25%	$1,349,000 – 1,500,000

[1]Inflation rate range taken from Federal Reserve's target annual inflation rate is 2% as of September 2024.

[2]Costs associated with inflation were rounded up to the nearest $500.

8. POTENTIAL FUNDING SOURCES

Table 8 outlines potential funding sources for environmental studies, design, ROW/easement acquisition, and construction of the trail.

Table 8 – Potential Funding Sources

Funding	Overview	Comments
IIJA / Federal Seeks to award projects that improve equity and environmental justice		
Safe Streets for All Program Funding to support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as "Vision Zero" or "Zero Death Initiative"	Action Plan Grants are used to develop, complete, or supplement a comprehensive safety action plan. To apply for an Implementation Grant, an eligible applicant must have a qualifying action plan.	To be eligible for an implementation grant, the trail would have to be included in an approved Safety Action Plan and demonstrate a nexus to improve roadway safety.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Surface transportation infrastructure projects that will have a significant local or regional impact.	Urban and rural projects that modernize roads, bridges, transit, rail, ports, and intermodal transportation and other projects that make the transportation systems safer, more accessible, more affordable, and more sustainable.	Does not call out trails projects specifically, but does state that projects which advance the goals of the program are eligible such as non-motorized projects.
Active Transportation Infrastructure Investment Program (ATIIP). Competitive grant program created by the Bipartisan Infrastructure Law to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines.	Grants are used to help communities plan, design, and construct safe and connected active transportation networks that connect destinations within a community or metropolitan region. Grants will be provided for projects used for trails, pedestrian facilities, bikeways, and other routes that serve as backbones to connect two or more communities, metropolitan regions, or states. They also provide an opportunity for eligible organizations to enhance their overall transportation network by integrating active transportation facilities with transit services, where available, to improve access to public transportation.	Eligible applicants include the following: a local or regional governmental organization including a metropolitan planning organization or regional planning organization or council, a multicounty special district, a state, a multistate group of governments, or Indian tribe Two types of grants: Planning/Design and Construction https://www.transportation.gov/rural/grant-toolkit/active-transportation-infrastructure-investment-program-atiip

State		
Idaho Department of Commerce (IDC) Community Development Block Grant (CDBG) Assists Idaho cities and counties with the development of needed public infrastructure.	Used to construct projects benefiting low- and moderate-income persons, help prevent or eliminate slum and blight conditions, or mitigate health and safety threats in local areas.	https://commerce.idaho.gov/communities/community-grants/community-development-block-grant-cdbg/
Recreational Trails Program (RTP) – Transportation Alternatives Set-Aside Provides funds to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.	Projects must be from trail plans included or referenced in a Statewide Comprehensive Outdoor Recreation Plan required by the Land and Water Conservation Fund Act (Section 1302 (a)(b)). Permissible uses of the funds are maintenance and restoration of existing recreational trails; development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails; purchase and lease of recreational trail construction and maintenance equipment; and construction of new recreational trails (with restrictions for new trails on Federal lands).	The Idaho Department of Parks and Recreation is responsible for the administration of the Recreational Trails Program in the state of Idaho. Recreational Trails Program (RTP) Factors for Revised Apportionments for FY 2009 to 2012 - Funding - Recreational Trails - Environment - FHWA (dot.gov) The Recreational Trails Program | Department of Parks and Recreation (idaho.gov)
Transportation Alternative Program (TAP) Administered Through Local Highway Technical Assistance Council (LHTAC) LHTAC and ITD administer this program which is meant to provide for a variety of ITD's strategic goals of Mobility, Safety and Economic Opportunity	The application period for this program closed in January 2024. Directions for the next application period have not yet been released.	https://lhtac.org/programs/tap/
Federal Lands Access Program (FLAP) Administered Through LHTAC This program seeks to improve transportation facilities that provide access to, or are adjacent to, or are located within Federal lands, with an emphasis on high-use	The last application period for this program closed in January 2022. Directions for the next application period have not yet been released.	https://lhtac.org/programs/flap/

recreation sites and economic generators		
Other Potential Funding Sources		
PeopleForBikes Funds for bike paths, lanes, trails, and bridges	Funds engineering and design work, construction costs including materials, labor and equipment rental, and reasonable volunteer support costs The next application period for this program is from September 1, 2024 to October 11, 2024.	Grant Guidelines | PeopleForBikes Open Fall 2023
Rails to Trails Conservancy Strategic investments that support significant regional and community trail development goals	Relatively small investments to help complete and connect trails, improve the trail user experience, and support local organizations dedicated to new and existing trails. The application period for this program closed already for 2024. Directions for the next application period have not yet been released.	Trail Grants | Rails-to-Trails Conservancy (railstotrails.org)
Bloomberg Philanthropies Releases specialized grant opportunities related to transportation, safety, and public health	Monitor for potential grant opportunities	Bloomberg Philanthropies

9. PROJECT SCHEDULE AND FUTURE PHASES

There are several unknown factors for determining a project schedule and future phases of this project.

1. The pathway construction may depend heavily on the SH-16 corridor completion.
2. The pathway use and funding may depend on the redevelopment of the Waterways District. Currently, the City has not received any applications for redevelopment adjacent to the Ten Mile Creek Pathway.
3. The City may be able to require developer construction of the pathway.
4. The City may need to apply for local and federal grants as indicated in Section 8 and funding availability and scoring is unknown at this time.

With the following assumptions, a base schedule for design and construction of both Alternative 1 and Alternative 2 is as follows in **Table 9**.

Assumptions:

- SH-16 connection from Emmett to I-84 will be complete in late 2026. This does not include the system interchange completion at I-84.
- Development of the Waterways District is anticipated to begin early 2026.
- The City is able to negotiate the use of the existing NMID canal easement.
- The City plans to construction Alternative 1 (south side) pathway first with grant funding.

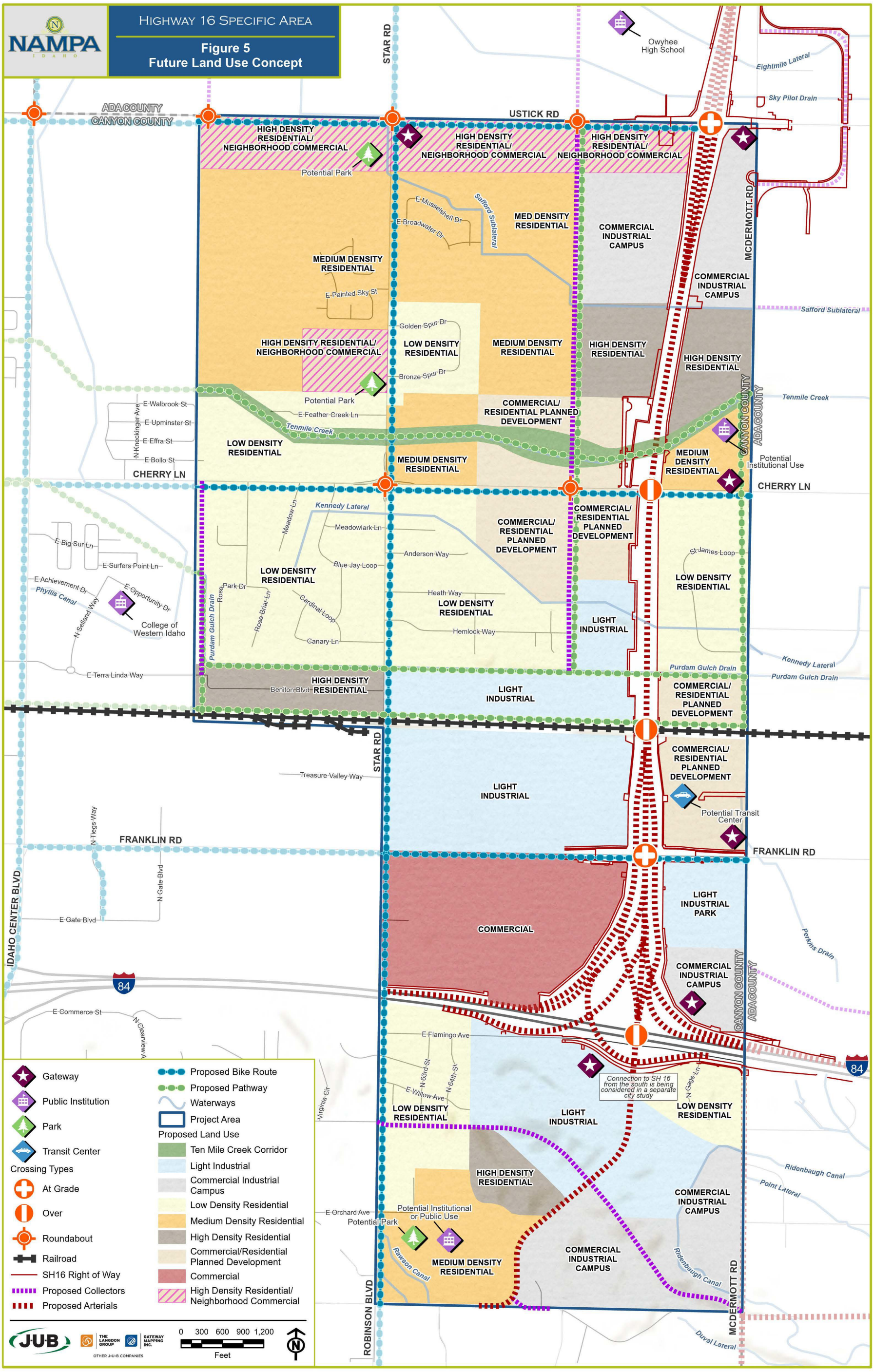
Table 9 – Project Schedule Outline

Action	Begin Date	End Date
City Applies for Grant Funding (Design – Alt 1)	Now	November 2025
City is Selected for Design Funds for Alt 1	November 2025	March 2026
City Selects Design Consultant	April 2026	June 2026
Alt 2 Design and Construction Planning	July 2026	December 2026
Design of Alt 1	July 2026	July 2027
City Applies for Grant Funding (Construction – Alt 1)	November 2026	November 2027
Environmental Documentation	January 2027	July 2027
City is Selected for Construction Funds for Alt 1	November 2027	March 2028
Construction of Alt 1 Pathway	March 2028	December 2028

APPENDIX A

Highway 16 Specific Area

Figure 5
Future Land Use Concept

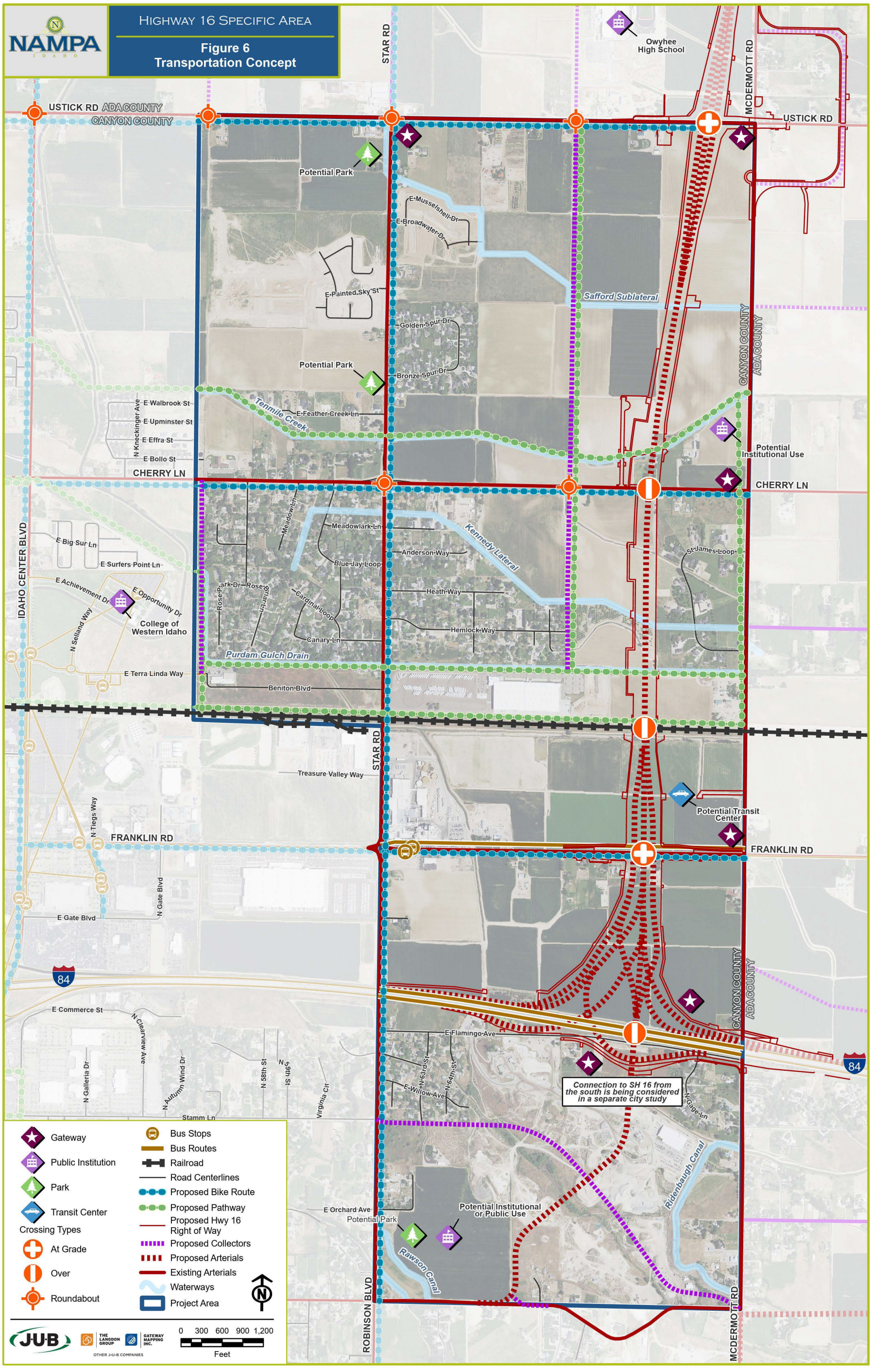


APPENDIX B

NAMPA IDAHO

Highway 16 Specific Area

Figure 6
Transportation Concept



APPENDIX C

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Ada and Canyon counties, Idaho

Local office

Idaho Fish And Wildlife Office

(208) 378-5243
(208) 378-5262

1387 South Vinnell Way, Suite 368
Boise, ID 83709-1657

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

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1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).

2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Insects

NAME	STATUS
Monarch Butterfly Danaus plexippus Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/9743	Candidate

Flowering Plants

NAME	STATUS
Slickspot Peppergrass Lepidium papilliferum There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/4027	Threatened

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Bald & Golden Eagles

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act[1] and the Migratory Bird Treaty Act[2].

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats[3], should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below.

Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

There are likely bald eagles present in your project area. For additional information on bald eagles, refer to Bald Eagle Nesting and Sensitivity to Human Activity

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
Golden Eagle Aquila chrysaetos This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read

"Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

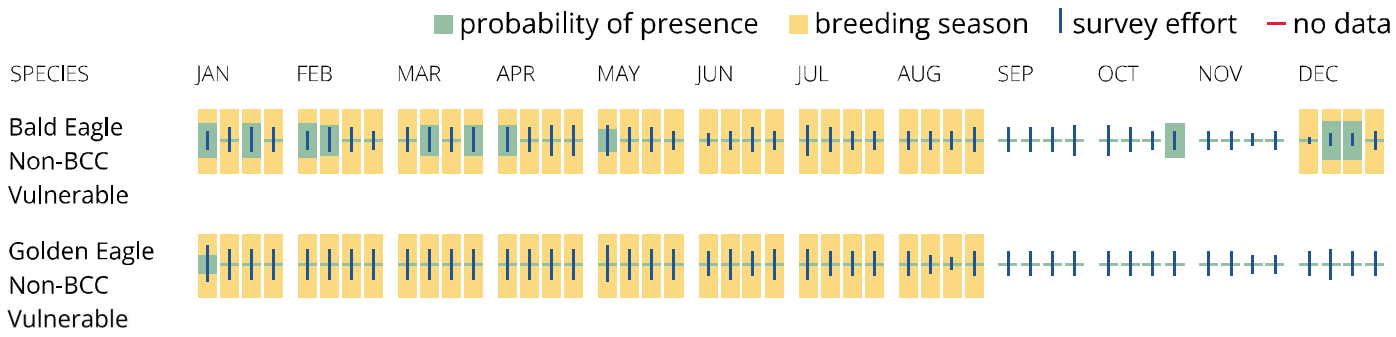
Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply). To see a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs of bald and golden eagles in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur. Please contact your local Fish and Wildlife Service Field Office if you have questions.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats[3] should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON

American Avocet Recurvirostra americana — Breeds Apr 21 to Aug 10
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

American White Pelican pelecanus erythrorhynchos — Breeds Apr 1 to Aug 31
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/6886

Bald Eagle Haliaeetus leucocephalus — Breeds Dec 1 to Aug 31
This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.
https://ecos.fws.gov/ecp/species/1626

Bobolink Dolichonyx oryzivorus — Breeds May 20 to Jul 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

California Gull Larus californicus — Breeds Mar 1 to Jul 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Calliope Hummingbird Selasphorus calliope — Breeds May 1 to Aug 15
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9526

Cassin's Finch Haemorhous cassinii — Breeds May 15 to Jul 15
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9462

Clark's Grebe Aechmophorus clarkii — Breeds Jun 1 to Aug 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Evening Grosbeak Coccothraustes vespertinus — Breeds May 15 to Aug 10
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Franklin's Gull Leucophaeus pipixcan — Breeds May 1 to Jul 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Golden Eagle Aquila chrysaetos — Breeds Jan 1 to Aug 31

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.
https://ecos.fws.gov/ecp/species/1680

Lesser Yellowlegs Tringa flavipes — Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9679

Long-eared Owl asio otus — Breeds Mar 1 to Jul 15

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/3631

Marbled Godwit Limosa fedoa — Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9481

Northern Harrier Circus hudsonius — Breeds Apr 1 to Sep 15

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/8350

Olive-sided Flycatcher Contopus cooperi — Breeds May 20 to Aug 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/3914

Pectoral Sandpiper Calidris melanotos — Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Rufous Hummingbird Selasphorus rufus — Breeds Apr 15 to Jul 15

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/8002

Sage Thrasher Oreoscoptes montanus — Breeds Apr 15 to Aug 10

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/9433

Western Grebe aechmophorus occidentalis — Breeds Jun 1 to Aug 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/6743

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week

12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

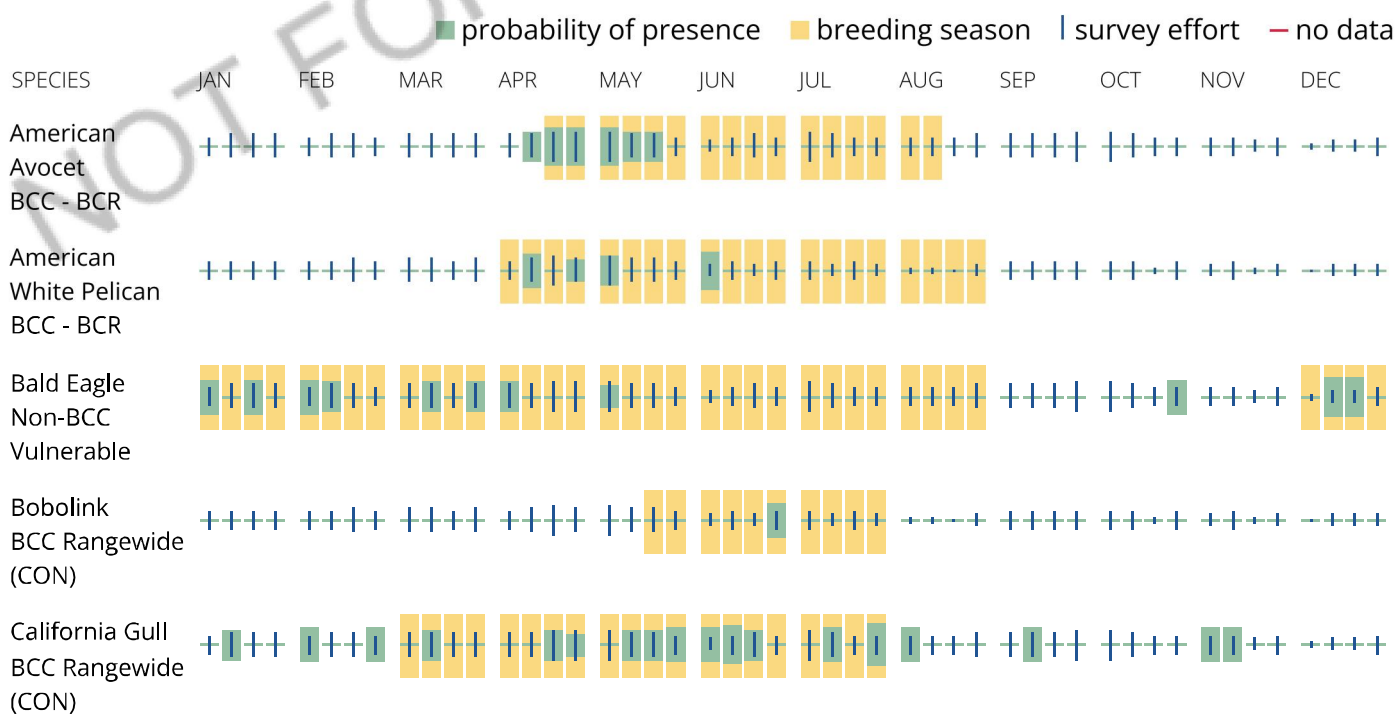
Breeding Season (■)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

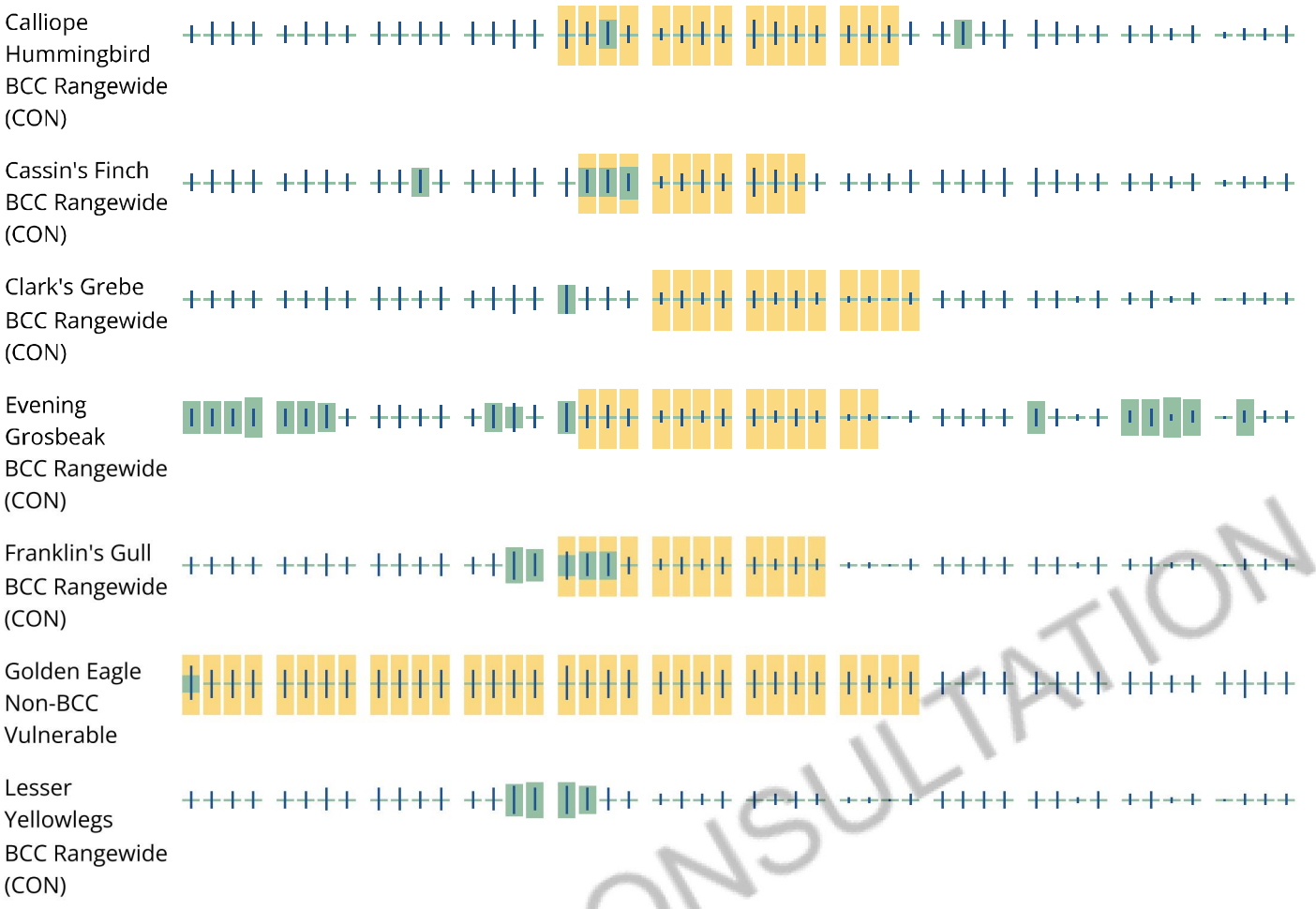
Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

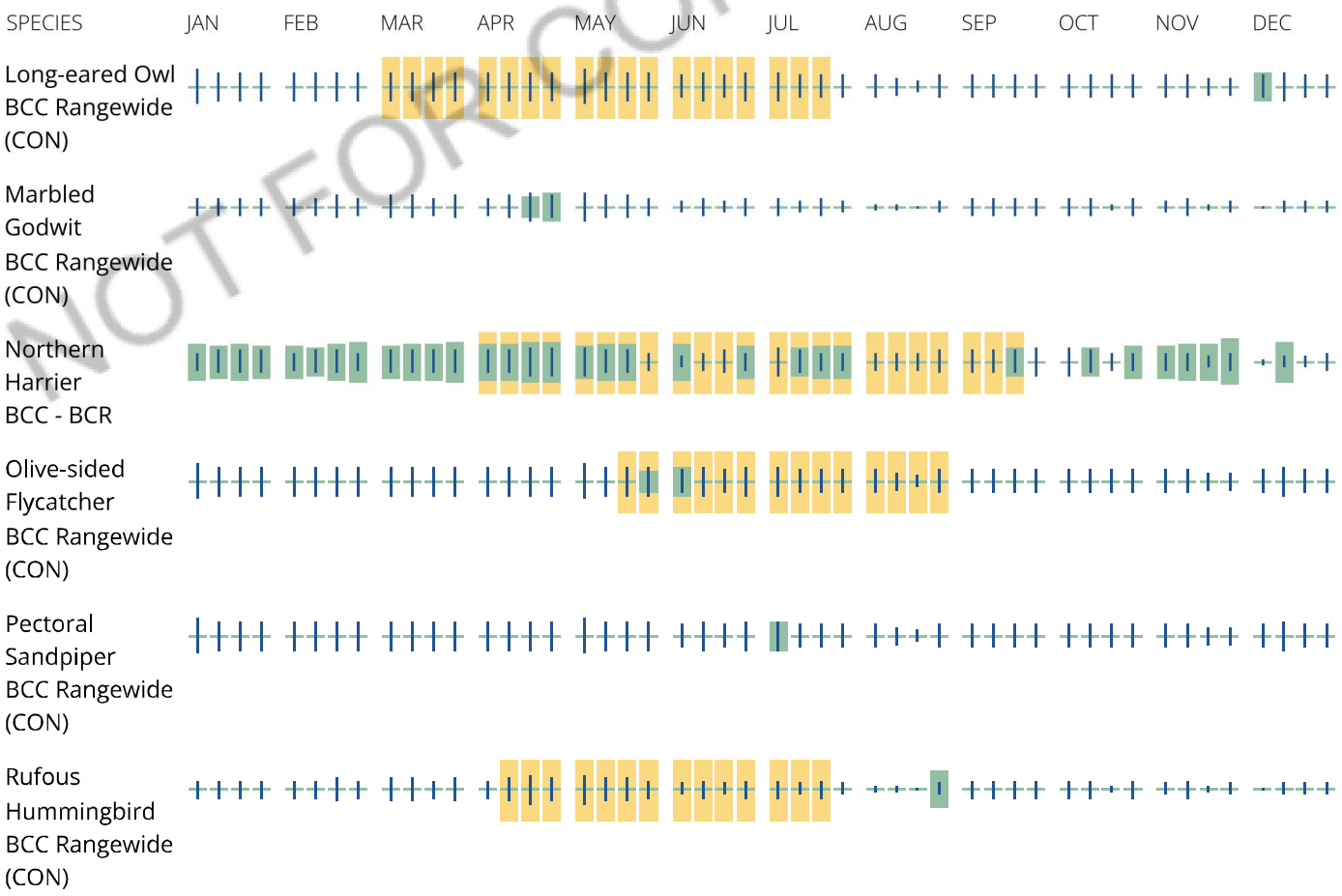
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

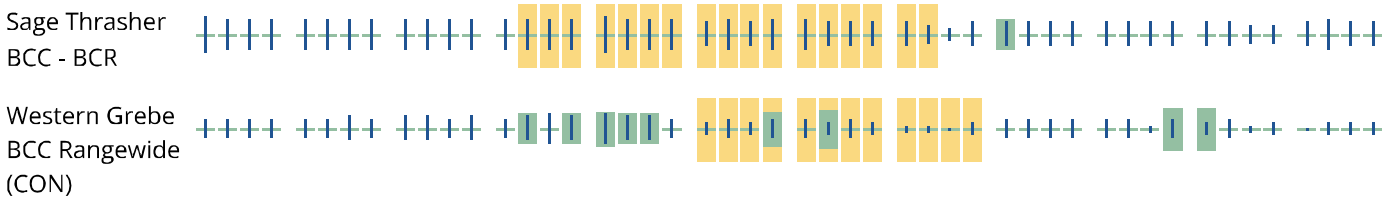
No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.









Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the RAIL Tool and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird

on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key

component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Wetland information is not available at this time

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the NWI map to view wetlands at this location.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

APPENDIX D

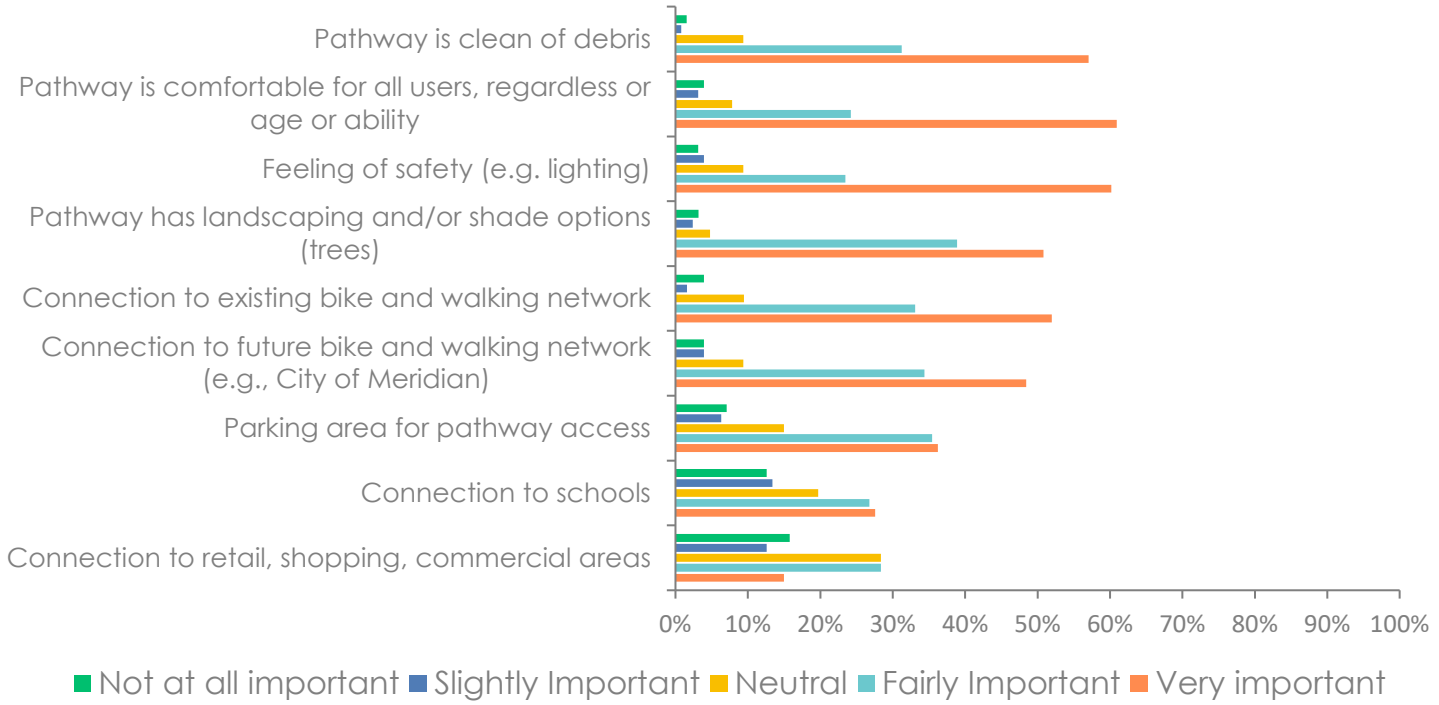
Survey Results:
Future Pathways near State Highway 16

Total Responses: 128

Date Created: Wednesday, July 24, 2024
Date Closed: July 11, 2024

Q1: In general, how would you rate the below criteria when using a public bike/walk pathway:

Answered: 128 Skipped: 0



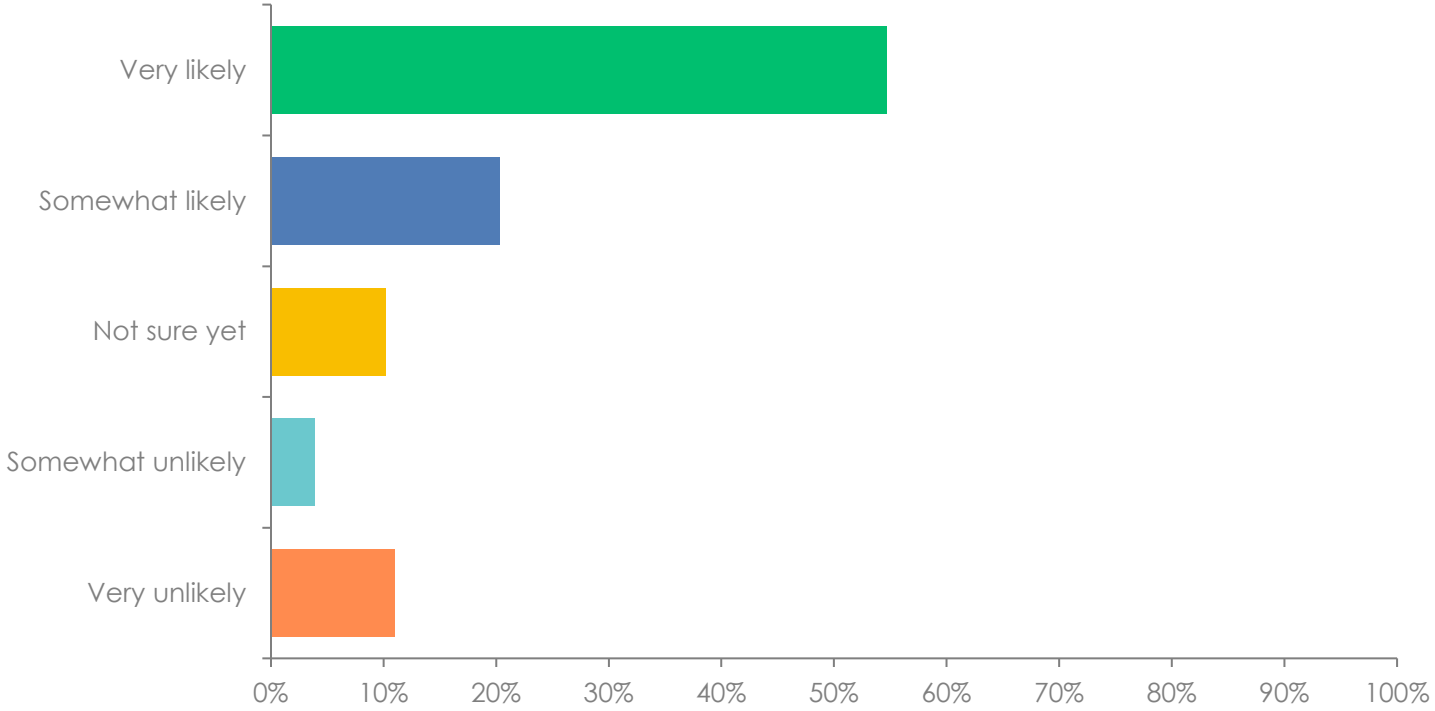
Q1: In general, how would you rate the below criteria when using a public bike/walk pathway:

Answered: 128 Skipped: 0

	NOT AT ALL IMPORTANT	SLIGHTLY IMPORTANT	NEUTRAL	FAIRLY IMPORTANT	VERY IMPORTANT	TOTAL	WEIGHTED AVERAGE
Pathway is clean of debris	1.56% 2	0.78% 1	9.38% 12	31.25% 40	57.03% 73	128	4.41
Pathway is comfortable for all users, regardless or age or ability	3.91% 5	3.12% 4	7.81% 10	24.22% 31	60.94% 78	128	4.35
Feeling of safety (e.g. lighting)	3.12% 4	3.91% 5	9.38% 12	23.44% 30	60.16% 77	128	4.34
Pathway has landscaping and/or shade options (trees)	3.17% 4	2.38% 3	4.76% 6	38.89% 49	50.79% 64	126	4.32
Connection to existing bike and walking network	3.94% 5	1.57% 2	9.45% 12	33.07% 42	51.97% 66	127	4.28
Connection to future bike and walking network (e.g., City of Meridian)	3.91% 5	3.91% 5	9.38% 12	34.38% 44	48.44% 62	128	4.20
Parking area for pathway access	7.09% 9	6.30% 8	14.96% 19	35.43% 45	36.22% 46	127	3.87
Connection to schools	12.60% 16	13.39% 17	19.69% 25	26.77% 34	27.56% 35	127	3.43
Connection to retail, shopping, commercial areas	15.75% 20	12.60% 16	28.35% 36	28.35% 36	14.96% 19	127	3.14

Q2: If the proposed pathway connected to the existing pathway network in Meridian (and also possibly the Boise Greenbelt system), how likely would you be to use it?

Answered: 128 Skipped: 0



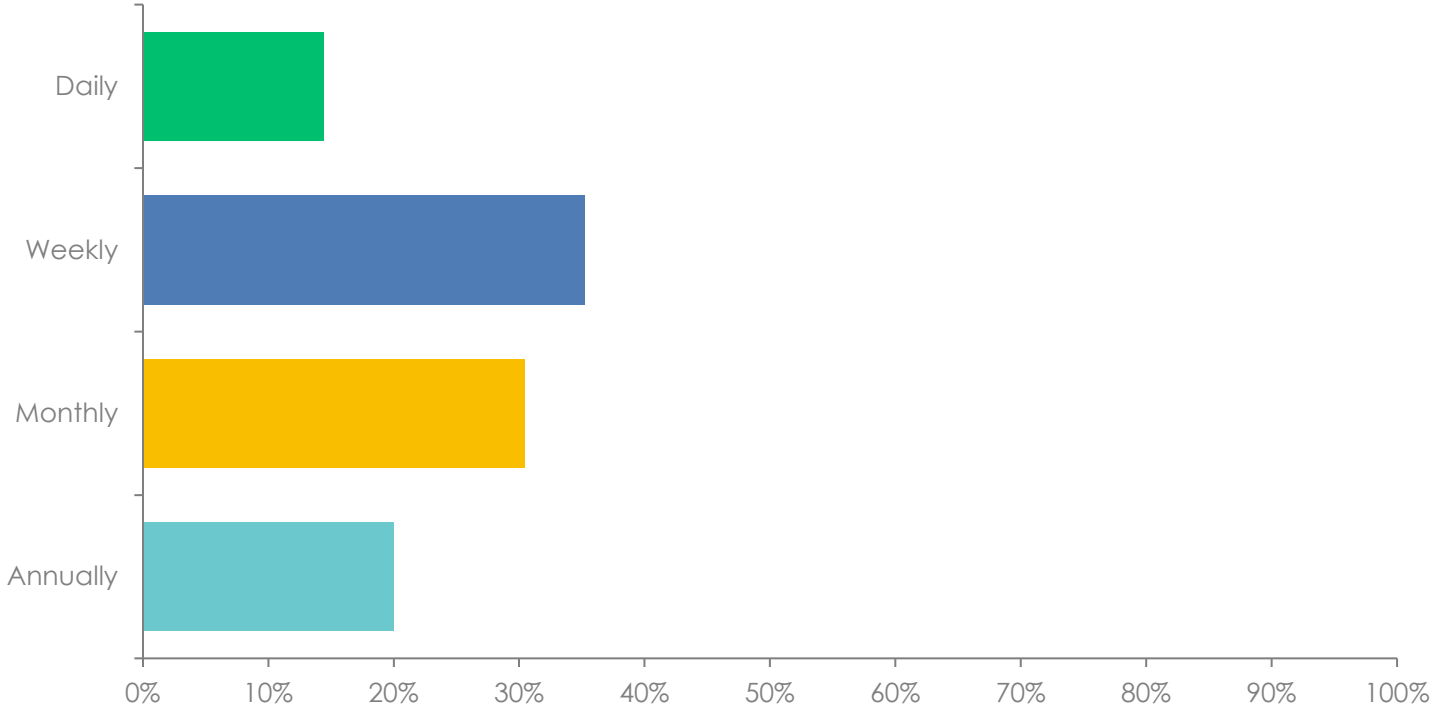
Q2: If the proposed pathway connected to the existing pathway network in Meridian (and also possibly the Boise Greenbelt system), how likely would you be to use it?

Answered: 128 Skipped: 0

ANSWER CHOICES	RESPONSES	
Very likely	54.69%	70
Somewhat likely	20.31%	26
Not sure yet	10.16%	13
Somewhat unlikely	3.91%	5
Very unlikely	10.94%	14
TOTAL		128

Q3: On average, how often to do you currently access bicycle and pedestrian pathways currently?

Answered: 125 Skipped: 3



Q3: On average, how often to do you currently access bicycle and pedestrian pathways currently?

Answered: 125 Skipped: 3

ANSWER CHOICES	RESPONSES	
Daily	14.40%	18
Weekly	35.20%	44
Monthly	30.40%	38
Annually	20.00%	25
TOTAL		125

Future Pathways near State Highway 16

Q1. In general, how would you rate the below criteria when using a public bike/walk pathway:

Answer Ch	Not at all i	Slightly Im	Neutral	Fairly Impo	Very impo	Total	Weighted Average
Feeling of s	4	5	12	30	77	128.0	4.34
Connectior	5	2	12	42	66	127.0	4.28
Pathway is	2	1	12	40	73	128.0	4.41
Pathway h	4	3	6	49	64	126.0	4.32
Connectior	5	5	12	44	62	128.0	4.2
Connectior	16	17	25	34	35	127.0	3.43
Connectior	20	16	36	36	19	127.0	3.14
Pathway is	5	4	10	31	78	128.0	4.35
Parking are	9	8	19	45	46	127.0	3.87

Answered	128
Skipped	0

Q2. If the proposed pathway connected to the existing pathway network in Meridian (and also possibly the Boise Greenbelt system), how likely would you be to use it?

Answer Ch	Response F	Responses
Very likely	54.69%	70
Somewhat	20.31%	26
Not sure y	10.16%	13
Somewhat	3.91%	5
Very unlike	10.94%	14
	Answered	128
	Skipped	0

Q3. On average, how often to do you currently access bicycle and pedestrian pathways currently?

Answer Ch	Response F	Responses
Daily	14.4%	18
Weekly	35.2%	44
Monthly	30.4%	38
Annually	20.0%	25
	Answered	125
	Skipped	3

Q4. If there was one thing you would prioritize in a future bicycle and pedestrian pathway in the future, what would it be?

Answered	74
Skipped	54

If there was one thing you would prioritize in a future bicycle and pedestrian pathway in the future, what would it be?

Responder	Response	Responses	Tags
1.15E+11	Aug 11 20	Away from commercial buildings	
1.15E+11	Aug 11 20	Full and safe access to the city of Nampa and surrounding communities. We should not have to load bicycles on a car's bike rack in order to get to a location where we can enjoy a nice bike ride.	
1.15E+11	Aug 11 20	Parking, since Nampa in general, especially North Nampa, is not walkable in general.	
1.15E+11	Aug 11 20	No street crossings. Cars are dangerous and it takes so much out of a workout waiting for a light to change so you can cross the street. Just need a path to go and enjoy the outdoors for miles at a time on a bike. A New York style Central Park would be a fantastic boon here!	
1.15E+11	Aug 10 20	Clean and safe especially for family and children	
1.15E+11	Aug 10 20	connection to other pathways	
1.15E+11	Aug 10 20	No comment	
1.15E+11	Aug 10 20	Have some restrooms along the paths.	
1.15E+11	Aug 09 20	All paved smoothly!!! PS... I couldn't get the survey to work.... just this comment box!	
1.15E+11	Aug 09 20	Having the path connect to other paths for distance	
1.15E+11	Aug 09 20	Accessibility	
1.15E+11	Aug 09 20	Paving all canal paths especially in NAMPA! By birch and cherry	
1.15E+11	Aug 09 20	Close to a river or moving body of water for the ambiance of the water sounds.	
1.15E+11	Aug 09 20	Connectivity. We strongly support the Boise Bike Paths project that proposed converting existing canal access roads into bike paths to create an extensive bike network that connects all of the treasure valley	
1.15E+11	Aug 09 20	safety	
1.15E+11	Aug 09 20	Worry about our roads first. Especially Davis Ave between Canyon and Midland. Maybe resurface older side streets that are falling apart.	
1.15E+11	Aug 09 20	Bike lane	
1.15E+11	Aug 09 20	Crosswalks from one biking/walking path to the next	
1.15E+11	Aug 09 20	Adaptable for all. Safe. Well lit area.	
1.15E+11	Aug 09 20	Rest rooms! It would be great if there were restrooms along the paths, particularly the longer ones.	
1.15E+11	Aug 09 20	1. Landscape and shade2. Restroom facilities, or near a park that has them.	
1.15E+11	Aug 09 20	Safety. Keep the homeless cleared off and regular trash pickup with NampaPolice bike patrols. Lighting at night and trash cans/poop bag dispensers.	
1.15E+11	Aug 09 20	Plant trees, shrubs, or build privacy fencing for current and future residents living against the pathway to ensure some privacy and sound barrier.	

1.15E+11	Aug 09 20:	Discontinue chip sealing bike paths that are side by side of the roads, not a comfortable ride and will take another route to avoid it. No need to chip seal it, slurry/fog the path without the rock.
1.15E+11	Aug 09 20:	Parking for the Greenbelt and landscaping/shade.
1.15E+11	Aug 09 20:	Needs to be long enough to get some great exercise.
1.15E+11	Aug 08 20:	Connecting the Wilson trail to lone star middle school
1.15E+11	Aug 08 20:	Get to it now
1.15E+11	Aug 07 20:	Connected system
1.15E+11	Aug 07 20:	Connect caldwell to boise via one greenbelt
1.15E+11	Aug 07 20:	Separating all human powered and electric wheeled vehicles from walkers and runners
1.15E+11	Aug 06 20:	Connection to Nampa
1.15E+11	Aug 06 20:	Safety
1.15E+11	Aug 06 20:	Surface safety for seniors. Dog friendly.
1.15E+11	Aug 05 20:	Nice wide bike path to be shared with pedestrians. Having access to the path through the existing subdivisions keeping us off the roads.
1.15E+11	Aug 05 20:	Expansion and connectivity
1.15E+11	Aug 05 20:	Incorporation into Greenbelt would be absolutely amazing.
1.15E+11	Aug 05 20:	More. We don't have access to enough areas to get to by walking.
1.15E+11	Aug 05 20:	Connection with existing networks and connectivity to attractions.
1.15E+11	Aug 05 20:	A pathway that has separated walking and bike paths. Too many near accidents on the Boise greenbelt with bicyclists traveling way too fast. This limits certain population groups from safely enjoying the pathways- older people, physically challenged people, strollers, dog walkers, etc.
1.15E+11	Aug 05 20:	Could possibly have restrooms and water fountains. Have yet to see any of that along the way.
1.15E+11	Aug 05 20:	Bike parts are least important money should be fixing roads and improving accident prone intersections
1.15E+11	Aug 05 20:	Better connections for existing trails through Downtown Nampa. The Nampa greenbelt is a hidden gem, but I would love a better way to walk from South Nampa/Downtown to North Nampa. The 11th St underpass traffic is terrifying and the 16th St overpass is also difficult. I'd love a pedestrian-only overpass by the train depot, and then a greenbelt route north.
1.15E+11	Aug 05 20:	Long, scenic if possible and shade here and there. Side enough for bikes and people.
1.15E+11	Aug 05 20:	Make sure you have emergency call stations available. Not everyone has a phone. & make it Little kid friendly.
1.15E+11	Aug 05 20:	Use of native plants and trees
1.15E+11	Aug 05 20:	Easy access and safe to use.
1.15E+11	Aug 05 20:	Connection. It would be amazing if someday you could go from Lake Lowell to Lucky Peak.
1.15E+11	Aug 04 20:	Access to nature, water, trees. Easy acess & parking acess.

1.15E+11	Aug 04 202	Connecting greenbelt to Meridian pathway all the way to lake Lowell or Caldwell Downtown Center. Ability to connect to Idaho Center and close to North Police Department precinct building when that actually happens!
1.15E+11	Aug 04 202	When I bike with my children it would be nice not to have to cross streets. Possibly a path or two that is longer with no street crossing.
1.15E+11	Aug 04 202	width to minimize bike/pedestrian conflict
1.15E+11	Aug 01 202	Continuous trails with fewer breaks.
1.15E+11	Aug 01 202	Safe connections to where we would like to go. Clear signage and maps
1.15E+11	Aug 01 202	We need pathway off Flamingo along the Elgin canal. There are several 55+ communities in this area where several seniors walks along very busy Flamingo. This should be priority for next pathway.
1.15E+11	Aug 01 202	Why is the city of Nampa spending money on a pathway, with all of the other population explosion problems it is facing??
1.15E+11	Jul 31 2024	Connection to multiple systems, farmers markets/downtowns and safety.
1.15E+11	Jul 30 2024	Full, protected connection to downtown.
1.15E+11	Jul 30 2024	Continual connectivity to other bicycle and pedestrian pathways. It is important to have a cohesive network for exercise, active transportation, and leisure. What makes the Boise Greenbelt so successful is that it spans a great distance and connects to so many different places. We need our greenbelt system to do the same.
1.15E+11	Jul 30 2024	Connecting bike paths so people can ride 10-20 miles.
1.15E+11	Jul 29 2024	Safety amidst vehicle traffic
1.15E+11	Jul 29 2024	Would love to see these pathways connect to downtown and other parts of Nampa like parks without the need to make stops for traffic, i.e. at busy intersections or major roadways.
1.15E+11	Jul 27 2024	Don't interfere w/ vehicle traffic.
1.15E+11	Jul 27 2024	Connectivity to a future Boise to Nampa to Caldwell commuter rail.
1.15E+11	Jul 27 2024	Clear pathways
1.15E+11	Jul 27 2024	Safety when crossing roads, clear crosswalks with lights/signs like you see in Meridian. It's the one thing that holds me back from using Nampa's pathways and why I often drive into Eagle for the greenbelt. (It's also shade, but if I had to pick one I would focus on safety).
1.15E+11	Jul 26 2024	Interconnectivity with existing trails (or a future fully built out grimes pathway), along with safe crossing points over busy roads / pedestrian overpasses
1.15E+11	Jul 26 2024	Connect the path to the boise greenbelt would be huge for this valley
1.15E+11	Jul 26 2024	Safely having these points that intersect roads be overly safe for the ever growing amount of drivers that are on their phones instead of looking where they are going.
1.15E+11	Jul 26 2024	The pathway being surrounded by greenery/shade
1.15E+11	Jul 26 2024	Connection to the College of Western IdahoConnectivity to other non car-oriented infrastructure

1.15E+11	Jul 26 202	Please please please please build it so that it connects to existing systems and goes all through the city instead of it just being in one certain area or neighborhood. It would be great to have it be along the creeks or the existing canals.
1.15E+11	Jul 25 202	Connectivity to existing and future pathways and networks.
1.15E+11	Jul 25 202	Expanding pathways across the city is good period. Connecting to existing pathways makes good sense.

APPENDIX E

Public Involvement Plan
COMPASS
Nampa Bicycle and Pedestrian Connectivity Implementation Pre-Concept Report
September 2024

Project Overview

The purpose of this project is to evaluate the area of SH16 for pathway connectivity that would cross SH-16 between Ten Mile Creek and W Cherry Lane in relation to the proposed Waterways District. This effort was identified in the Nampa SH-16 Corridor Specific Area Plan to identify open spaces for parks development, identify gateway elements needed at the new connections coming off of SH16, and identify other relevant considerations for the area. The broader planning area is comprised of the underdeveloped area immediately surrounding the SH-16 corridor; Ustick Road to the north, N McDermott Road to the east, Franklin Road to the south, and ½ mile west of Star Road.

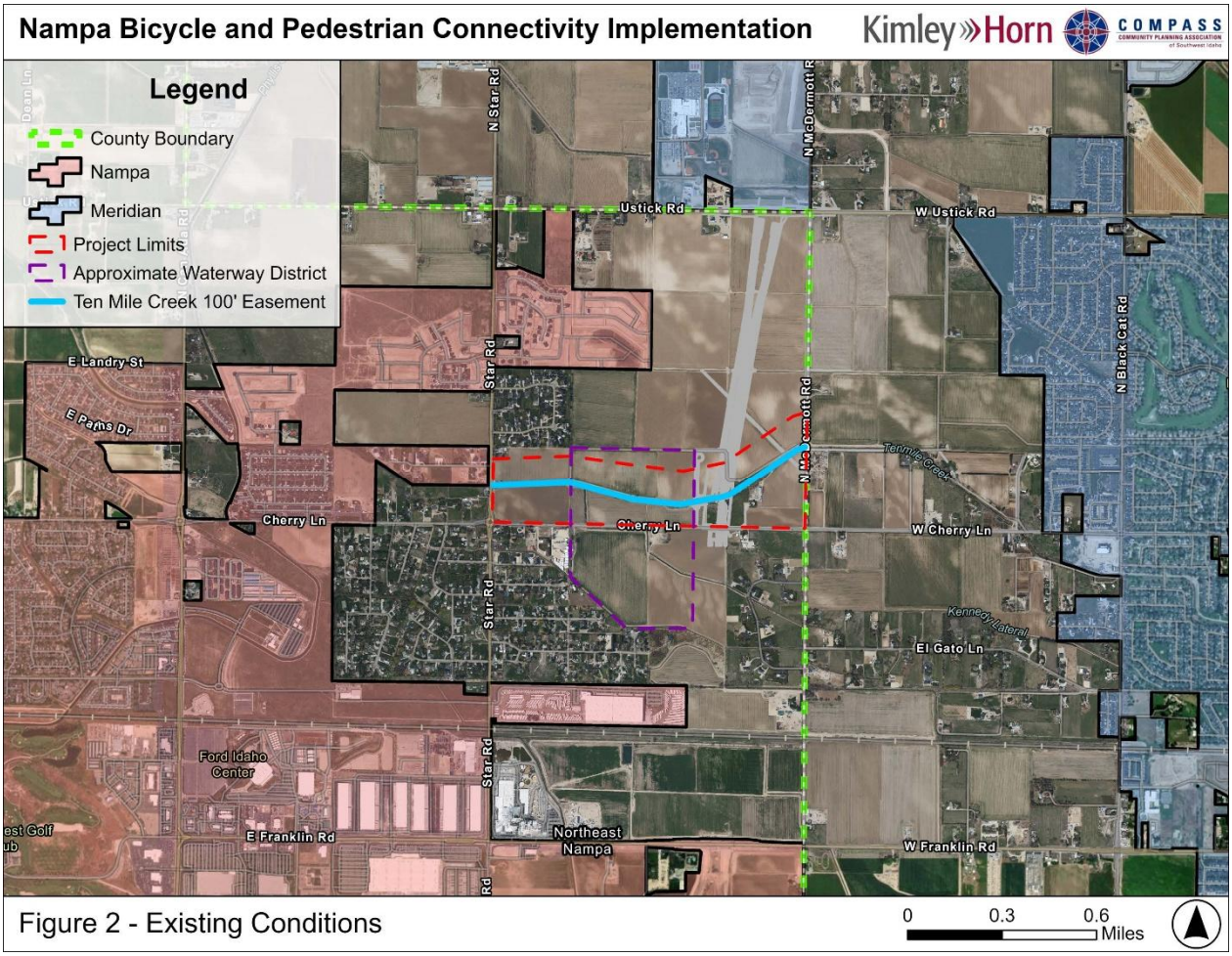


Figure 2 - Existing Conditions

This area is largely agricultural land. However, with the SH-16 corridor, it is anticipated that redevelopment will occur. This pathway will be used to access development in the Waterways District as well as provide for connectivity between the City of Meridian and the City of Nampa.

Schedule is unknown at this time, however there is a draft schedule provided as part of the Pre-Concept Report.

Goal

Establish the first segment of the Ten Mile Creek Greenbelt, provide a destination for bicyclists and pedestrians, and provide connectivity for the future development of the Waterways District.

Key Messages

- The purpose of the study is to seek input from local stakeholders in order to enhance opportunities for pathway access and use.
- This is tied to the City of Nampa's Corridor Specific Area Plan and community vision

Stakeholder Identification

The following are identified as key jurisdiction stakeholders for this project:

- City of Nampa
  - Engineering Division
  - Planning
- Nampa Bicycle and Pedestrian Advisory Committee
- Nampa Meridian Irrigation District
- Idaho Transportation Department
- City of Meridian
- West Ada School District
- Businesses
- Adjacent landowners

Community Engagement

The community may contact the project team and provide feedback in the following ways:

- Doug Critchfield, ASLA, Principal Planner
  City of Nampa
  208-468-5406
  500 12th Ave S, Nampa, ID 83651
  critchfieldd@cityofnampa.us
- Community Meetings
- Project Webpage / Public Coordinate (on-line survey/mapping tool)

Project Activities Timeline		
Tactic	**Audience**	**Deliverable**
Community Engagement Plan	City of Nampa	Draft community engagement plan
Stakeholder Database	All Stakeholders	Identify and maintain stakeholder database
Stakeholder One on One Meetings	Jurisdiction Representatives	Discuss and consult specific opportunities
Project Webpage	All Stakeholders	One central location of project information
Promotional Materials	All Stakeholders	Draft project materials for in-person/virtual community outreach workshop

Community Workshop	All Stakeholders	Conduct an in-person outreach workshop
Public Coordinate (On-line Mapping Tool)	All Stakeholders	Develop interactive map to provide project information to share with the public and gather feedback
Online Survey	All Stakeholders	Prepare online survey for the virtual community outreach effort
Public Open House	All Stakeholders	Present corridor plan results to the public
PI Updates	Project Team	Provide regular PI updates to the project team and attend team meetings
Post-Project Report	Project Team	Compile a comprehensive report of engagement efforts

APPENDIX F

Nampa Bike Pedestrian Path - COMPASS - Pathway Estimate

Item #	Improvement Description	Quantity	Unit	Unit Price	Cost
	N McDermott Road Pathway				
	Clearing & Grubbing	13,500	SF	$0.75	$10,125.00
	Excavation	590	CY	$20.00	$11,800.00
	Type 1 Crushed Aggregate Base	920	TN	$25.00	$23,000.00
	Superpave HMA Pav Incl Asph&Add CL SP-3	170	TN	$110.00	$18,700.00
				Subtotal	**$63,625.00**
	Ten Mile Creek Pathway				
	Clearing & Grubbing	88,640	SF	$0.75	$66,480.00
	Excavation	3,840	CY	$20.00	$76,800.00
	Type 1 Crushed Aggregate Base	4,240	TN	$25.00	$106,000.00
	Superpave HMA Pav Incl Asph&Add CL SP-3	810	TN	$110.00	$89,100.00
				Subtotal	**$338,380.00**
	Ten Mile Creek Pathway Parking Lot				
	Clearing & Grubbing	13,600	SF	$0.75	$10,200.00
	Excavation	530	CY	$20.00	$10,600.00
	Type 1 Crushed Aggregate Base	310	TN	$25.00	$7,750.00
	Granular Subbase	210	TN	$16.00	$3,360.00
	Superpave HMA Pav Incl Asph&Add CL SP-3	430	TN	$110.00	$47,300.00
				Subtotal	**$79,210.00**
	Miscellaneous				
	Signing	1	LS	$ 10,000.00	$10,000.00
	Lighting	1	LS	$ 50,000.00	$50,000.00
	Utilities	1	LS	$ 5,000.00	$5,000.00
	Drainage	1	LS	$ 65,000.00	$65,000.00
	Construction Traffic Control	1	LS	$ 15,000.00	$15,000.00
	Landscape & Irrigation	1	LS	$ 20,000.00	$20,000.00
				Subtotal	**$165,000.00**
	Mobilization	1	LS	15.00%	$96,932.25
				Improvement Subtotal	**$743,147.25**
	Incidentals and Contingency (% of Subtotal)	1	LS	30.00%	$222,944.18
	Engineering Design and Const Admin (% of Subtotal)	1	LS	20.00%	$148,629.45
TOTAL					**$1,114,720.88**

Notes:

1. The Consultant has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Consultant at this time and represent only the Consultant's judgment as a design professional familiar with the construction industry. The Consultant cannot and does
2. The scope of work for this estimate is based upon the listed items only. If the local jurisdiction requires additional elements to be completed with the construction of this access road, this estimate will be adjusted to reflect this increased cost.

Project Cost Summary Sheet

ITD 1150 (Rev. 06-17)
itd.idaho.gov

Round Estimates to Nearest $1,000

Key Number	Project Number	Date
		Aug-24

Location	District
Nampa Greenbelt along Ten Mile Creek from Star Road to McDermott Road	3

Segment Code	Begin Mile Post	End Mile Post	Length in Miles
N/A	N/A	N/A	1.3

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		$44,000
1b. Preliminary Engineering by Consultant (PEC)		$150,000
2. Right-of-Way: Number of Parcels 8 Number of Relocations		$5,000
3. Utility Adjustments: ☐ Work ☐ Materials ☐ By State ☑ By Others		$5,000
4. Earthwork		$190,000
5. Drainage and Minor Structures		$65,000
6. Pavement and Base		$300,000
7. Railroad Crossing:		
Grade/Separation Structure N/A		
At-Grade Signals ☐ Yes ☑ No		
8. Bridges/Grade Separation Structures:		
☐ New Structure Length/Width		N/A
Location		
☐ Repair/Widening/Rehabilitation Length/Width		N/A
Location		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		$60,000
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		$15,000
11. Detours		
12. Landscaping		$20,000
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		$300,000
15. Cost of Constructions (Items 3 through 14)		$955,000
16. Mobilization 15 % of Item 15		$143,000
17. Construction Engineer and Contingencies 30 % of Items 15 and 16		$329,000
18. Total Construction Cost (15 + 16 + 17)		$1,427,000
19. Total Project Cost (1 + 2 + 18)		$1,626,000
20. Project Cost Per Mile	$1,000	$1,251,000

Prepared By:

Alec Scheibner, EI - Kimley-Horn & Associates, Inc. / Molly Toy - Kimley-Horn & Associates

ITD 2435 (Rev. 01-09)

Local Federal-Aid Project Request

Instructions

1. Under Character of Proposed Work, mark appropriate boxes when work includes Bridge Approaches in addition to a Bridge.
2. Attach a Vicinity Map showing the extent of the project limits.
3. Attach an ITD 1150, Project Cost Summary Sheet.
4. Signature of an appropriate local official is the only kind recognized.

Note: In Applying for a Federal-Aid Project, You are Agreeing to Follow all of the Federal Requirements Which Can Add Substantial Time and Costs to the Development of the Project.

Sponsor (City, County, Highway District, State/Federal Agency)	Date
City of Nampa	August 2024

Project Title (Name of Street or Road)	F.A. Route Number	Project Length	Bridge Length
Ten Mile Creek Pathway	N/A	1.3	N/A

Project Limits (Local Landmarks at Each End of the Project)
Ten Mile Creek Canal from N McDermott Road to Star Road

Character of Proposed Work (Mark Appropriate Items)

☐ Excavation	☒ Bicycle Facilities	☐ Utilities	☐ Sidewalk
☐ Drainage	☐ Traffic Control	☒ Landscaping	☐ Seal Coat
☒ Base	☐ Bridge(s)	☐ Guardrail	☒ Multi-Use Trail (Greenbelt)
☒ Bit. Surface	☐ Curb & Gutter	☒ Lighting	

Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)

Preliminary Engineering (ITD 1150, Line 1)	$ 44,000
Right-of-Way (ITD 1150, Line 2)	$ 5000
Construction (ITD 1150, Line 18)	$ 1427000

Preliminary Engineering By: ☐ Sponsor Forces ☒ Consultant

Checklist (Provide Names, Locations, and Type of Facilities)

Railroad Crossing	N/A
Within 2 miles of an Airport	N/A
Parks (City, County, State or Federal)	N/A
Environmentally Sensitive Areas	Floodway / Floodplain, Wetlands
Federal Lands (Indian, BLM, etc.)	N/A
Historical Sites	N/A
Schools	N/A
Other	

Additional Right-of-Way Required: ☐ None ☒ Minor (1-3 Parcels) ☐ Extensive (4 or More Parcels)

Will any Person or Business be Displaced: ☐ Yes ☒ No ☐ Possibly

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes	N/A	N/A	Roadway Width (Shoulder to Shoulder)	N/A ft	N/A ft
Pavement Type	N/A	Asphalt	Right-of-Way Width	N/A ft	30 ft

Sponsor's Signature	Title

Additional Information to be Furnished by the District

Functional Classification	Terrain Type	20	ADT/DHV

Project Estimating Worksheet

For Large Construction Projects

Proposed Funding Match Rates	Local Rate	Federal Rate
	7.34%	92.66%

Enter proposed match rate (currently assumed at required rate, but could be higher), updates made below automatically. Change the rate to 100% below if agency plans to cover the cost of a phase with local funds - such as design costs, utilities, or right-of-way costs.

Infrastructure Project (more than $500,000)				Local Portion		Federal Portion	
Phase Code	Description (include amounts for federal-aid items only)	Percentages	Project Totals	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
CN	Preliminary Construction Estimate (PCE) *(Enter the estimated cost of construction only)*		$ 738,147	7.34%	$54,180	92.66%	$683,967
CN	Construction Contingency (Overruns, change orders, etc.) *(30% of PCE)*	30%	$ 221,444	7.34%	$16,254	92.66%	$205,190
CE	Construction Engineering (ITD) *(standard rate: 0.5% of PCE + contingency)*	0.50%	$ 4,798	7.34%	$352	92.66%	$4,446
CC	Construction Engineering (Consultant) (standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 32%)	15%	$ 143,939	7.34%	$10,565	92.66%	$133,374
CL	Construction Engineering (LHTAC) *(standard rate: 4% of PCE + contingency)*	4.00%	$ 38,384	7.34%	$2,817	92.66%	$35,566
UT	Utilities *(amount for moving/improving utilities)*		$ 5,000	7.34%	$367	92.66%	$4,633
RW	Right-of-Way *(ITD assistance with land acquisition participation.) (This number depends on the number of parcels involved in the project. For up to 10 parcels, $5,000. 10 to 20 parcels, $10,000. More than 20 parcels, contact COMPASS staff.)*		$ 5,000	7.34%	$367	92.66%	$4,633
LP	Land Purchase *(estimated amount for land purchase)*		$ -	7.34%	$0	92.66%	$0
PE	Preliminary Engineering (ITD) *(standard rate: 0.5% of PCE + contingency)*	0.50%	$ 4,798	7.34%	$352	92.66%	$4,446
PC	Preliminary Engineering (Consultant) *(standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 25%)*	15%	$ 143,939	7.34%	$10,565	92.66%	$133,374
PL	Preliminary Engineering (LHTAC) *(standard rate: 4% of PCE + contingency)*	4.00%	$ 38,384	7.34%	$2,817	92.66%	$35,566

Total Project Estimate	Total Local Portion	Total Federal Portion
$1,343,832	$98,637	$1,245,195

Construction
Right-of-Way
Design