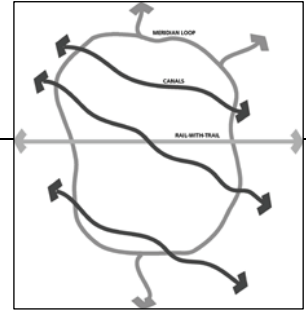


# Meridian

## Pathways Master Plan



## 4. RECOMMENDED PATHWAY NETWORK

### Recommended Strategy

The recommended pathway network fulfills the vision and goals of this Plan. It provides a comprehensive network of pathways that provides numerous recreation opportunities while connecting to neighborhoods, schools, parks, community centers, and business districts. The pathways provide connections to the city's immediate neighbors: Eagle, Nampa, Boise, and eventually to Kuna. The pathway network serves multiple users, multiple interests, and improves access for residents of varying physical capabilities, ages, and skill levels.

The following details of the network should be noted:

- The conceptual Pathways Plan Map includes both existing (shown as solid lines) and recommended pathways (shown as dashed lines). Many of the recommended facilities exist in previous planning documents, such as the 2001 Pathways Master Plan while others are being recommended for the first time in this plan.
- The conceptual Pathways Plan Map shows a number of on-street connections. These connections were identified as key links between pathways and recreational facilities. Care was taken to ensure that the on-street connections were identified on existing Ada County and Ada County Highway District plans as existing or proposed bicycle and pedestrian facilities. These on-street connections are only shown to present a more complete picture of the potential links between the city's pathways and facilities. Meridian is not responsible for the maintenance of the on-street connections, as they are the responsibility of the governing jurisdiction. However, it is recommended that the City (or Friends group) partner with the appropriate jurisdictions to provide consistent signage along the identified routes, as well as identify any additional key connections.
- The pathways shown are largely conceptual; however, care was taken to locate potential pathways on public property wherever possible. Some may need to be further studied and refined. The location of the pathway may change as a result.
- Micro pathways (accessways) providing a direct connection from cul-de-sacs and other disconnected developments will be determined by the City through development review and permitting processes. Since accessway locations cannot be known until the development applicant provides a site plan, most accessways are not shown on the map. However, a number of existing accessways are identified as micro pathways on the map.

- Some local connections are on quasi-public property (e.g., through private open space owned/managed by a neighborhood association).

## Pathway Development Process

Pathway development in the City of Meridian has occurred in primarily one of two ways:

- 1) The City secures funding and constructs the pathway, e.g. the Bud Porter Pathway
- 2) As development occurs, the developer builds the portion of the pathway system that connects through their development

Prior to applying the selection criteria described below, all pathway segments were evaluated to determine the most likely responsible party for implementing a particular pathway segment. The selection criteria described below were only applied to those segments where the City will have to take the lead role in implementing the pathway segment. Development driven pathway segments will be implemented as Meridian grows and new residential areas continue to be built within the City. A third class of projects is the Major Works projects that will require multi-jurisdictional coordination along with major funding sources to fully implement the projects.

## Selection Criteria

Selection criteria was developed with the goal of creating three tiers of project priorities so that the City of Meridian may focus funding and funding applications on the highest priority projects. The criteria used in the rankings include:

**Connectivity:** To what degree does this alternative fill in a missing gap in the pathway system?

**User Generator:** To what degree will the alternative likely generate significant usage based on population, corridor aesthetics, etc?

**Regional Benefits:** To what degree does the alternative offer potential benefits to the wider, regional community by creating opportunities for increased connectivity, parks, view points, etc?

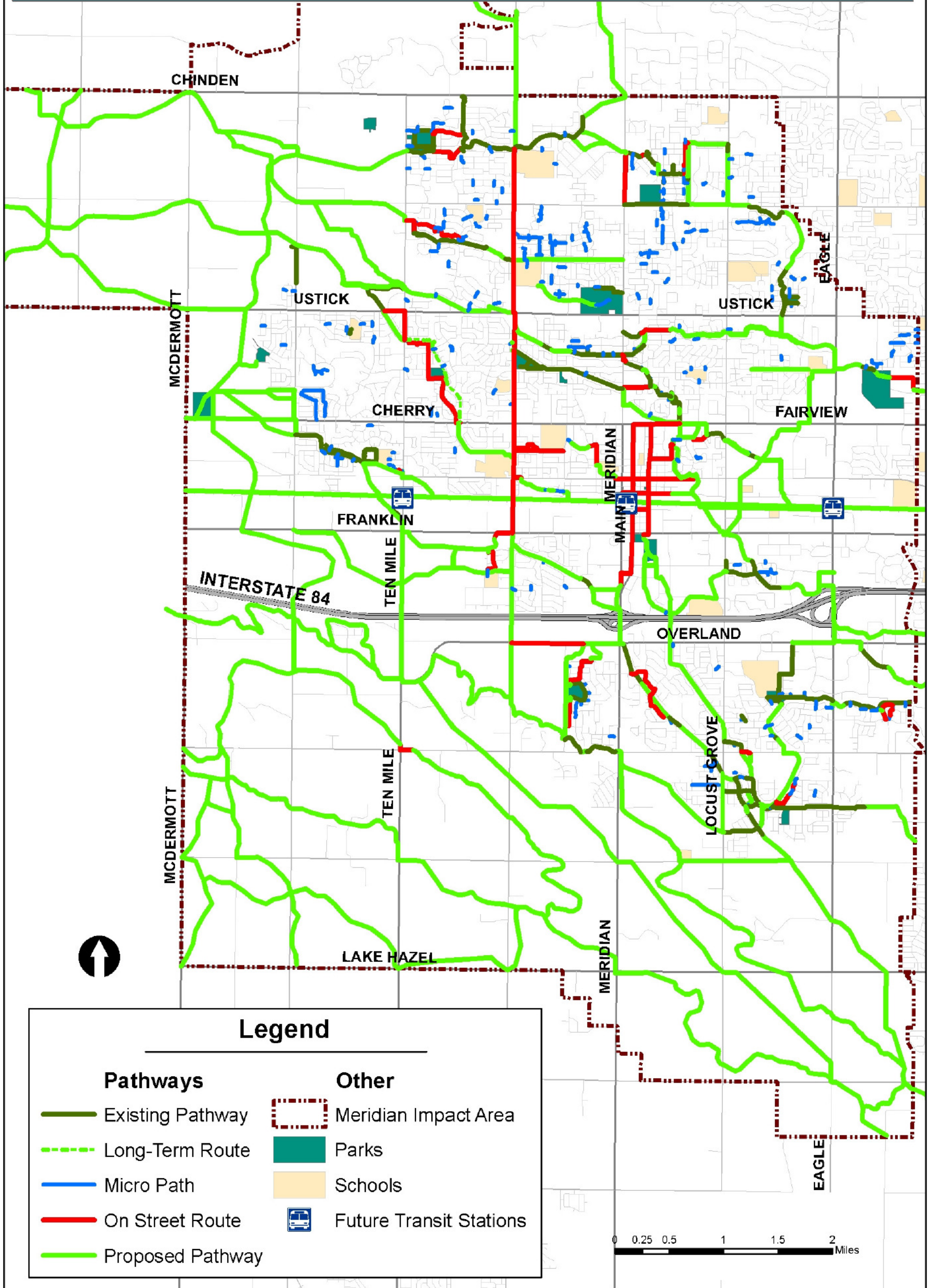
**Overcomes Barrier:** How well does the alternative overcome a barrier in the current network?

**Land Uses:** How many user generators does the alternative connect to within  $\frac{1}{4}$  -  $\frac{1}{2}$  miles of the project, such as schools, parks, transit centers, employment and commercial districts, etc?

**Ease of Implementation:** How difficult will it be to implement this project? This criterion takes into account topographical, environmental, political, and economic constraints



# Pathway Network Map



Note: The Long-Term segment of Nine Mile Creek Pathway is intended for construction upon redevelopment of adjacent parcels.

Please refer to the descriptions in the tables for exact pathway alignments.





## Project Priorities and Phasing

Using the above criteria, the individual projects were ranked based on information obtained from site visits, fieldwork, City staff, and from the public. As a result, the projects have been grouped by classification into Tier 1, Tier 2, and Tier 3 project priorities.

Tier 1 projects are the top priority pathway projects for short-term project implementation within the next five years.

Tier 2 projects are mid-term projects planned for implementation between six and ten years.

Tier 3 projects are long-term projects recommended for implementation in the next 10+ years.

The short, mid-, and long-term schedule may change according to available funds, changing priorities, new roadway projects that coincide, new redevelopment opportunities, or other factors.

It should be noted that the purpose of this exercise is to understand the relative priority of the projects so that the City may apportion available funding to the highest priority projects. Medium and long-term projects also are important, and may be implemented at any point in time as part of a development or public works project. For example, public transit and non-motorized facilities have a positive complimentary effect on each other, and at the time plans for increases in transit service move ahead, pathways may be re-prioritized to take advantage of this complimentary effect in order to maximize the effectiveness of public investments. The ranked lists should be considered a 'living document' and should be frequently reviewed to ensure they reflect current Meridian priorities.

### City of Meridian (Gap Closure)

The City of Meridian will be responsible for closing the gaps within the existing pathway system in the built out portions of the city where new development (or redevelopment) is unlikely to occur for some time. The pathway segments identified on the following pages as being the primary responsibility of the City were evaluated based on the criteria above to arrive at the priorities in the table below.





**Table 4-1. Pathway Prioritization**

<b>Tier 1</b>
Eight Mile Pathway Segment A
Eight Mile Pathway Segment F
Five Mile Creek Pathway Segment E
Five Mile Creek Pathway Segment F
Five Mile Creek Pathway Segment G (short term)
Ten Mile Creek Pathway Segment B
<b>Tier 2</b>
Meridian Loop Segment P
Five Mile Creek Pathway Segment H
Five Mile Creek Pathway Segment I
Eight Mile Pathway Segment B
Eight Mile Pathway Segment E
South Slough Pathway Segment A
South Slough Pathway Segment B
Settlers Creek Pathway Segment B
Ten Mile Creek Pathway Segment D
<b>Tier 3</b>
Meridian Loop Segment Q
Nine Mile Creek Pathway
Eight Mile Pathway Segment C
Eight Mile Pathway Segment D
Five Mile Creek Pathway Segment G (long term)
Bear Creek Connection Segment A
Bear Creek Connection Segment B
Ten Mile Creek Pathway Segment A
Ten Mile Creek Pathway Segment E

**Developer Pathways**

As noted earlier, the most common way that pathway development has occurred in Meridian recently is through new residential and commercial development. This has accounted for a great deal of pathway being added to the city over the last couple of years, and it should continue as the driving force for the implementation of the majority of new miles of pathway within the City of Meridian. The pathways identified in Table 4-2 have not been ranked according to the above selection criteria, as the process for selection and implementation will be the responsibility of the private developers working within the City.



**Table 4-2. Unranked Pathways**

Meridian Loop
Ridenbaugh Pathway
Ten Mile Creek Pathway Segment C
Ten Mile Creek Pathway Segment F
Ten Mile Creek Pathway Segment G
Settlers Canal Pathway
Settlers Creek Pathway Segment C
Farr Pathway
Middle Tap Pathway
Creason Pathway
Rawson Canal Pathway
Calkins Pathway
Phyllis Canal Pathway
Nourse / Lemp Pathway
Five Mile Creek Pathway Segment A
Five Mile Creek Pathway Segment B
Five Mile Creek Pathway Segment C
Five Mile Creek Pathway Segment D
Five Mile Creek Pathway Segment I
South Slough Pathway Segment C
South Slough Pathway Segment D

### Major Works

The third class of projects identified above is the Major Works, which are the Treasure Valley Rail-with-Trail and the identification and construction of a separated bicycle and pedestrian bridge over I-84. These two projects will require multi-jurisdictional cooperation, and will be largely driven by the available funding for studies and implementation.

The Treasure Valley Rail-with-Trail will be a major regional connector and will require strong political support from the various jurisdictions, or a dedicated person or organization to act as the champion for the project to ensure that the project maintains a high-level profile within the region. In addition, this project is closely tied to future regional transit development within this corridor. Development of the Treasure Valley Rail-with-Trail depends upon the identification of a dedicated funding source for the regional transit project, or additional funding will need to be found for right-of-way acquisition if the pathway project were to move forward as a stand-alone project.

The I-84 crossing will not only be dependent upon the available funding, but implementation will also depend on the City's ability to fill in the missing gaps of the pathway system so that the bridge provides a connection between major destinations as well as two major segments of completed pathway. The pathway alignment map currently shows two proposed overcrossings of I-84 for exclusive non-motorized



use. The preferred alignment is the crossing directly west of Meridian Road, which connects the water park with residential areas to the north of the freeway and west of downtown. The landing areas on either side of the freeway are currently undeveloped, making it easier to locate the necessary length of ramp for an ADA-accessible overcrossing. The second option provides a continuation of Eight Mile Creek Pathway, but only provides indirect connections to both desirable destinations and residential areas as the water park crossing. This was the crossing location identified in the 2003 pathways plan, and was left on the map during this update process as a secondary crossing option.

## Pathway Description Sheets

Table 4-3 contains a brief description of each major pathway in the system. The pages that follow contain maps and detailed descriptions for each of the pathways in Meridian.

**Table 4-3. Major Pathways in Meridian**

Pathway	Description	Key Connections	Length (miles)
Five Mile Creek	Follows Five Mile Creek from the county boundary at Can Ada road southeast through Meridian. Potential regional connections to Nampa to the west and to Boise to the east.	Downtown Meridian, Tully Park, Linder Elementary, Chief Joseph Elementary, Sawtooth Middle School, Crossroads Middle School, various pathways	5.36
Ten Mile Creek	Follows Ten Mile Creek from the city's area of impact boundary southeast through Meridian. Potential regional connections to Nampa to the west and to Boise to the east.	Fuller Park, Chapparral Elementary, Peregrine Elementary, Bear Creek Park, various pathways	11.03
Meridian Loop	Follows various waterbodies in the south, notably the Ridenbaugh Canal, and meanders through residential areas in the north while creating a loop pathway around the entire city. Opportunities for regional connections to Eagle Island, Boise, and points west.	Heroes Park, Champion Park, River Valley Elementary, Crossroads Middle School, Meridian Academy, Mountain View High School, Kiwanis Park, Bear Creek Park, Seasons Park, various pathways	27.34
Ridenbaugh Canal	Follows the Ridenbaugh Canal, providing regional connection opportunities both west and east to Boise.	Bear Creek Park, Kiwanis Park, Mountain View High School, various pathways	10.77
Eight Mile Creek	Starts at the Treasure Valley RWT (railroad line) and follows Eight Mile Creek south to Tuscany Lakes development.	Downtown Meridian, Storey Park, various pathways	3.60
Bear Creek Connection	Creates a connection between Bear Creek Park, the Meridian Loop/Ridenbaugh Canal pathways, and the Ten Mile Creek Pathway	Bear Creek Park, Meridian Loop/Ridenbaugh Canal pathways, Ten Mile Creek Pathway	1.13
Pipeline	Follows the Northwest Natural gas pipeline right-of-way that passes through the southern portion of Meridian.	Undeveloped Meridian parks land @ McDermott/Cherry, future residential and commercial developments in South Meridian	7.12
Treasure Valley RWT	Follows the existing Union Pacific railroad line connecting Nampa with Boise. Excellent opportunities for regional connections.	Nampa, Boise, downtown Meridian, Fuller Park, Chapparral Elementary, Meridian High School, Storey Park, Meridian Academy, Lewis & Clark Middle School	6.86
Settlers Creek	Starts from Five Mile Creek Pathway and the South Slough Pathway heading south along the waterway (Jackson Drain, Flume Canal, Settlers Canal) until reaching the rail line.	Destiny Cove neighborhood park, downtown Meridian, Crossroads Middle School, various pathways	2.43

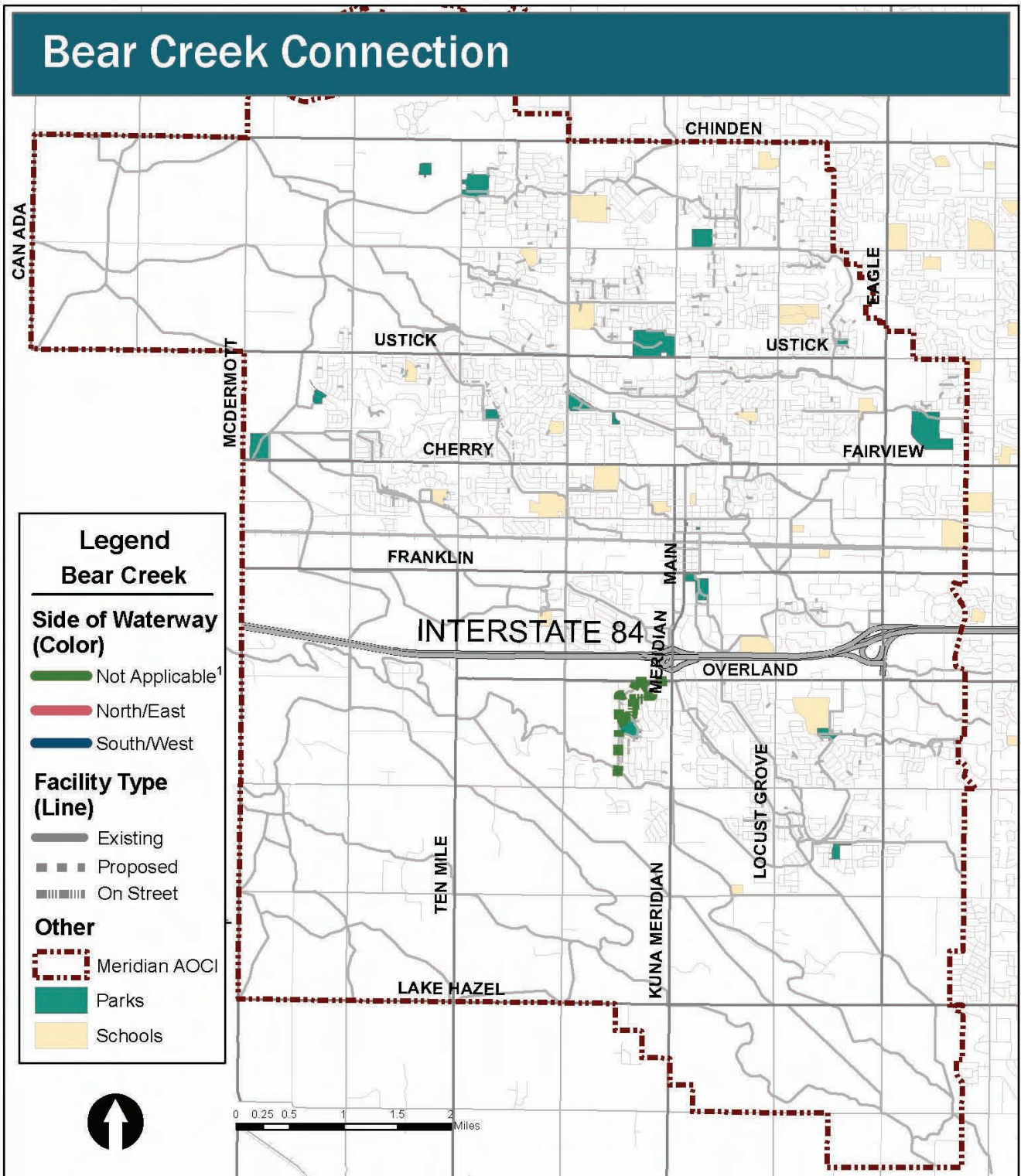




#### 4. Recommended Pathway Network

Pathway	Description	Key Connections	Length (miles)
Nine Mile Creek	Follows Nine Mile Creek south from the Five Mile Creek Pathway until reaching the railroad line.	Chateau Park, downtown Meridian, Meridian High School, various pathways	3.21
Calkins	Follows the Calkins Lateral southeast through Meridian.	Ridenbaugh Canal/Meridian Loop pathways, future residential and commercial developments in South Meridian	4.33
Rawson Canal	Follows the Rawson Canal southeast through Meridian. Opportunities for regional connections to Nampa to the west and Boise to the southeast.	Pipeline Pathway, future residential and commercial developments in South Meridian	8.23
Middle Tap	Starts at the county line and provides connections from Nampa and the currently undeveloped northwest portion of Meridian to the Meridian Loop	Meridian Loop, future residential and commercial developments in Northwest Meridian	2.75
Creason	Provides a connection between the Meridian Loop Pathway and Five Mile Creek Pathway along the Creason Lateral	Five Mile Creek Pathway, Meridian Loop, future residential and commercial developments in Northwest Meridian	1.22
Settlers Canal	Starts near the county line and provides connections from Nampa and the currently undeveloped northwest portion of Meridian to the Meridian Loop	Meridian Loop, future residential and commercial developments in Northwest Meridian	2.17
Farr	Begins at the Meridian Loop/Ridenbaugh Canal Pathway heading south to the Pipeline Pathway	Ridenbaugh Canal/Meridian Loop pathways, Pipeline Pathway, future residential and commercial developments in South Meridian, Mary McPherson Elementary	5.14
South Slough	Heads east from Linder Road, first along the Creason Lateral and then following the South Slough towards Boise and the city boundary.	Tully Park, Champion Park, River Valley Elementary	4.35
Phyllis Canal	A north-south pathway in the undeveloped northwest corner of Meridian. Opportunities for regional connections to Nampa and Eagle	Settlers Canal Pathway, Middle Tap Pathway, future Nampa pathways, future Eagle pathways	2.29
Eagle Island	A north-south pathway providing a direct connection to Eagle Island along Linder road	Meridian to Eagle Island	5.00
Nourse / Lemp	Starts at the Meridian Loop pathway heading east following the Nourse and Lemp canals until reaching Meridian Rd.	Meridian Loop, Sawtooth Middle School	3.36





<sup>1</sup>Pathway segments so designated are either (1) not located adjacent to any particular waterway, OR (2) in undeveloped areas, at which point a determination as to the side of the waterway on which the pathway traverses will be made by City staff at such time that adjacent/nearby parcels develop.

Note: "Side of Waterway" and "Facility Type" refer to the highlighted pathway only. Color denotes the side of the waterway on which the pathway traverses, and line type (solid, dashed, etc.) denotes the type of pathway (paved/separated or on street) or pathway status (existing or proposed).

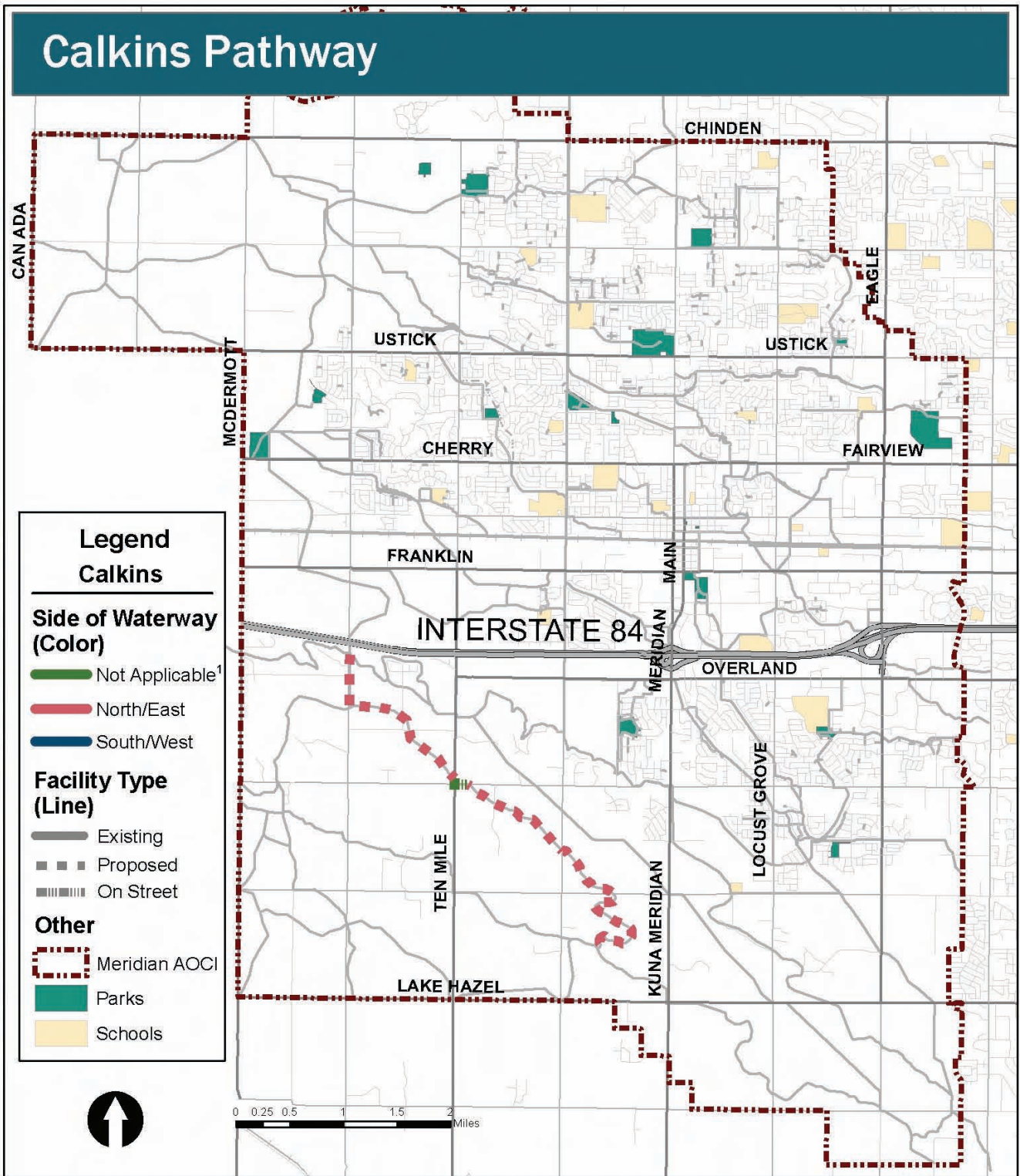
Please refer to the description in the table for exact pathway alignment.



Segment	From - To	Description	Crossings	Length (miles)	Status
<b>BEAR CREEK CONNECTION</b>					
A	Meridian Loop - Bear Creek Park	The Bear Creek Connection begins at the Meridian Loop and heads north along S Stoddard Rd to connect into Bear Creek Park and its internal pathway system.	No major crossings	0.50	Proposed
B	Bear Creek Park - Overland (Ten Mile Creek Pathway)	The pathway continues north out of Bear Creek Park with an interim on-street route shown and a long-term separated pathway shown. The pathway continues north along S Stoddard Rd and then heads northeast once past the existing residential development. The interim on-street route utilizes the micropaths within the Bear Creek neighborhood to direct pathway users north and through the residential development. Both routes eventually connect with Overland and tie into a potential overcrossing of I-84, as well as the Ten Mile Creek Pathway.	Overland	0.63	Proposed







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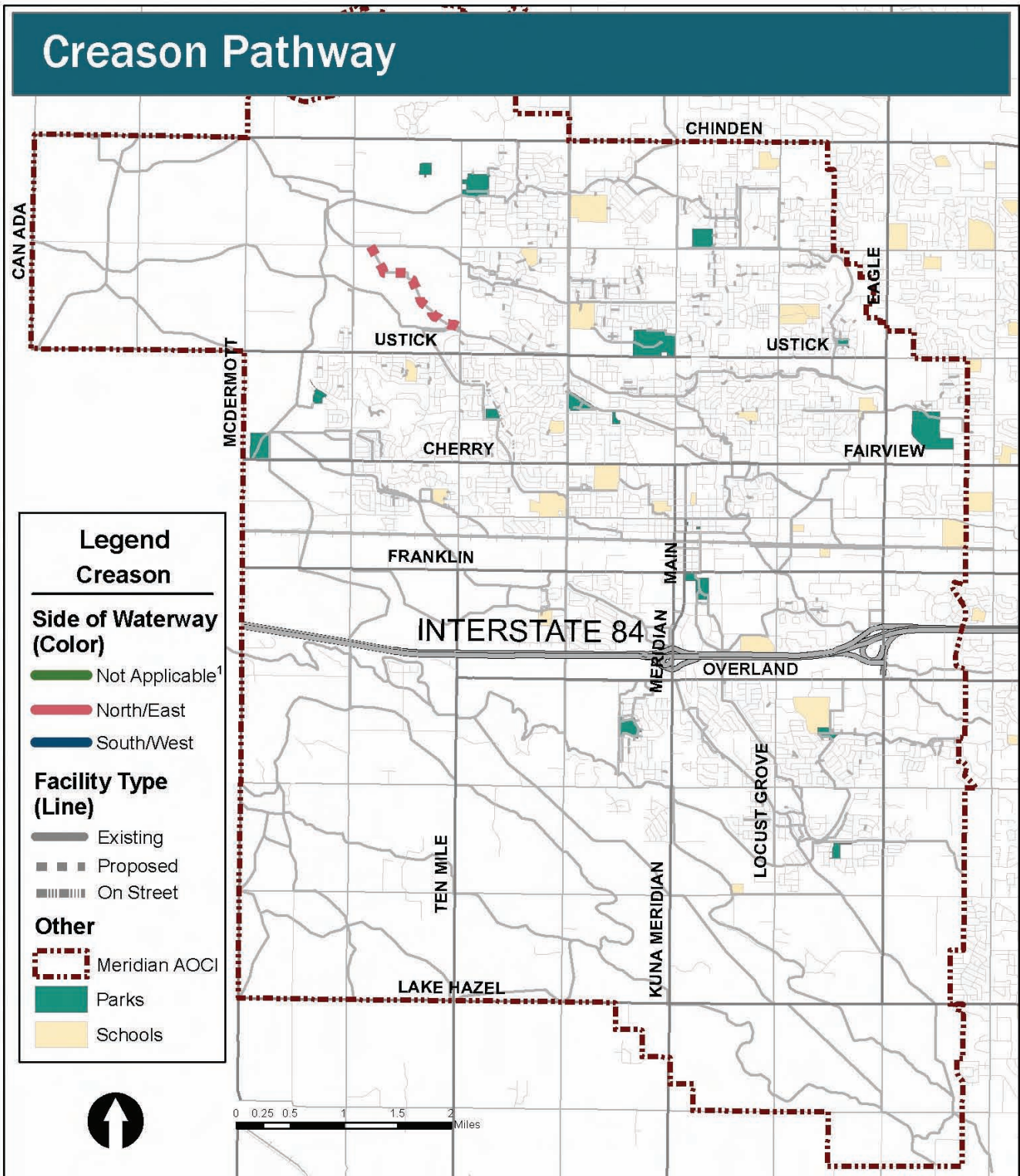
Please refer to the description in the table for exact pathway alignment.



4. Recommended Pathway Network

Segment	From - To	Description	Crossings	Length (miles)	Status
<b>CALKINS PATHWAY</b>					
A	Black Cat - Ten Mile	This pathway will be developer driven. It is located on the northern side of the canal.	Ten Mile	1.48	Proposed
B	Ten Mile - Linder	This pathway will be developer driven. It is located on the northern side of the canal.	Victory, Linder	1.14	Proposed
C	Linder - Rawson Canal Pathway	This pathway will be developer driven. It is located on the northern side of the canal.	Amity	1.71	Proposed





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Note: "Side of Waterway" and "Facility Type" refer to the highlighted pathway only. Color denotes the side of the waterway on which the pathway traverses, and line type (solid, dashed, etc.) denotes the type of pathway (paved/separated or on street) or pathway status (existing or proposed).

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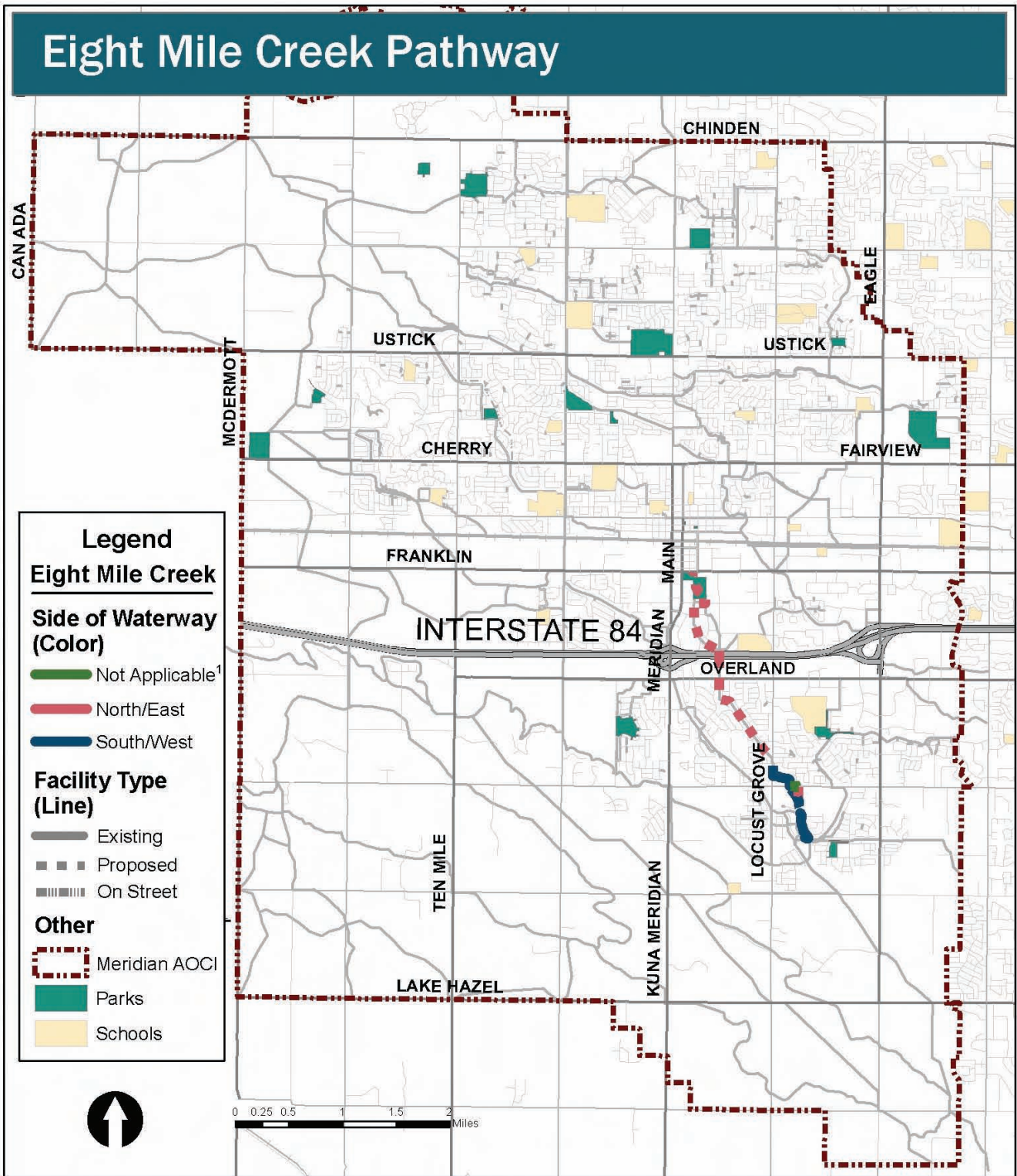




4. Recommended Pathway Network

Segment	From - To	Description	Crossings	Length (miles)	Status
<b>CREASON PATHWAY</b>					
A	Nourse Lateral, McMillan - Ten Mile	The pathway heads south along the Creason Lateral along the east side of the lateral until reaching Ten Mile Rd. Just before reaching Ten Mile, the pathway passes through an industrial area where the lateral may have to be undergrounded to provide a suitable location for the pathway. The crossing of Ten Mile is over 1200 feet from the nearest intersection (Ustick) and is recommended as a mid-block crossing.	Ten Mile	1.22	Proposed





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Note: "Side of Waterway" and "Facility Type" refer to the highlighted pathway only. Color denotes the side of the waterway on which the pathway traverses, and line type (solid, dashed, etc.) denotes the type of pathway (paved/separated or on street) or pathway status (existing or proposed).

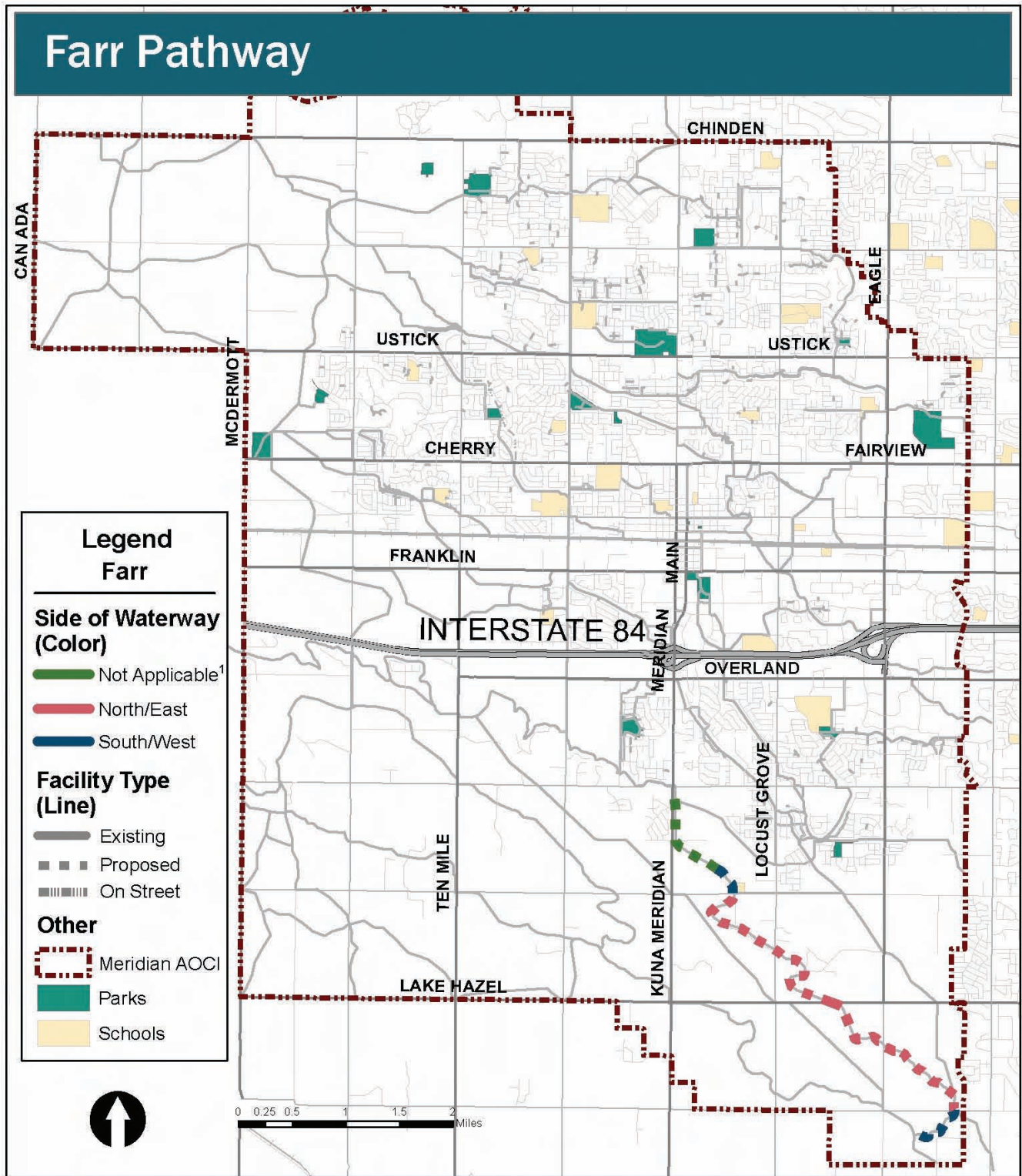
Please refer to the description in the table for exact pathway alignment.



Segment	From - To	Description	Crossings	Length (miles)	Status
<b>EIGHT MILE CREEK PATHWAY</b>					
A	Union Pacific Railroad - Franklin	The pathway is a signed on-street route through this older portion of downtown Meridian. The on-street route utilizes E Bower St and E 3rd Street as the primary routes. The pathway crosses Franklin at E 3rd St and crosses into Storey Park.	Franklin	0.55	Proposed
B	Franklin - I84	Once the pathway enters Storey Park it winds around by the ball fields and picnic area and heads south out through a narrow sliver of land that the City owns which fronts onto Watertower Lane. The pathway heads west on Watertower for a short segment before heading south again on the east side of the Eight Mile Lateral. Approximately the first 260 feet of the lateral is on a separate private parcel and will require an easement. The remainder of the lateral lies on land owned by the Central Valley Corporate Park Association and will require an easement. At I-84, the pathway would cross the highway on a separated bicycle/pedestrian bridge.	Watertower, I-84	1.02	Proposed
C	I84 - Overland	The separated bicycle/pedestrian bridge would land on either property owned by T-7 LLC or the Inland Coca-Cola Bottling Company, and would require an easement. The pathway is still on the east side of the lateral as it reaches Overland.	I-84, Overland	0.23	Proposed
D	Overland - Locust Grove	From Overland to Locust Grove, the pathway and lateral travel through several different neighborhoods, including Hunts Bluff, Meridian Greens, Sportsman Pointe, and Salmon Rapids. Only Sportsman Pointe and Salmon Rapids have HOA common areas that back onto the lateral, the other two neighborhoods have property lines that reach to the top (Meridian Greens) or far edge of bank (Hunts Bluff). To locate a pathway in this location will require numerous easements from the residents of Hunts Bluff. In addition, the Sportsman Pointe and Salmon Rapids common areas are on opposite sides of the lateral, a change that does not occur near a roadway to provide access to the opposite side of the lateral. Furthermore, residents of Salmon Rapids have encroached into the common area with fencing and other backyard items.	Locust Grove	0.95	Proposed
E	Locust Grove - Victory	The pathway crosses Locust Grove and heads south along the east side of the roadway until reaching an existing portion of pathway located on the southern side of the lateral in the Sageland neighborhood. This pathway connects into Victory.	Victory	0.22 / 0.13	Existing / Proposed
F	Victory - Meridian Loop	From Victory, the pathway continues to head south into Tuscan Lakes and Messina Hills along the western edge of the lateral until it reaches the Meridian Loop Pathway. A portion of the pathway already exists within Tuscan Lakes.	no major crossings	0.18 / 0.33	Existing / Proposed







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Note: "Side of Waterway" and "Facility Type" refer to the highlighted pathway only. Color denotes the side of the waterway on which the pathway traverses, and line type (solid, dashed, etc.) denotes the type of pathway (paved/separated or on street) or pathway status (existing or proposed).

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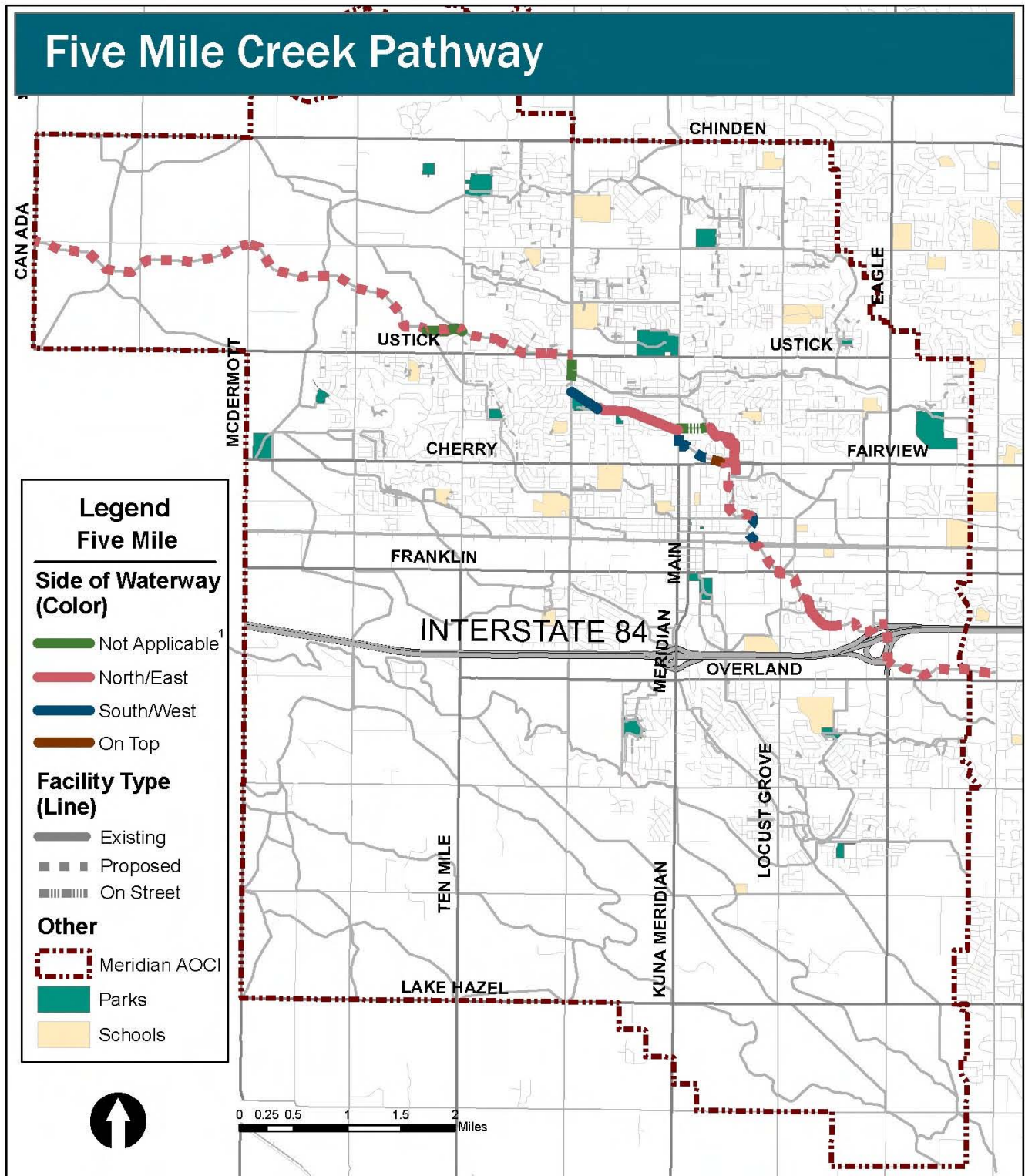


4. Recommended Pathway Network

Segment	From - To	Description	Crossings	Length (miles)	Status
<b>FARR PATHWAY</b>					
A	Ridenbaugh / Meridian Loop Pathway - Amity	From the Ridenbaugh, this pathway will run along the east side of Meridian Road past Rumpel. It will then stray from Meridian Road on the south side of the creek toward Mary McPherson Elementary School. This pathway will be developer driven.	Amity	1.12	Proposed
B	Amity - Lake Hazel	At Amity the pathway crosses to the other side of the creek (the creek snakes, so immediately south of Amity the pathway proceeds on the east/south side of the waterway). It remains on the same side of the creek until Columbia. This pathway will be developer driven. It is located on the northern side of the lateral.	Locust Grove, Lake Hazel	2.04	Proposed
C	Lake Hazel - Columbia	This pathway will be developer driven. It is located on the north/east side of the lateral.	Eagle, Columbia	1.64	Proposed
D	Columbia - Pipeline Pathway	The pathway crosses the creek at Columbia (the creek snakes, so immediately south of Columbia it is on the west/north side of the waterway). This pathway will be developer driven.		0.34	Proposed







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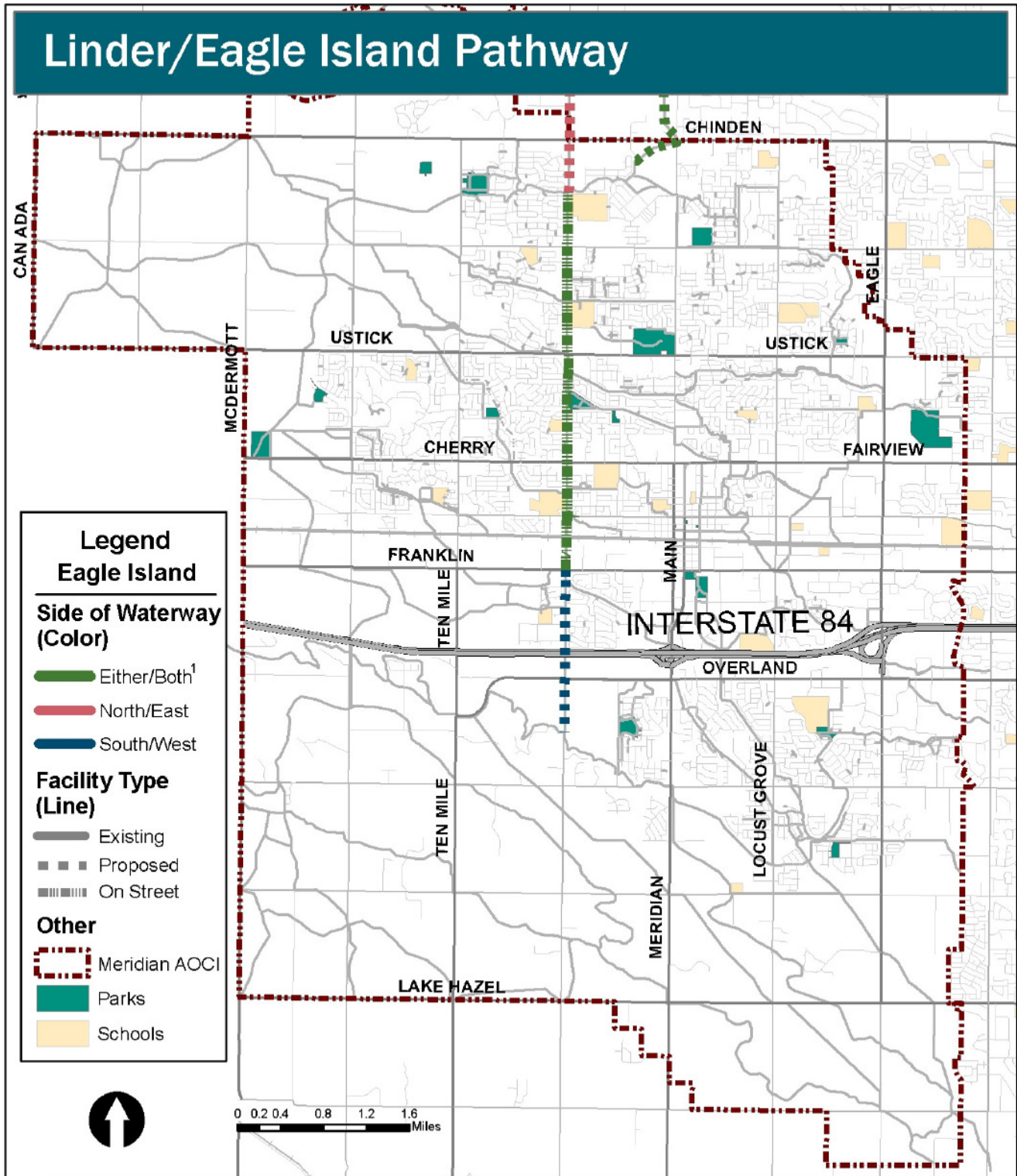
Note: "Side of Waterway" and "Facility Type" refer to the highlighted pathway only. Color denotes the side of the waterway on which the pathway traverses, and line type (solid, dashed, etc.) denotes the type of pathway (paved/separated or on street) or pathway status (existing or proposed).

Please refer to the description in the table for exact pathway alignment.



Segment	From - To	Description	Crossings	Length (miles)	Status
<b>FIVE MILE CREEK PATHWAY</b>					
A	CanAda - Star Rd	This pathway will be developer driven. It is located on the northern side of the canal.	Phyllis Canal, Settlers Canal, Star	1.11	Proposed
B	Star Rd - McDermott Rd	This pathway will be developer driven. It is located on the northern side of the canal.	McFadden Drain, McDermott	1.04	Proposed
C	McDermott Rd - Black Cat Rd	This pathway will be developer driven. It is located on the northern side of the canal.	Black Cat	1.02	Proposed
D	Black Cat - Ten Mile	This pathway will be developer driven. It is located on the northern side of the canal.	Ten Mile	1.16	Proposed
E	Ten Mile - Linder	This portion of the pathway will primarily be the responsibility of the city, as development has already occurred. The pathway will be on the northern side of the canal, utilizing public and federal owned lands.	Linder @ Ustick	1.06	Proposed
F	Linder - Meridian	The majority of this portion of the pathway is completed. The only missing segment is a connection from the Bud Porter Pathway @ Linder to the intersection of Linder and Ustick. This missing segment would travel south down Linder on the east side of the roadway.	Meridian	1.08 / 0.34	Existing / Proposed
G	Meridian - Fairview	There are short- and long-term options for this pathway segment.			
		<p>Short-term: This option utilizes a short on-street route to connect pathway users with the existing pathway in Destiny Cove. This pathway continues south through the Fairview Lakes business park and emerges at Fairview at the signal at Lake Ave.</p> <p>Long-term: This option heads south along the east side of Meridian to Carmel Drive. At Carmel, the pathway heads southeast along the south side of the creek and passes behind the businesses. The pathway will have to go on top of the creek approximately 1500 feet from Carmel Drive. This can be accomplished by undergrounding the creek or putting a boardwalk into the creek corridor and elevating the pathway in that manner.</p>	Fairview	0.79	Existing
G	Meridian - Fairview		Fairview	0.57	Proposed
H	Fairview - Locust Grove	From Fairview the pathway heads south opposite Lakes Ave adjacent to the auto lot. At the rear of the parcel the pathway jogs west and then south to pick up Five Mile Creek once again and parallel the creek on the east side through the Sterling Creek homeowners association common area. This portion of the pathway will require an easement from Sterling Creek HOA. The pathway continues south through the Danbury Fair HOA common area, where an easement will also be required. After crossing Pine, the pathway is on the west side of the creek heading south towards the railroad line. After crossing the railroad line, the pathway reverts again to the east side of the creek and intersects Locust Grove @ Franklin.	Pine, Railroad tracks, Locust Grove @ Franklin	1.42	Proposed
I	Locust Grove - Eagle	Portions of this pathway will be developer driven; other portions will require negotiations with the HOAs. The pathway continues south along the north side of the creek. There is an existing soft surface graded portion of the pathway through the Windbridge neighborhood. After leaving the Windbridge neighborhood, the pathway continues to follow the creek until reaching Freeway Drive, which it follows to Eagle to cross I-84. Connections can also be made to the St. Lukes Medical Center at this point.	Eagle	1.42	Proposed
J	Eagle - Cloverdale	Just south of the Eagle Interchange, the pathway heads east on the north side of the creek. It continues east until intersecting with Cloverdale in between the Five Mile Creek and the Ridenbaugh Canal. This portion of the pathway will be developer driven.	I-84		Proposed





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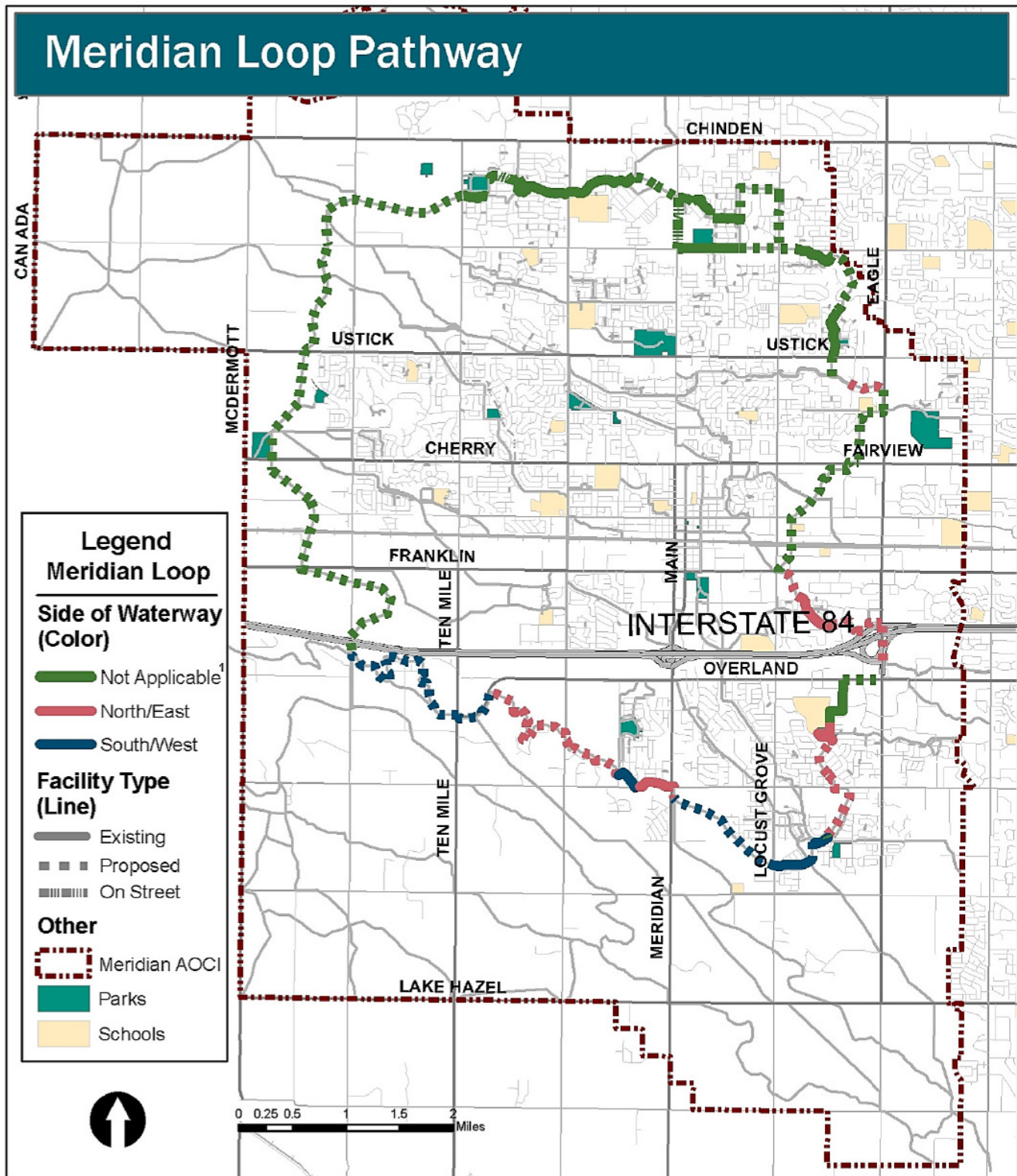


Segment	From - To	Description	Crossings	Length (miles)	Status
<b>LINDER ROAD / EAGLE ISLAND CONNECTOR PATHWAY</b>					
A	Eagle Island Connector Pathway, I-84 - Eagle Island	<p>Providing a connection to Eagle Island and the Greenbelt is vitally important for bicyclists of all skill levels. The recommended connection is a combination on-street facility and separated pathway along Linder from south of I-84 to the Eagle Island entrance off Linder. The pathway will begin on the west side of Linder south of I-84, continue with a physically separated connection over the interstate<sup>9</sup> and proceed north to Franklin. From Franklin, a striped, on-street bike lane will extend north to Chateau on both sides of the roadway. North of Chateau to Eagle Island a separated pathway will proceed along the east side of the roadway. Pending roadway design, the bike lane will likely continue in addition to the separated pathway north of Chateau.</p> <p>A short-term solution is an on-street route with marked bike lanes or shoulders.</p>	Ustick, McMillan, Chinden	~ 6.00	Proposed
B	Eagle Island Connector Pathway, Meridian/Chinden to Eagle Island	<p>An additional connection for pathway users will start near the intersection of Meridian Road and Chinden and proceed northeast to the Park. This connection will be developer driven and must be coordinated with the City of Eagle as it is primarily located within their Area of City Impace.</p>	Ustick, McMillan, Chinden	~ 1.50	Proposed

<sup>9</sup> The Meridian Comprehensive Plan states that “the City of Meridian supports the construction of an overpass at the intersection of Linder Road and Interstate 84. When constructed, this overpass should include an on-street pathway route along the west side of the roadway as it is mostly undeveloped and allows an opportunity for continuation of the on-street route north and south of the interstate through future development. The on-street route should be separated from vehicle travel lanes with a jersey barrier or other appropriate means to substitute for the typical 6-8 foot planting buffer.”







<sup>1</sup>Pathway segments so designated are either (1) not located adjacent to any particular waterway, OR (2) in undeveloped areas. The location of pathways in undeveloped areas relative to waterways (northeast, southwest, etc.) will be determined by City staff when adjacent/nearby parcels develop.

Note: "Side of Waterway" and "Facility Type" refer to the highlighted pathway only. Color denotes the side of the waterway on which the pathway traverses, and line type (solid, dashed, etc.) denotes the type of pathway (paved/separated or on street) or pathway status (existing or proposed).

Please refer to the description in the table for exact pathway alignment.

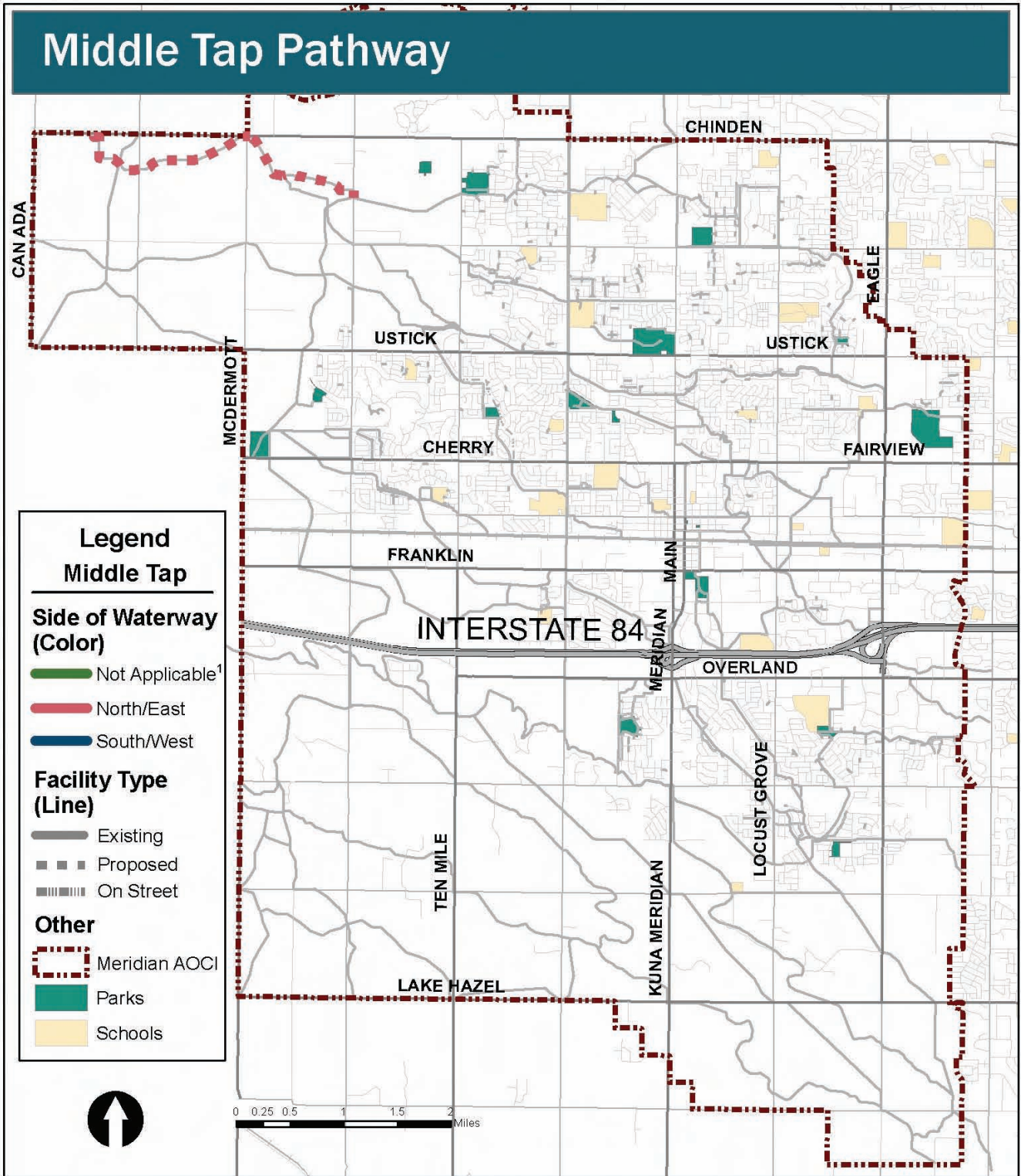




4. Recommended Pathway Network

Segment	From - To	Description	Crossings	Length (miles)	Status
<b>MERIDIAN LOOP PATHWAY</b>					
A	Locust Grove - Meridian	This pathway segment will be developer driven. Portions of the Loop have been built through Saguro Canyon and Ventana. Median breaks and ramps are needed to facilitate movements on the existing pathway across Red Horse Way.	Meridian	0.26 / 1.03	Existing / Proposed
B	Meridian - Linder	This pathway segment will be developer driven. Portions of the Loop have been built through Paramount.	Linder	0.83 / 0.44	Existing / Proposed
C	Linder - Ten Mile	This pathway segment is completed. There is a short on-street segment connecting from Lochsa Falls to Heroes Park.	Ten Mile	1.18	Existing
D	Ten Mile - Black Cat	This pathway segment will be developer driven.	Black Cat	1.04	Proposed
E	Black Cat - McMillan	This pathway segment will be developer driven.	McMillan	0.58	Proposed
F	McMillan - Ustick	This pathway segment will be developer driven.	Five Mile Creek, Ustick	1.08	Proposed
G	Ustick - Cherry	This pathway segment will be developer driven.	Safford Sublateral, Ten Mile Creek, Cherry	1.30	Proposed
H	Cherry - Franklin	This pathway segment will be developer driven.	Kennedy Lateral, Railroad tracks	1.20	Proposed
I	Franklin - Ridenbaugh Canal	This pathway segment will be developer driven. The city and ACHD will be involved in any improved crossings of I-84.	Black Cat, I-84	1.86	Proposed
K	Black Cat - Ten Mile	This pathway segment will be developer driven. The pathway is located along the northern edge of the canal.	Ten Mile	2.01	Proposed
L	Ten Mile - Linder	This pathway segment will be developer driven. The pathway is located along the northern edge of the canal.	Linder	1.89	Proposed
M	Linder - Meridian	This pathway segment will be developer driven. The pathway is located along the northern edge of the canal. A portion of the pathway in the Bear Creek neighborhood exists.	Meridian	0.48 / 0.74	Existing / Proposed
N	Meridian - Locust Grove	This pathway segment will be developer driven. The pathway is located along the northern edge of the canal.	Locust Grove	1.19	Proposed
O	Locust Grove - Eagle at Overland	The proposed pathway crosses Locust Grove at Wrightwood and connects to an existing pathway in Bellingham Park. An approved phase of Bellingham Park will extend the existing pathway north to the Ridenbaugh, where it will connect to an existing segment in Messina Meadows. The pathway crosses the Ridenbaugh at Tybalt and continues north on the west side of the canal. The pathway strays from the canal at Gordon Harris Park and connects to Overland through Gramercy Subdivision.	Victory, Eagle	0.96 / 1.91	Existing / Proposed
P	Overland - Franklin	This pathway segment will be primarily developer driven. The city and ACHD will be involved in any improved crossings of I-84. After crossing I-84, the pathway follows Five Mile Creek on the north side of the creek. There is an existing soft surface graded portion of the pathway through the Windbridge neighborhood.	I-84, Franklin	1.96	Proposed
Q	Franklin - Fairview	This pathway segment will be primarily developer driven. The pathway continues to follow Five Mile Creek north to the intersection of Franklin and Locust Grove. North of Franklin, the pathway proceeds northeast to connect with Nola and cross the railroad track. From the intersection of Nola and Pine, the pathway continues northeast to the signal at Hickory Way and Fairview	Railroad tracks	1.64	Proposed
R	Fairview - Ustick	This pathway segment will be developer driven. After passing River Valley Elementary, the pathway follows the South Slough pathway west before heading north to intersect Ustick at Troxel.	Ustick	1.64	Proposed
S	Ustick - McMillan at Locust Grove	This pathway segment will be developer driven. Portions of the Loop have been built through Champion Park and Settlement Bridge.	McMillan, Locust Grove	1.42 / 0.70	Existing / Proposed





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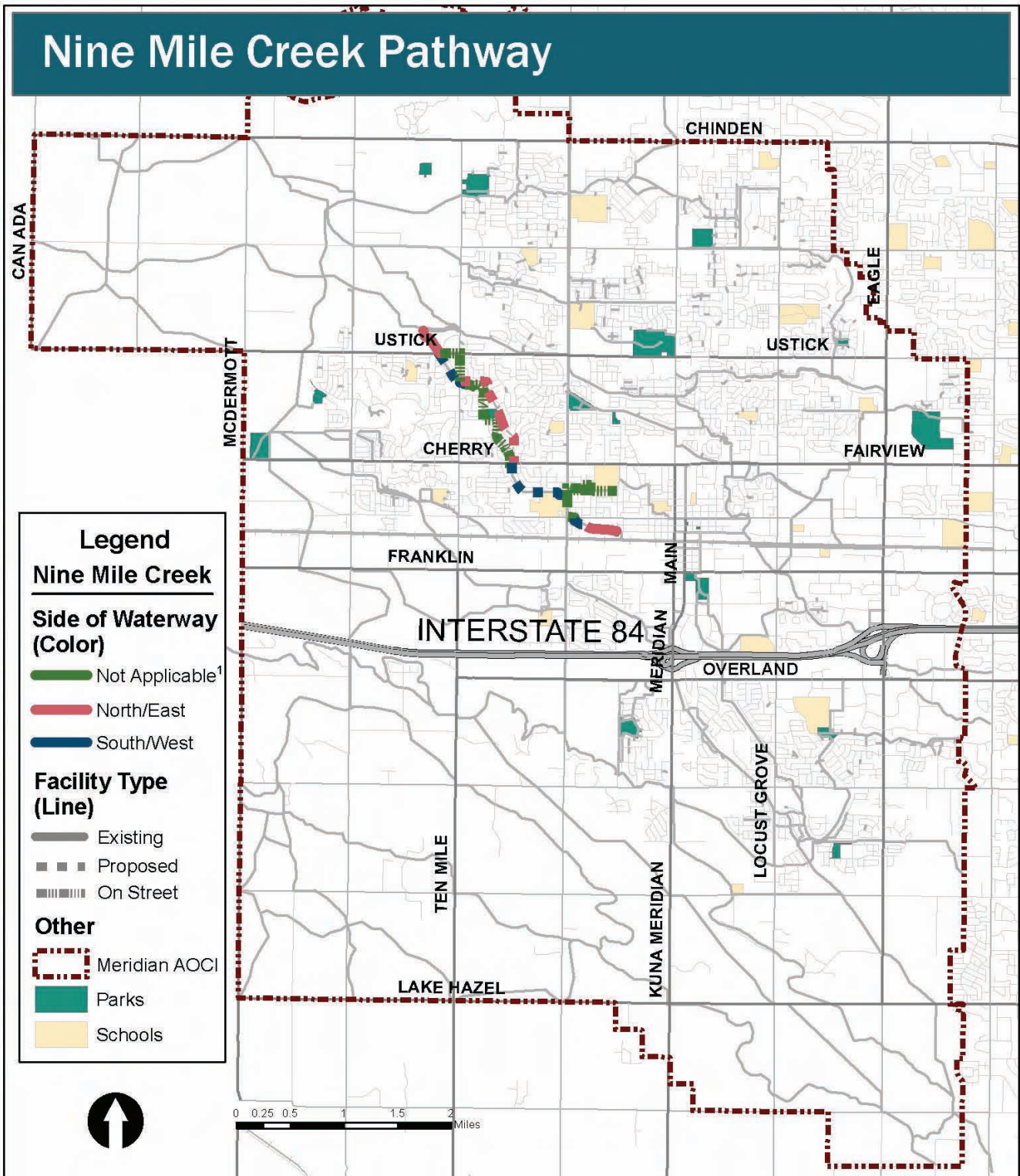


4. Recommended Pathway Network

Segment	From - To	Description	Crossings	Length (miles)	Status
<b>MIDDLE TAP PATHWAY</b>					
A	Chinden - Star	The pathway starts about halfway between Can Ada and Star and heads south along the north side of the water feature. The pathway crosses the Phyllis Canal and begins heading east, still along the northern side of the sublateral until it reaches Star. The crossing of Star is over 3/10 of a mile from the nearest intersection, so a mid-block crossing is recommended.	Phyllis Canal, Star	0.75	Proposed
B	Star Rd - McDermott Rd	The pathway stays along the northern edge of the Middle Tap sublateral as it heads east to McDermott.	McDermott	1.02	Proposed
C	McDermott Rd - Meridian Loop	From McDermott the pathway stays on the northern edge of the sublateral as the pathway heads east and south to intersect with the Meridian Loop Pathway.	East Tap Sublateral	0.98	Proposed







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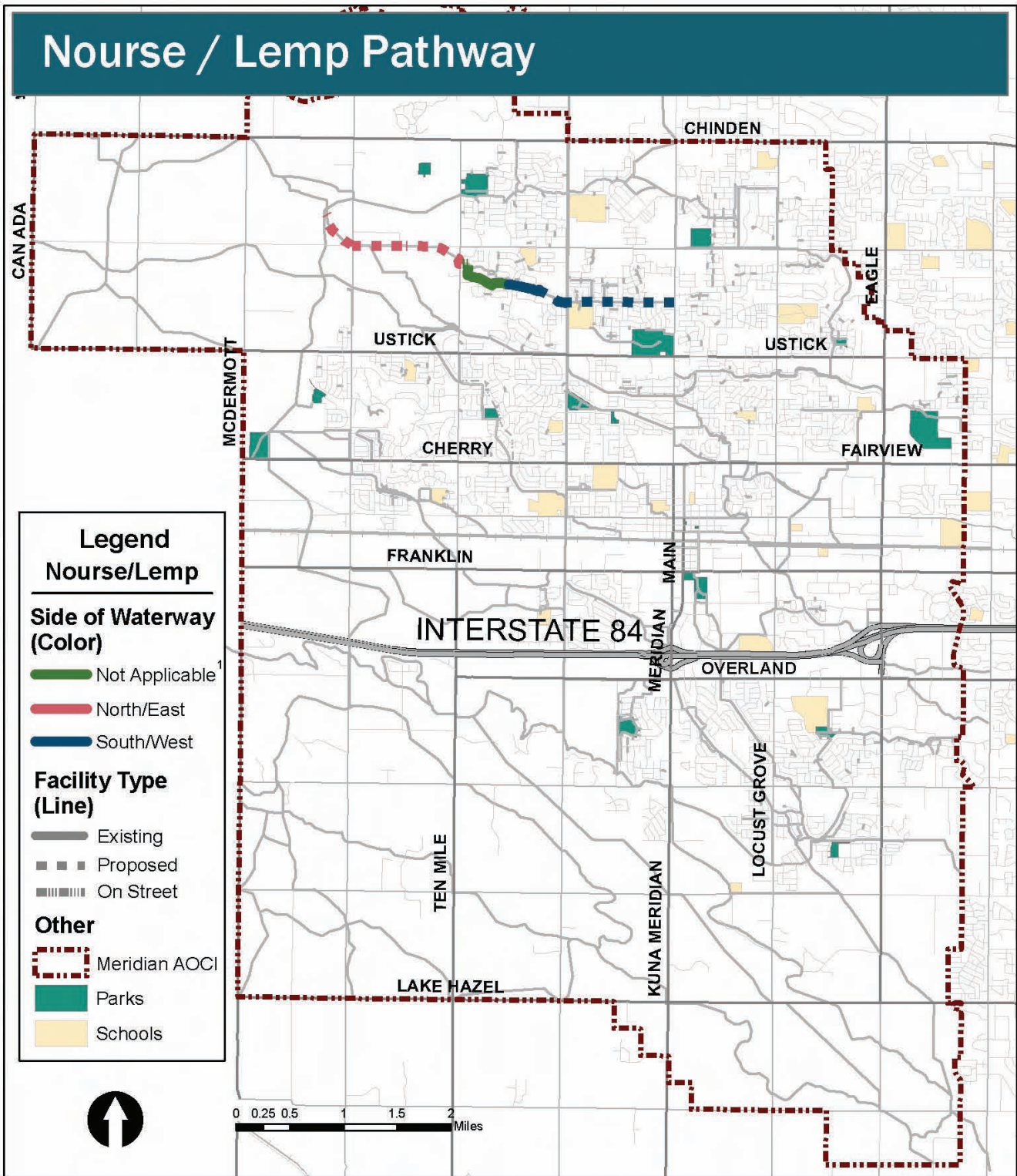
Please refer to the description in the table for exact pathway alignment.





Segment	From - To	Description	Crossings	Length (miles)	Status
<b>NINE MILE CREEK PATHWAY</b>					
A	Five Mile Creek Pathway - Ustick Rd	The Nine Mile Pathway begins at the Five Mile Creek Pathway and heads south paralleling Nine Mile Creek on the northeast side of the creek. The pathway crosses the creek at Ustick.	Five Mile Creek, Ustick	0.29	Proposed
B	Ustick - Ten Mile	From Ustick to Ten Mile the pathway switches over to the southern edge of the creek as it passes through the Englewood Creek neighborhood. An easement will be required from the Englewood Creek neighborhood association.  Alt. route: If necessary to make an interim connection, the pathway can proceed east on the north side of Ustick, cross over to the east side of Ten Mile, and proceed south to the existing micro path near Mirage.	Ten Mile	0.33	Proposed
C	Ten Mile - Cherry	From Ten Mile to Cherry there are two pathway options. A long-term vision and an on-street route. The on-street route is identified in acknowledgement of the impacts a creekside pathway will have on adjacent land owners and current land uses. The long-term pathway is intended for construction upon redevelopment of adjacent properties.  Long-Term Pathway route: The long-term route continues to follow the creek. For about 1300 feet the creek will have to be undergrounded due to constrained space with the pathway located on top of the creek. Once the pathway reaches the Fieldstone Meadows open space it heads south along the creek on the eastern side. The major constraint to this pathway alignment is that almost all of the land next to the creek is individually owned by the landowners, requiring numerous easement negotiations for any pathway location.	Chateau, Leann Way, Cherry	1.08	Proposed
		On-street route: This route utilizes an existing micro path into Parkwood Meadows and then follows Mirage Ct to Fieldstream Dr to Morello Ave, where it heads south to another micro path in Tuthill Estates into Kentfield Manor where it eventually intersects with Chateau Ave. The route follows Chateau Ave east for a short while before heading south again on Todd Way, where it intersects with Cherry ~ 160 feet west of the creek.	Chateau, Cherry	1.17	Existing
D	Cherry - Treasure Valley RWT	The pathway crosses to the west/south side of the creek at Cherry. The pathway follows the creek south and east along the southern edge of the creek to Linder Rd. At Linder, a spur trail continues east to connect with Meridian Middle School. These properties are privately held, so numerous easements are necessary. An on-street route is also shown. The main pathway crosses Linder and heads south along the west side of the creek until reaching Pine Ave. The pathway heads east along Pine until just before N 14th Ave, where it crosses Pine and the creek to head east along the southern edge of the creek. At the driveway to the SunBridge Health facility, the pathway switches over to the north side of the creek as it continues to head east. There is a short segment of existing pathway that exits onto Broadway, where the pathway heads east for a short bit and then south through US Bureau of Reclamation land to the railroad right-of-way.	Linder	0.17 / 1.34	Existing / Proposed





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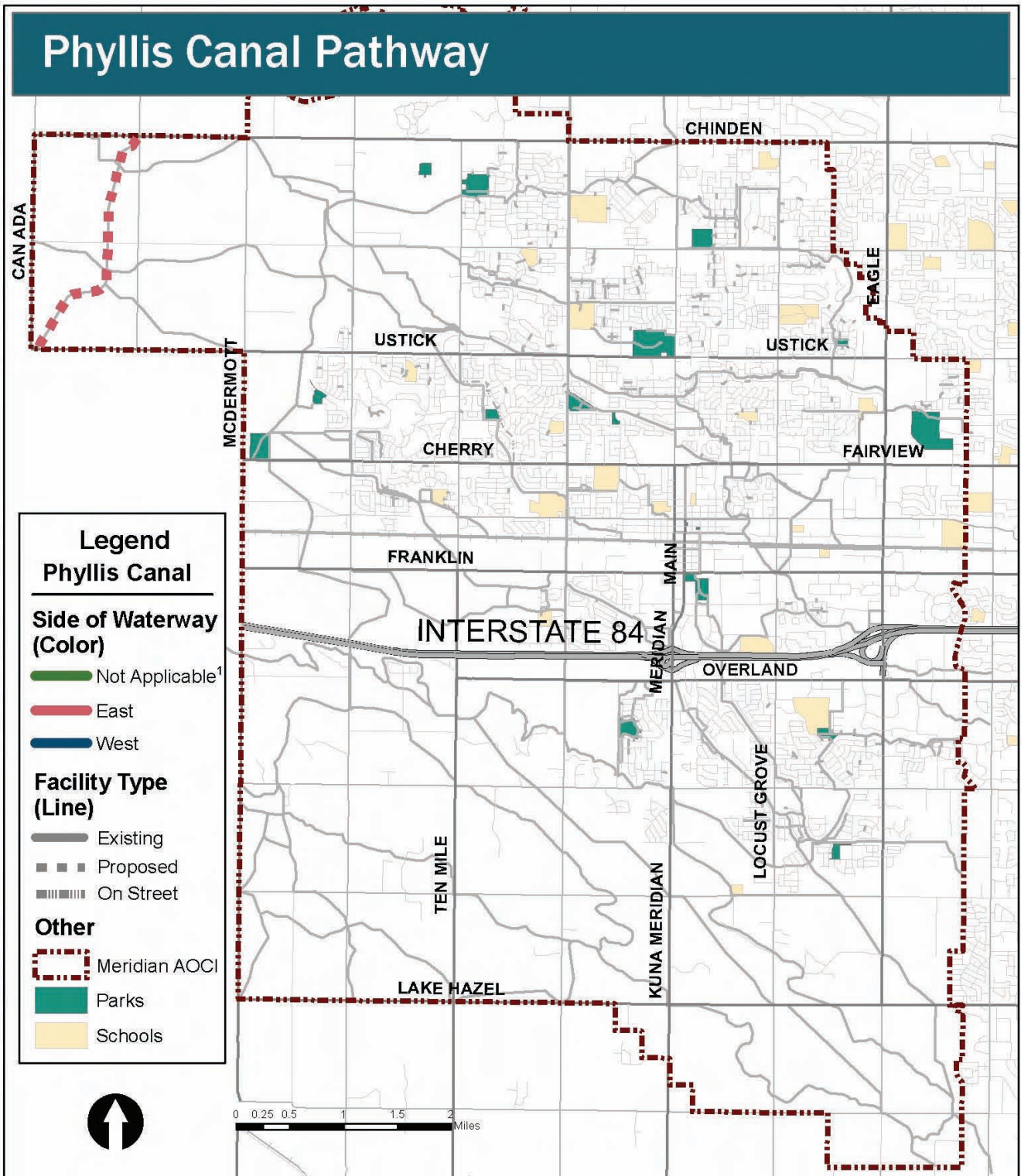


4. Recommended Pathway Network

Segment	From - To	Description	Crossings	Length (miles)	Status
<b>NOURSE/LEMP PATHWAY</b>					
A	Meridian Loop - McMillan	The pathway begins at the Meridian Loop and follows the water feature south and east from the Loop Pathway along the north edge of the waterway until it reaches the intersection of McMillan and Black Cat, where it will cross at the intersection.	McMillan @ Black Cat	0.39	Proposed
B	Creason Lateral - Ten Mile Rd	After crossing at the intersection, the pathway parallels McMillan on the north side of the Lemp Canal for most of the length of this segment before heading slightly south to follow the Nourse Lateral to Ten Mile Rd.	Lemp Canal, Ten Mile	0.85	Proposed
C	Ten Mile Rd - Linder Rd	The pathway is an asphalt maintenance/access road through Bridgetower Subdivision. The pathway then picks up the lateral once again after leaving Bridgetower and follows the lateral along the southern edge until reaching Linder, where it crosses the road at mid-block.	Linder, several residential streets within Bridgetower	0.59 / 0.53	Existing / Proposed
D	Linder Rd. -Meridian Rd.	The pathway crosses Linder Rd at Sawtooth Middle School and continues east along the southern edge of the lateral until reaching Meridian Rd.	Meridian, Coleman Lateral	1.00	Proposed







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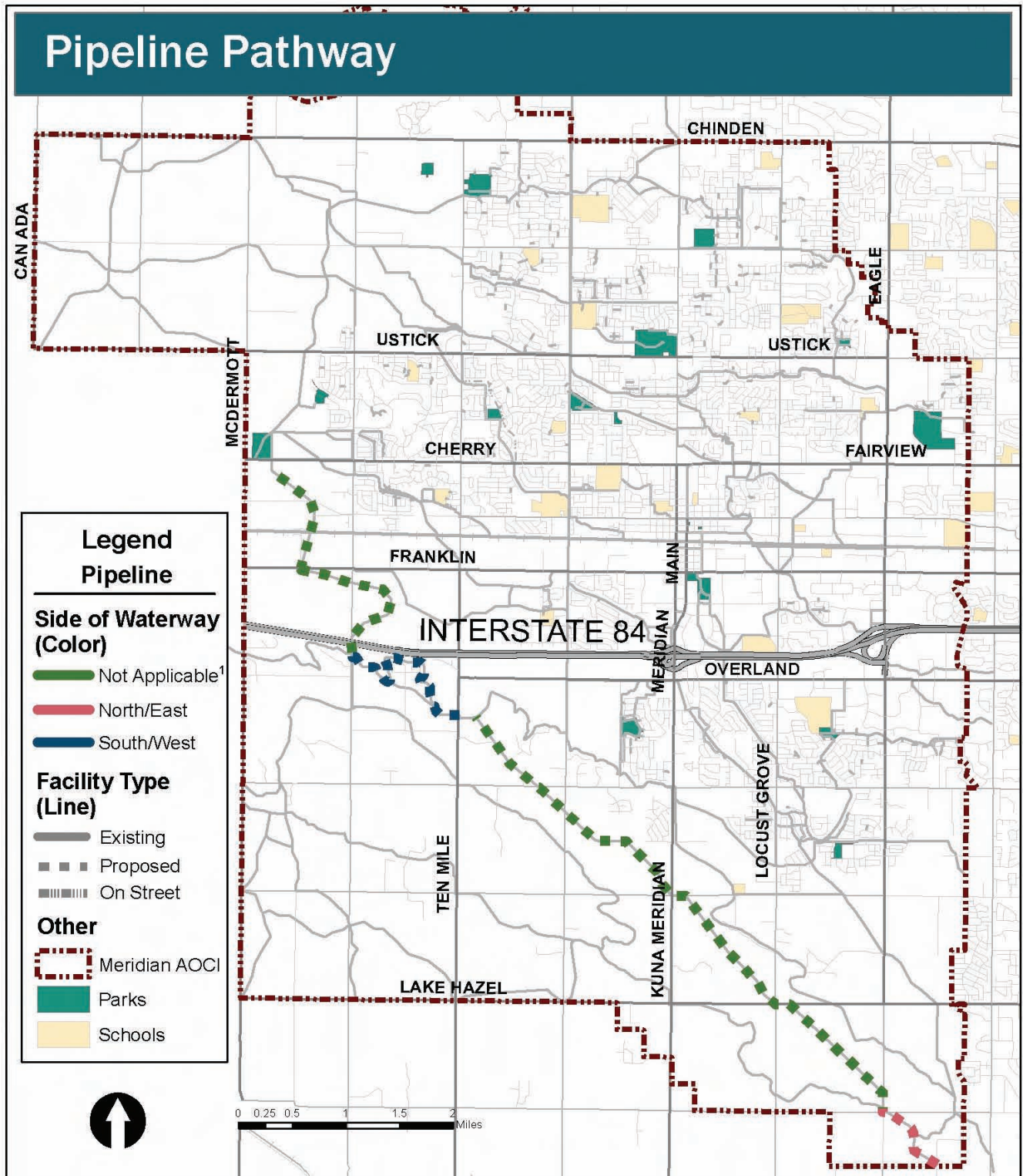
Please refer to the description in the table for exact pathway alignment.





Segment	From - To	Description	Crossings	Length (miles)	Status
<b>PHYLLIS CANAL PATHWAY</b>					
A	Chinden - McMillan	The pathway heads south from Chinden along the east side of the Phyllis Canal. The pathway crosses the Middle Tap Sublateral and its pathway before reaching McMillan. The crossing of McMillan is a mid-block crossing, as the pathway is 3/10 of a mile from the intersection of McMillan & Star.	Middle Tap Sublateral, McMillan	1.00	Proposed
B	McMillan - Ustick	After crossing McMillan, the pathway continues along the east side of the canal, where it intersects with the Five Mile Creek Pathway as well as the Settlers Canal Pathway. This area will probably require additional attention from the city and the Nampa Meridian Irrigation District. The pathway continues south from this point until reaching Ustick. The crossing of Ustick is over 400 feet from the intersection with CanAda; however, the pathway could likely be routed to the intersection depending on its future route south.	Five Mile Creek	1.29	Proposed





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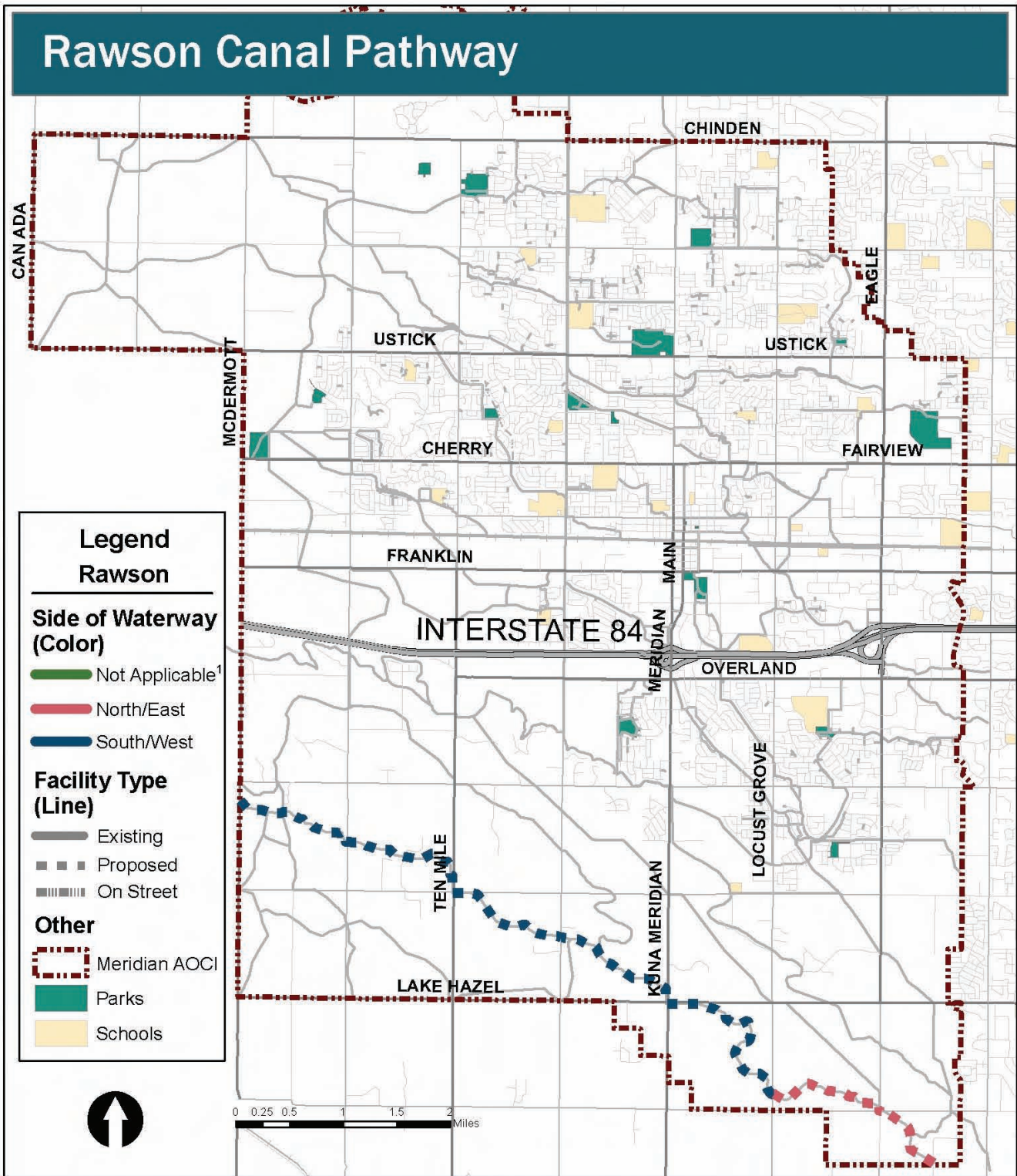
Please refer to the description in the table for exact pathway alignment.



Segment	From - To	Description	Crossings	Length (miles)	Status
<b>PIPELINE PATHWAY</b>					
ALL	McDermott & Cherry - Hubbard & Cloverdale	The pipeline is a natural gas pipeline that belongs to Northwest Natural and travels roughly NNW - SSE through the southern portion of Meridian. The pipeline has its own right-of-way that is 60'-80' wide. There are a limited number of options for building on or near an underground pipeline, but a pathway is an accepted type of facility to occupy the space above the pipeline. This would require easement/use negotiations with NW Natural. The majority of the alignment is farmland, and trail use would impact this use of the land. Landscaping options may be limited to prevent root intrusion into the pipeline. The proposed pathway utilizes portions of the pipeline right-of-way while also connecting with the Meridian Loop Pathway in certain locations.	Cherry, Victory, Linder, Meridian, Amity, Locust Grove, Lake Hazel, Eagle	7.12	Proposed







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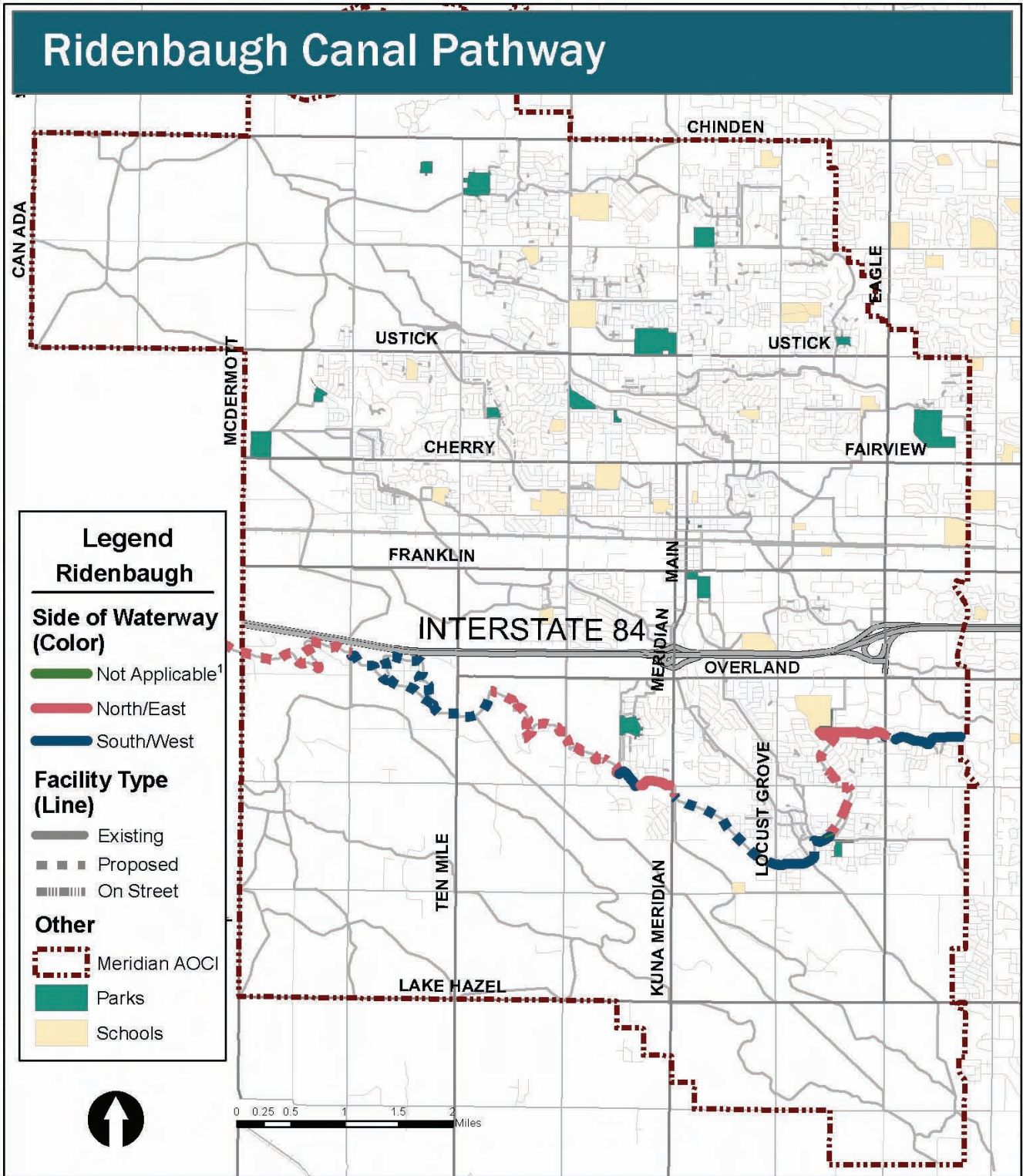




4. Recommended Pathway Network

Segment	From - To	Description	Crossings	Length (miles)	Status
<b>RAWSON CANAL PATHWAY</b>					
A	McDermott Rd - Black Cat Rd	This pathway will be developer driven. It is located on the southern side of the canal.	Black Cat	0.98	Proposed
B	Black Cat - Ten Mile	This pathway will be developer driven. It is located on the southern side of the canal.	Ten Mile	1.04	Proposed
C	Ten Mile - Linder	This pathway will be developer driven. It is located on the southern side of the canal.	Amity, Linder	1.24	Proposed
D	Linder - Meridian	This pathway will be developer driven. It is located on the southern side of the canal.	Meridian	1.06	Proposed
E	Meridian - Locust Grove	This pathway will be developer driven. It is located on the southern side of the canal.	Lake Hazel, Locust Grove	1.58	Proposed
F	Locust Grove - Eagle	This pathway will be developer driven. It is located on the northern side of the canal.	Eagle	1.03	Proposed
G	Eagle - Cloverdale	This pathway will be developer driven. It is located on the northern side of the canal.	Columbia	1.30	Proposed





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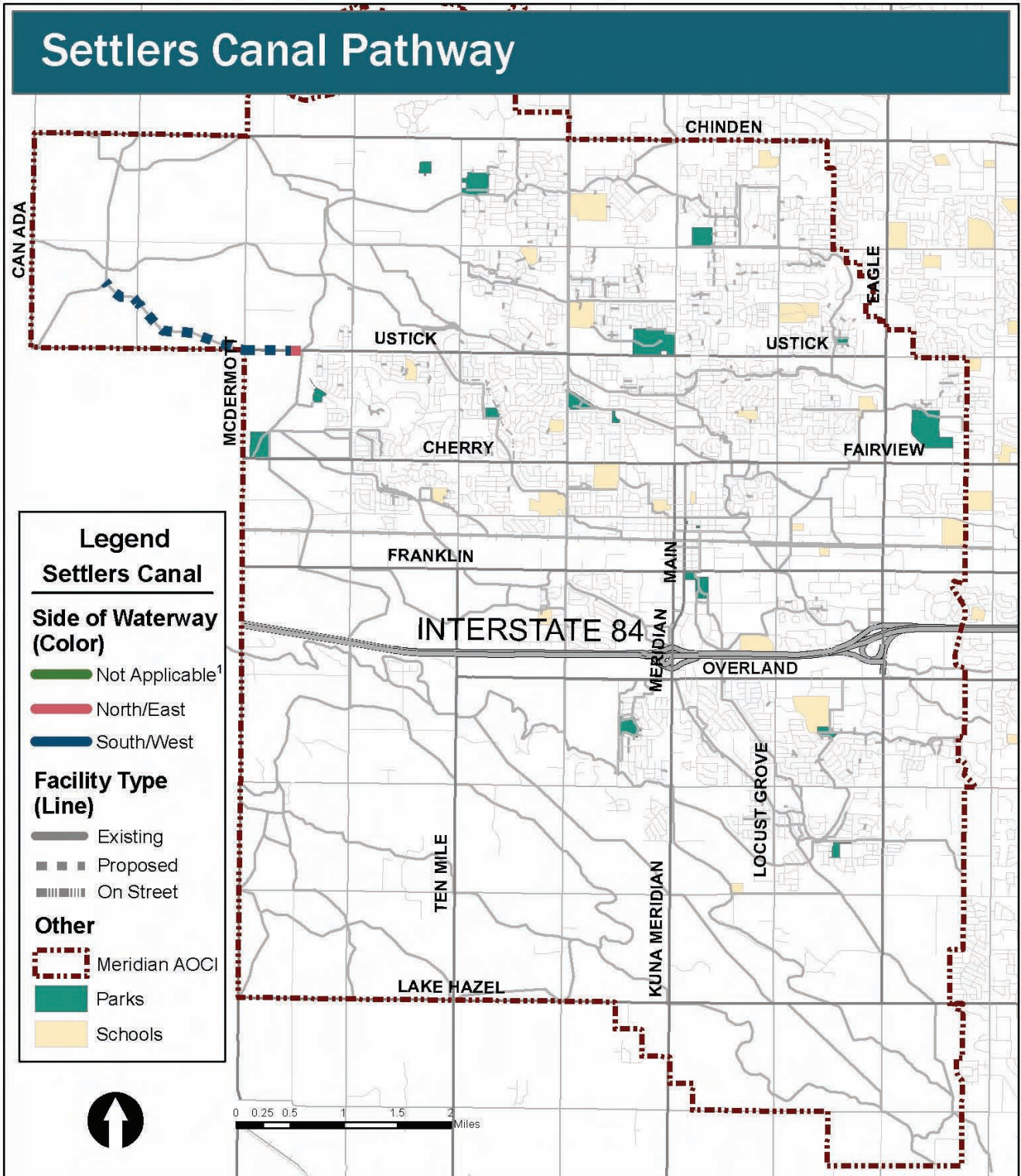
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Segment	From - To	Description	Crossings	Length (miles)	Status
<b>RIDENBAUGH CANAL PATHWAY</b>					
A	McDermott Rd - Black Cat Rd	This pathway segment will be developer driven. The pathway is located along the northern edge of the canal.	Black Cat Rd	1.48	Proposed
B	Black Cat - Ten Mile	This pathway segment will be developer driven. The crosses to the southern edge of the canal at Black Cat. Approximately 2000' east of Black Cat there is a short and long-term alignment: Short-term: The pathway splits from the canal just south of Acre View Estates and heads southeast toward the canal's southernmost point west of Ten Mile. Long-term: The pathway continues on the south side of the canal to connect with the short-term route at the canal's southernmost point west of Ten Mile. The pathway then continues southeast to cross Ten Mile at the rerouted Overland intersection.	Ten Mile	2.01	Proposed
C	Ten Mile - Linder	This pathway segment will be developer driven. After crossing Ten Mile, the pathway runs along the south side of Overland until crossing the canal, at which point it jogs east on the canal's north side. It remains on the north side past Linder.	Linder	1.89	Proposed
D	Linder - Meridian	This pathway segment will be developer driven. Pathway proceeds along the northern edge of the canal until Stoddard, then crosses to the southern side of the canal at Stoddard to continue east along the existing pathway through Bear Creek neighborhood. The pathway crosses the canal again at Victory to connect with the existing pathway in Strada Belissima, which proceeds east and intersects with Meridian Road.	Meridian	0.48 / 0.74	Existing / Proposed
E	Meridian - Locust Grove	This pathway segment will be developer driven. From the Meridian/Victory intersection, the pathway heads south on the east side of Meridian until just south of the canal, where it continues east. As the pathway approaches Locust Grove it strays slightly from the canal to cross the arterial at Wrightwood and connect with an existing pathway segment in Bellingham Park Subdivision.	Locust Grove	1.19	Proposed
F	Locust Grove - Eagle	This pathway segment will be developer driven. The pathway crosses Locust Grove at Wrightwood and connects to an existing pathway in Bellingham Park. An approved phase of Bellingham Park will extend the existing pathway north to the Ridenbaugh, where it will connect to an existing segment in Messina Meadows. The pathway crosses the Ridenbaugh at Tybalt and continues north on the west side of the canal. The pathway continues through Gordon Harris on the north/west side of the canal, then intersects Eagle near the fire station between Easy Jet and Copper Point.	Victory, Eagle	0.96 / 1.25	Existing / Proposed
G	Eagle - Area of Impact	This portion of the pathway system is mostly built. The pathway is located on the southern side of the canal. A small portion of the pathway just east of Eagle remains unbuilt, and should be implemented with development of the adjacent parcel.	no major crossings	0.67 / .10	Existing / Proposed







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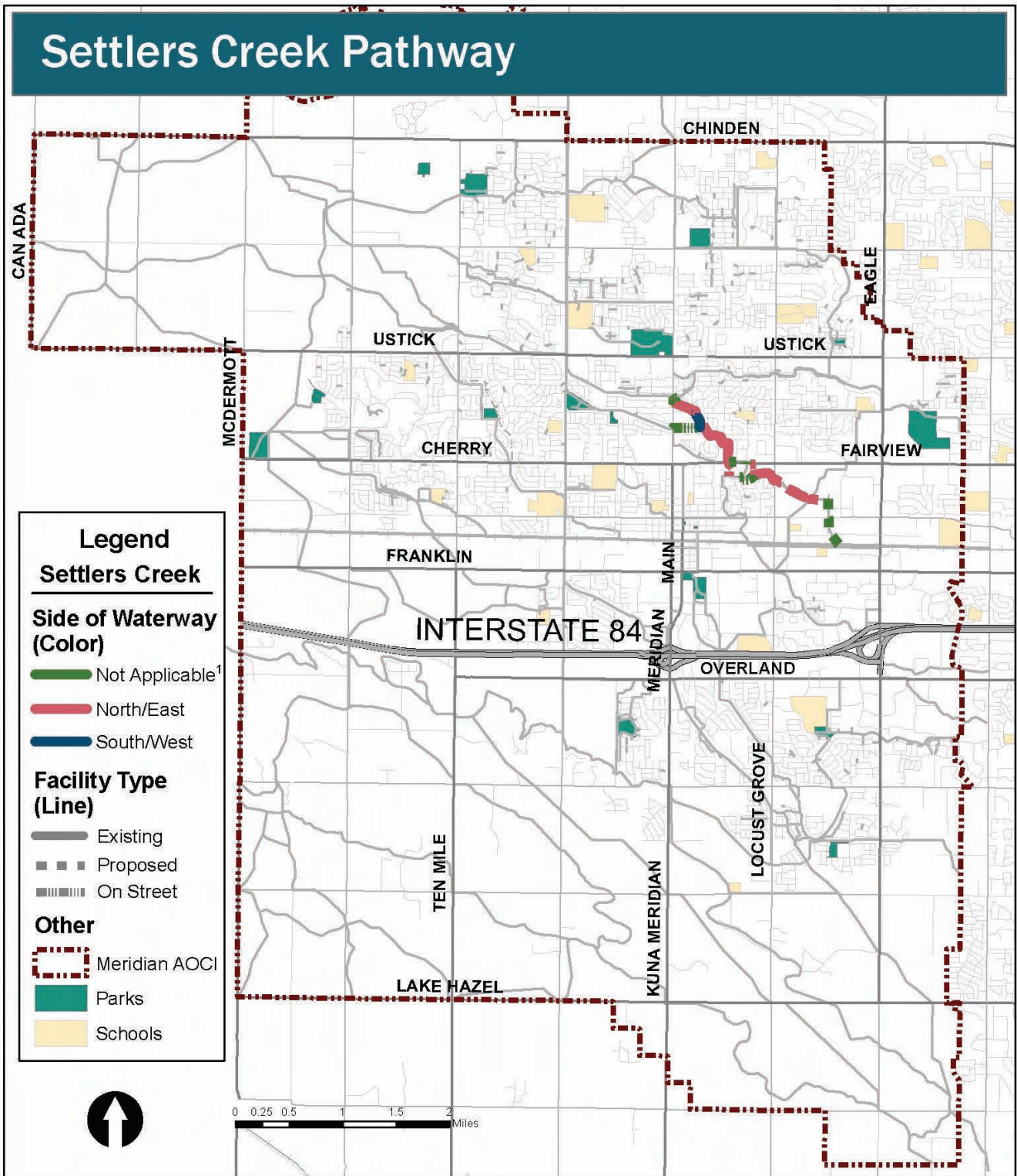




4. Recommended Pathway Network

Segment	From - To	Description	Crossings	Length (miles)	Status
<b>SETTLERS CANAL PATHWAY</b>					
A	Phyllis Canal / Five Mile Creek - Star Rd	The pathway begins at the intersection of the Phyllis Canal and the Phyllis Canal pathway with Five Mile Creek, where the Settlers Canal has an endpoint. The pathway follows Settlers Canal along the southern edge as it reaches Star.	Star	0.36	Proposed
B	Star Rd - McDermott Rd	After crossing Star, the pathway continues along the southern edge of the canal until it reaches McDermott.	McDermott	1.15	Proposed
C	McDermott Rd - Meridian Loop	After crossing McDermott, the pathway continues along Ustick until reaching the Meridian Loop Pathway. The Ustick crossing should be coordinated with a signalized local or collector intersection in the future if possible.	Ustick	0.66	Proposed





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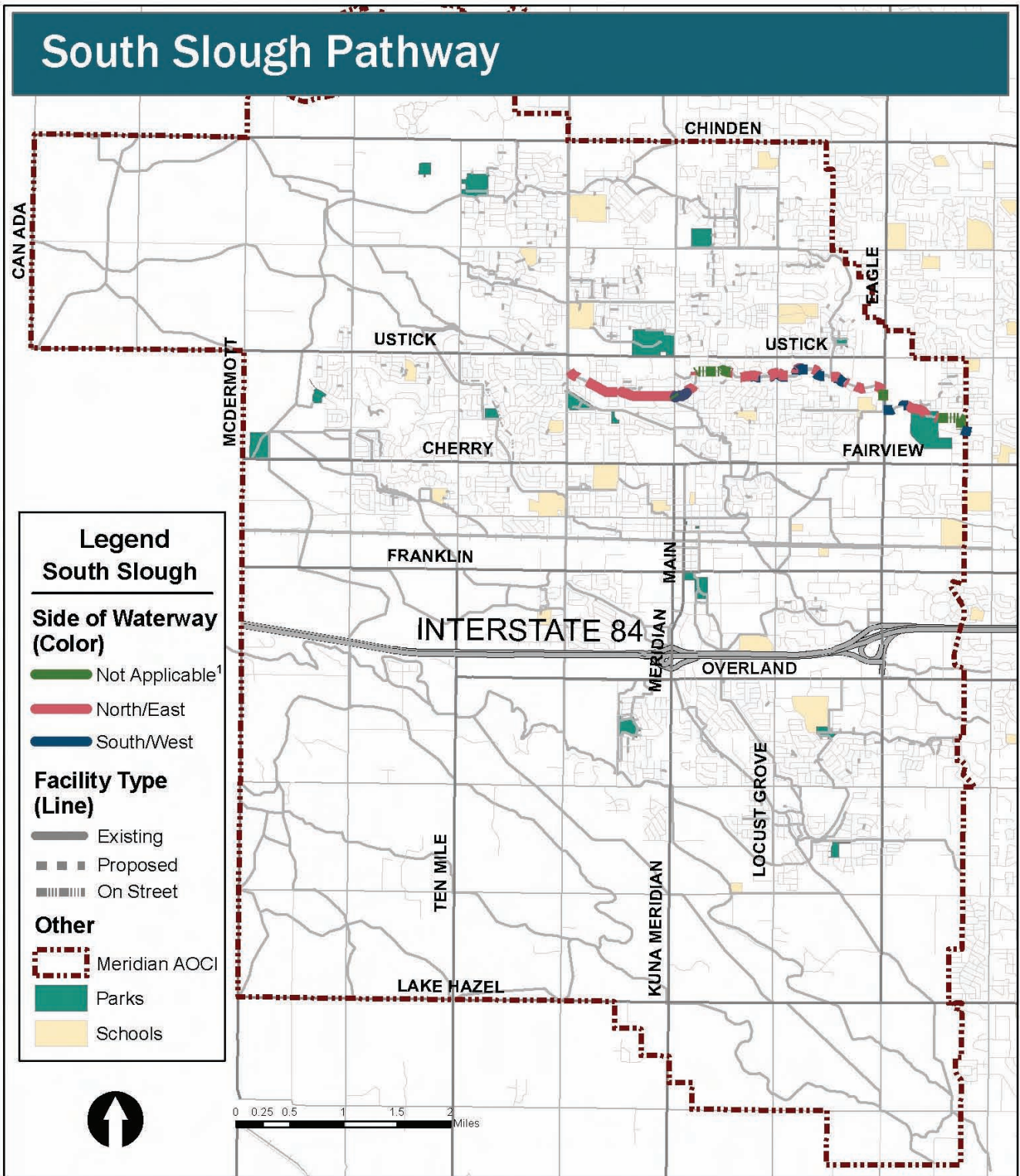
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Segment	From - To	Description	Crossings	Length (miles)	Status
<b>SETTLERS CREEK PATHWAY</b>					
A	Meridian - Fairview	The pathway is two-pronged where it starts at Meridian. The northernmost arm connects to the South Slough Pathway and follows the Jackson Drain along the northern edge as the pathway travels south to E Blue Heron Lane. As the pathway crosses the road, it switches sides to the south of the drain for a short segment, but then crosses back over to the north side of the drain at E James Court. This is where the southern arm connects into the pathway from the Five Mile Creek Pathway. The pathway travels through Destiny Cove and out to Fairview through Fairview Lakes.	Fairview	0.88	Existing
B	Fairview - Locust Grove	From Fairview and Lakes, the pathway can: (a) head east along Fairview to Stonehenge Way and head south to the existing pathway that is located between Flume Canal and Settlers Canal or (b) head directly south just to the west of the auto dealership and then head east to Sandlin and use an on-street route along Stonehenge Way to the existing pathway. The existing pathway connects to Locust Grove.	Fairview	0.20 / 0.37	Existing / Proposed
C	Locust Grove - Treasure Valley RWT	From Locust Grove, the pathway can be on either the north or south side of Settlers Canal where it will eventually connect with a short existing segment of pathway before continuing east as a proposed pathway. Where the Flume Canal disappears the pathway heads south to connect to the Treasure Valley RWT.		0.08 / 0.90	Existing / Proposed







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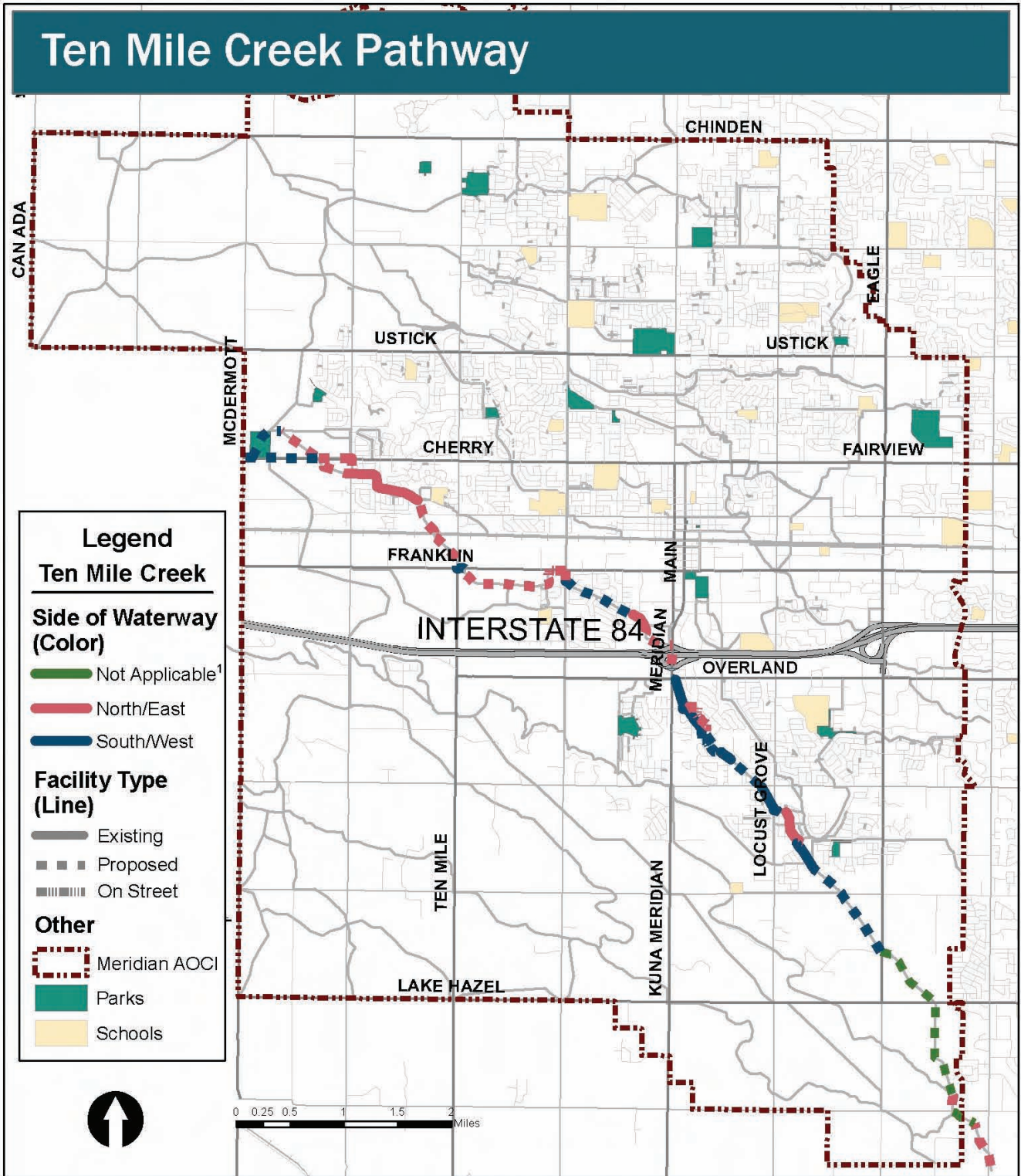
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Segment	From - To	Description	Crossings	Length (miles)	Status
<b>SOUTH SLOUGH PATHWAY</b>					
A	Linder - Meridian	The pathway begins at Linder and the Five Mile Creek Pathway. The South Slough Pathway heads south along the northern edge of the Creason Lateral until it reaches Meridian.	Meridian	1.03	Proposed
B	Meridian - Locust Grove	From Meridian, the pathway crosses to the south side of the creek and an existing segment through Brenholt Subdivision. Approximately 600' east of Meridian Road the pathway will cross to the north side of the creek (new bridge needed) somewhere near the existing micro path in Highate Subdivision. The pathway will continue north on the north/west side of the waterway until reaching Baldwin. An on-street segment heads east on Baldwin to Cape Cod, and before turning south the pathway route leaves the roadway on an existing gravel connection to the Timberfalls common lot that proceeds east. The pathway will remain on the Timber Falls common lot across Starling until that lot terminates at the Granite Creek common lot, on which the pathway will continue toward Wren. East of Wren, the pathway can proceed on either side of the creek (individual property owner easements will be needed) to Locust Grove.	Locust Grove	1.12	Proposed
C	Locust Grove - Eagle	From Locust Grove, the pathway continues to the east with a potential location on either side of the Slough, depending on development of some of the larger parcels. An easement will be required from the Chamberlain Estate neighborhood association. Once the pathway reaches N Leslie Way, the pathway is located on the northern side of the Slough as it continues East to Eagle.	Eagle	1.12	Proposed
D	Eagle - Cloverdale	The pathway runs along the west side of Eagle Road to River Valley, where a future signal will allow safe crossing of the highway. Just over 1000' east of Eagle Road the pathway will need to cross back to the north side of the creek, which will be possible with either a dedicated pathway bridge or jointly with an extension of Tahiti. The pathway continues along the northern edge of the Slough as it heads east towards Boise. There is a short on-street segment along Green Meadow and Sharon, and then the pathway returns to parallel the slough and continues east on the south side of the creek.	Cloverdale	1.08	Proposed





<sup>1</sup>Pathway segments so designated are either (1) not located adjacent to any particular waterway, OR (2) in undeveloped areas, at which point a determination as to the side of the waterway on which the pathway traverses will be made by City staff at such time that adjacent/nearby parcels develop.

Note: "Side of Waterway" and "Facility Type" refer to the highlighted pathway only. Color denotes the side of the waterway on which the pathway traverses, and line type (solid, dashed, etc.) denotes the type of pathway (paved/separated or on street) or pathway status (existing or proposed).

Please refer to the description in the table for exact pathway alignment.

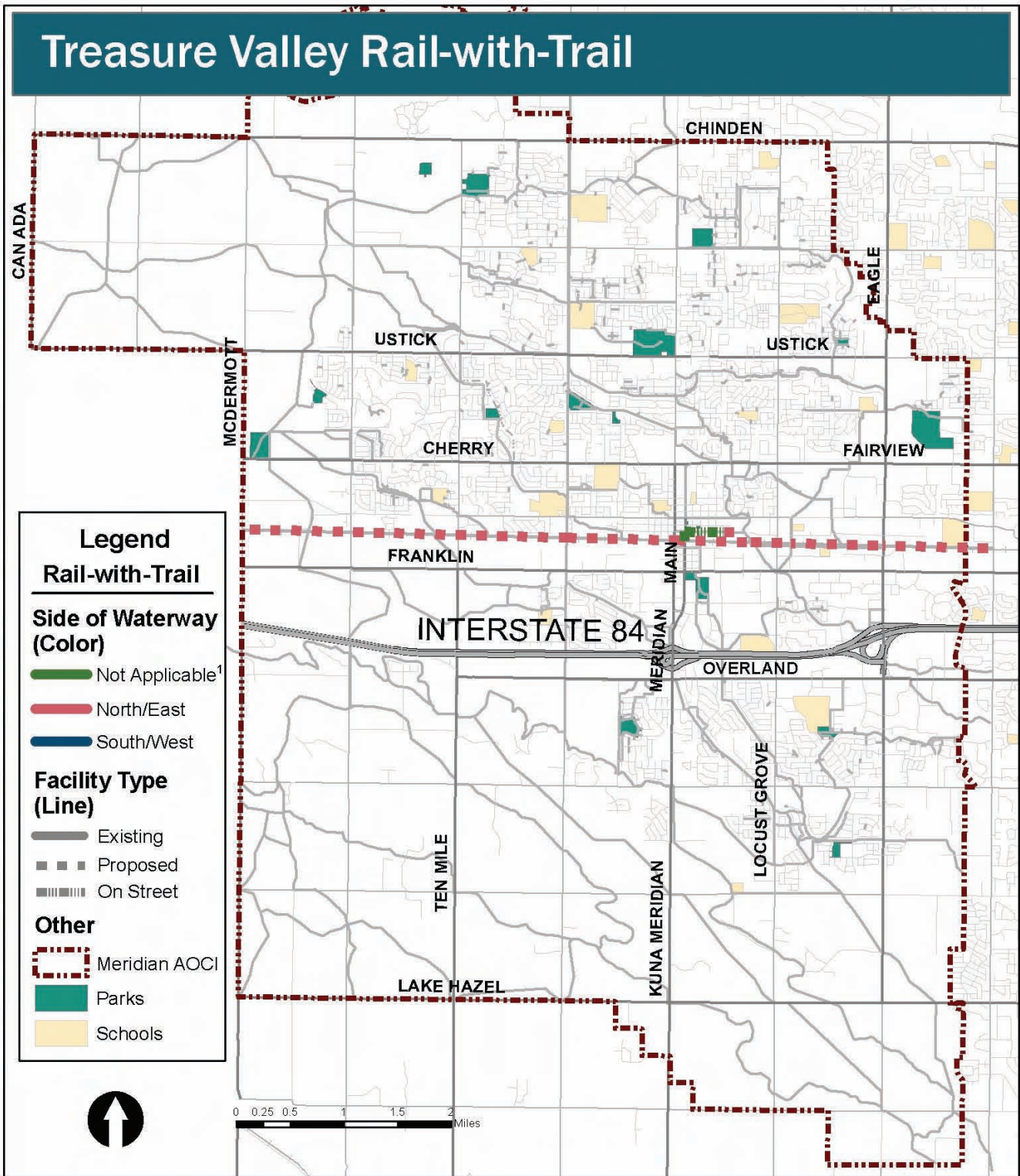


4. Recommended Pathway Network

Segment	From - To	Description	Crossings	Length (miles)	Status
<b>TEN MILE CREEK PATHWAY</b>					
A	McDermott Rd - Black Cat Rd	<p>There is a short-term route and a long-term preferred route between McDermott and Black Cat Rd</p> <p>Short Term: The short-term route is an on-street route along Cherry from the undeveloped park land that the city owns at McDermott &amp; Cherry. There would then be short on-street segment along Black Cat south to the existing pathway that begins ~ 600 feet south of the intersection.</p> <p>Long-Term: The preferred route follows Ten Mile Creek on the northern edge of the creek south to Cherry. It continues on the north side of the creek to the intersection with Black Cat. This route will be possible only with redevelopment of the private properties that abut the creek in this area.</p>	<p>Black Cat</p> <p>Cherry, Black Cat</p>	<p>0.90</p> <p>1.02</p>	<p>Proposed</p> <p>Proposed</p>
B	Black Cat - Ten Mile	An existing pathway heads east from Black Cat Rd into Fuller Park along the north side of the creek. There is also a short existing segment along the south side of the creek in Castlebrook. At the park, the proposed pathway continues along the creek heading south, crossing the railroad tracks. There is a second short existing segment in the Rose Garden, and then the proposed pathway would reach Ten Mile Rd, where it heads south to cross at the intersection of Ten Mile and Franklin.	Railroad tracks, Ten Mile, Franklin	0.93 / 0.71	Existing / Proposed
C	Ten Mile - Linder	The pathway follows on the north side of the creek. This portion of the pathway will occur with development of the surrounding parcels. East of Linder the pathway strays from the creek and continues for a short stretch along Franklin to create a safe crossing at the Franklin/Linder intersection. The pathway proceeds south along the east side of Linder before continuing east on the south side of the creek.	Linder	1.00	Proposed
D	Linder - Meridian	After crossing Linder, the pathway switches to the south side of the creek. A major portion of this segment will require an easement from the Landing HOA. After nearly 3/4 mile on the south side it will be necessary to cross the creek and reach an existing portion of the pathway. The creek crossing can occur with the extension of W Corporate Drive south to Waltman Lane. South of Waltman, the pathway continues south along the east side of the creek. At this point, there is short-term option to route pathway users to Meridian to cross I-84 (once bicycle / pedestrian improvements are made to the Meridian overpass) as well as a longer-term option that uses a separated bicycle / pedestrian bridge to cross I-84 and land near the water park.	I-84, Meridian	0.13 / 1.40	Existing / Proposed
E	Meridian - Locust Grove	<p>An existing pathway heads south from Meridian to Calderwood Drive on the west side of the creek. From Calderwood there is a short-term and a long-term alignment:</p> <p>Short-term: An on-street route runs east on Calderwood before turning south on East 3<sup>rd</sup>. The route then continues southwest on East 5<sup>th</sup> to cross the creek near Tobago. It turns east on Trinidad and proceeds roughly 800' before reconnecting with the creek over a vacant lot (R5672290540).</p> <p>Long-term: After a short on-street jog on Calderwood, an existing pathway continues southeast through Spring Cove Condominiums. A proposed pathway then proceeds along the south/west side of the creek, across East 5<sup>th</sup>, to connect with another existing segment in Glacier Springs. The long-term route through Meridian Greens neighborhood will be a difficult connection to make. All of the surrounding parcels meet in the middle of the creek, so the pathway will require numerous easements from all of the surrounding residents. In addition, many of the current residents have built structures fairly close to the creek bed.</p> <p>The existing pathway in Glacier Springs is on the south/west side of the creek, and the approved pathway in Cabella Creek is on the north/east side. Additional creek crossings, most likely using existing/approved local streets, will be needed. The pathway continues along the south side of the creek, crosses Victory, and intersects with Locust Grove.</p>	Victory, Locust Grove	0.68 / 0.77	Existing / Proposed
F	Locust Grove - Eagle	<p>From Locust Grove there is a short-term and a long-term option:</p> <p>Short-term: The pathway heads south along the west side of Locust Grove to Wrightwood, where it crosses into Bellingham Park and an existing pathway segment. It reconnects on the southwest side of the creek and continues southeast across Amity and on to Eagle.</p> <p>Long-term: The proposed pathway crosses Locust Grove at Ionia and proceeds east over an undeveloped parcel. Upon development of that parcel, a new creek crossing will be required to connect to an existing pathway in Tuscany Lakes on the northeast side of the creek. The existing pathway follows the creek to the southernmost point in the subdivision. From there, a proposed pathway will continue along the Ten Mile Creek until its confluence with the Ridenbaugh, where two new waterway crossings will be needed; first from the north/east to the south/west side of the Ten Mile, then from the north/west to the south/east side of the Ridenbaugh. Once south of the Ridenbaugh and south/west of the Ten Mile, the proposed pathway will connect with an existing pathway in Bellingham Park Sub to continue across Amity and on to Eagle. The proposed portions of this pathway will be developer driven.</p>	Ridenbaugh Canal, Amity, Eagle	0.29 / 1.35	Existing / Proposed
G	Eagle - Cloverdale	The pathway continues south along the creek. This portion of the pathway will be developer driven.	Lake Hazel	1.85	Proposed







<sup>1</sup>Pathway segments so designated are either (1) not located adjacent to any particular waterway, OR (2) in undeveloped areas, at which point a determination as to the side of the waterway on which the pathway traverses will be made by City staff at such time that adjacent/nearby parcels develop.

Note: "Side of Waterway" and "Facility Type" refer to the highlighted pathway only. Color denotes the side of the waterway on which the pathway traverses, and line type (solid, dashed, etc.) denotes the type of pathway (paved/separated or on street) or pathway status (existing or proposed).

Please refer to the description in the table for exact pathway alignment.





4. Recommended Pathway Network

Segment	From - To	Description	Crossings	Length (miles)	Status
<b>TREASURE VALLEY RAIL-WITH-TRAIL</b>					
A	McDermott Rd - Black Cat Rd	The pathway is located on the northern side of the existing railroad tracks as it heads east.	Black Cat	1.00	Proposed
B	Black Cat - Ten Mile	The pathway is located on the northern side of the existing railroad tracks as it heads east.	Kennedy Lateral, Ten Mile Creek, Ten Mile Rd	1.00	Proposed
C	Ten Mile - Linder	The pathway is located on the northern side of the existing railroad tracks as it heads east.	Eight Mile Lateral, Linder Rd	1.00	Proposed
D	Linder - Meridian	The pathway is located on the northern side of the existing railroad tracks as it heads east.	Meridian Rd	1.00	Proposed
E	Meridian - Nola Rd	<p>The pathway has both a long-term and short-term option between Meridian and Nola Rd, since numerous spur lines and businesses actively use the rail line.</p> <p>Long Term Option: The pathway is located on the northern side of the existing railroad tracks as it heads east.</p> <p>Short Term Option: To continue on to the next section of the RWT, the pathway user would be directed north on Main to E Broadway, where the on-street route would head east until picking up a connector pathway to Five Mile Creek Pathway which then connects back into the Treasure Valley RWT.</p>	Main, 3rd, Nola Rd	1.00	Proposed
			Main, 3rd, Nola Rd	1.22	Proposed
F	Nola - Eagle	The pathway is located on the northern side of the existing railroad tracks as it heads east. A spur pathway could be located on the southern side to connect to the Meridian Academy.	Eagle	0.86	Proposed
G	Eagle - Cloverdale	The pathway is located on the northern side of the existing railroad tracks as it heads east.	Cloverdale	1.00	Proposed



## Estimated Long-Term Costs

The candidate projects are recommended to be implemented over the next 50 years, or as funding is available. Some of the more expensive projects may take longer to implement.

The total implementation cost for the portion of the pathway system identified as being the City's responsibility is estimated at approximately \$18 million. A complete costs table follows, and a complete breakdown of costs is presented in the Appendix. Again, many of the identified pathways on the map will likely be implemented as part of property development projects over time. It is important to note that while some of the pathway projects can be funded with Federal, State, and regional transportation, safety, and/or air quality grants, many are recreational in nature and must be funded by local or private sources.

**Table 4-4. Estimated Long-Term Costs**

<b>Pathway Name and Segments</b>	<b>Estimate of Total Cost</b>
Eight Mile Pathway Segment A	\$ 280,000
Eight Mile Pathway Segment F	\$ 160,000
Five Mile Creek Pathway Segment E	\$ 500,000
Five Mile Creek Pathway Segment F	\$ 190,000
Ten Mile Creek Pathway Segment B	\$ 360,000
Meridian Loop Segment P	\$ 920,000
Five Mile Creek Pathway Segment H	\$ 690,000
Five Mile Creek Pathway Segment I	\$ 670,000
Eight Mile Pathway Segment B	\$ 490,000
Eight Mile Pathway Segment E	\$ 90,000
South Slough Pathway Segment A	\$ 510,000
South Slough Pathway Segment B	\$ 550,000
Settlers Creek Pathway Segment B	\$ 200,000
Ten Mile Creek Pathway Segment D	\$ 680,000
Meridian Loop Segment Q	\$ 780,000
Nine Mile Creek Pathway	\$ 1,540,000
Eight Mile Pathway Segment C	\$ 15,500,000
Eight Mile Pathway Segment D	\$ 470,000
Five Mile Creek Pathway Segment G (long term)	\$ 290,000
Bear Creek Connection Segment A	\$ 240,000
Bear Creek Connection Segment B	\$ 320,000
Ten Mile Creek Pathway Segment A	\$ 530,000
Ten Mile Creek Pathway Segment E	\$ 410,000
<b>Total</b>	<b>\$ 26,370,000</b>



## Funding Sources

### Public Funding for Bicycle and Pedestrian Facilities

A variety of potential funding sources are available to help pay for future pathways, including local, State, regional, and Federal funding programs that can be used to construct or augment bicycle and pedestrian improvements. Most of these involve the completion of extensive applications with clear documentation of the project need, costs, and benefits, and which compete with similar applications from other agencies. Local funding for these projects would typically come from the City's revenues and/or potential future bonds or partnership with other local service providers. However, some local jurisdictions have found success by applying a variety of local taxes to raise the necessary local funding match. For example, the City of Colorado Springs, Colorado has two local tax streams dedicated to improving the city's recreational qualities. The Trails, Open Space and Parks (TOPS) Sales Tax is 1/10th of one percent and generates about \$6 million annually for the acquisition, development, and preservation of trails, open space, and parks in the Pikes Peak region. The Bicycle Tax is a \$4.00 tax on every new bike sold in the city. This tax raises \$70,000 - \$100,000 annually for the construction of off-street bicycle paths designated by the City bicycle plan. Unfortunately, at this time, local jurisdictions in Idaho do not have the ability to implement sales taxes.

Table 4-5 summarizes potential public funding sources for Meridian pathway projects. Some are restricted to specific types of improvements. It is important to note that many of the funding sources are highly competitive and it is impossible to determine exactly which projects will be funded by which funding sources. It is also difficult to pinpoint the timing of projects, due to dependence on competitive funding sources, timing of roadway and development projects, and the overall economy.

### Other Funding Opportunities

Residents and other community members are excellent resources for garnering support and enthusiasm for bicycle and pedestrian facility improvements and the City should work with volunteers to substantially reduce implementation and maintenance costs. Local schools, community groups, or a dedicated neighbors group may help sponsor projects, possibly working with a local designer or engineer. Work parties can be formed to help clear right-of-way where needed. Local construction companies can donate or discount services. Other opportunities for implementation will appear over time, such as grants and private funds. The City has been successful in the past in obtaining grants and donations from private parties and in collaborating with other agencies in co-development of facilities. Meridian should look to its residents for additional funding ideas to expedite the completion of the pathway system.

### Private Funding Sources – Volunteer Services

Local businesses can help defray some of the costs associated with pathway and greenway development. Some examples include:

- Cash donations
- Donations of services, equipment, and labor
- Discounted materials
- Contribution of employee volunteer time



### Foundations

Some pathway elements, particularly if they are related to educational, civic, or environmental goals or projects, can be funded through private foundations. Funding opportunities through local foundations have a higher probability of success and should be approached before pursuing national foundation funds. It is important to keep in mind that many foundations only solicit grant proposals from registered 401c3 nonprofit organizations.

### Land Trusts

Land Trusts are local, regional, or statewide nonprofit conservation organizations directly involved in helping protect natural, scenic, recreational, agricultural, historic, or cultural property. Land trusts work to preserve open land that is important to the communities and regions where they operate.

### Service Clubs

Community organizations have been very successful holding fundraisers and providing volunteer labor for pathway building and maintenance activities. Local examples include 4-H, Boy Scouts of America, Rotary Club, church groups, and others.

### Individual Sponsors

Individuals, businesses, or corporations can contribute donations to sponsor sections of pathway or project elements. The City has been successful in the past in obtaining grants and donations from private parties to assist in developing other types of park and recreation facilities. Plaques or other forms of recognition are typically placed on constructed pieces in the pathway corridor or at a prominent entry point. Sponsorship is a good way to fund pathway elements such as benches, trash receptacles, and interpretive areas.

Sections of pathway can also be sponsored through a “Buy a Foot” program. Community members can purchase a section of pathway at a fixed cost per linear foot and have their names (or dedication) inscribed in the concrete or along the boardwalk.

**Table 4-5. Funding Sources**

<b>Source</b>	<b>Description</b>	<b>Funding Cycle</b>
Transportation Improvement Program Funding (TIP)	Federal transportation funds. Funds can be used for Preliminary Engineering, ROW acquisition and construction.	2 years
Recreational Pathways Grants	Coordinated by Idaho State Parks. Funds can be used for ROW acquisition and construction.	Annual
Land and Water	Federal funds coordinated by Idaho State Parks. Funds can be used for ROW	Annual





Source	Description	Funding Cycle
Conservation Fund (LWCF)	acquisition and construction.	
Transportation Enhancements	Administered by Idaho Transportation Department (ITD). Must serve transportation need.	2 years
Idaho Bike/Ped Grants	Administered by ITD's Bicycle and Pedestrian Program. Must be in public ROW.	2 years
System Development Charges (SDCs)	Fees on new construction allocated for parks and public improvements. Where available, funds can be used for ROW acquisition and pathway construction.	Varies
Local/Regional bond measures	Funds can be used for ROW acquisition, engineering, design and pathway construction.	Varies
Tax Increment Financing/Urban Renewal Funds (Revenue Allocation)	Part of pathway project must be located in an urban renewal district that meets certain economic criteria and is approved by the urban renewal board of commissioners.	Annual
Local Traffic Safety Commission	Funding for street crossings and signals.	Varies
Safe Routes to School Funds	Federal funds for pedestrian and bicycle facilities to improve school safety	Pending legislation
Congestion Mitigation and Air Quality (CMAQ) funds	Federal funding for bicycle and pedestrian facilities that reduce travel by automobile. Recreational facilities generally are not funded.	2 years



## Property Control

The relationship of the parties in a shared-use corridor will be driven largely by which entity holds the dominant property interest. The type of property control influences both the ease of implementing the project and the liability burden. There are three types of property arrangement: purchases, easement, and licenses.

### Acquisition

To accommodate the concerns of property owners with respect to the location of a pathway, the City could look to own the pathway corridor itself. This internalizes the liability and coordination efforts. The City is treated differently from other property owners due to its unique status as a sovereign entity. This option transfers basic liability to the City and would give Meridian the authority to locate the pathway in the corridor.

### Easements

In most instances, full ownership acquisition is not necessary for pathway development, and, in many cases, is not really an option. Easements, which come in many forms, typically are acquired when the landowner is willing to forego use of the property and development rights for an extended period. The landowner retains title to the land while relinquishing most of the day-to-day management of the property. The pathway manager gets sufficient control for pathway purposes. The easement is attached to the property title, so the easement survives property transfer. Table 4-6 provides an overview of easement agreement issues.

**Table 4-6. Easement Agreement**

<b>A model easement agreement should:</b>
Guarantee exclusive use or uses compatible.
Be granted in perpetuity.
Include air rights if there is any possible need for a structure.
Broadly define purpose of the easement and identify all conceivable activities, uses, invitees, and vehicular types allowed to avoid any need to renegotiate with fee interest owner in future.
State that all structures and fixtures installed as part of a pathway are property of grantee.
Include subsurface rights for use by utility franchises.

It is also understood that major landowners would want an easement agreement to address issues on



their side. Through cooperative negotiation, the following issues should be addressed in an easement agreement:

- Access needs related to maintenance, etc.
- Pathway management plan
- Future improvements or modifications to the pathway

## Licenses

A license is usually a fixed-term agreement that provides limited rights to the licensee for use of the property. Typically, these are employed in situations when the property cannot be sold (e.g. a publicly owned, active electrical utility corridor), or the owner wants to retain use of and everyday control over the property. The pathway management authority obtains permission to build and operate a pathway. However, it will have little control over the property, and may be subject to some stringent requirements that complicate pathway development and operation. Table 4-7 provides an example of model license agreement language.

**Table 4-7. License Agreement**

<b>A model license agreement should:</b>
Provide an acceptable term length with an option to renew.
Identify all conceivable activities, uses, invitees, and vehicular types.
Provide clarity on maintenance responsibilities.
Specify limits on other uses of license property.

As with easement agreements, property owners would want a license agreement to address issues on their side. Through cooperative negotiation, the following issues should be addressed in a license agreement:

- Access needs related to maintenance, etc.
- Pathway management plan
- Future improvements or modifications to the pathway



## Risk Reduction

Visible signage, the use of physical barriers (such as fences, walls, vegetation, grade differences, and ditches) and good design are prudent liability protection strategies. Pathway users should be warned at the trailhead and at any other entrances to stay off the private property, particularly in the absence of physical barriers between the pathway and the property. If the private property is clearly designed to indicate that it is separate from the pathway, pathway users injured while on the private property should be considered trespassers to which no special duty of care is owed. A well-designed pathway can actually reduce trespassing by channelizing pedestrian crossings to safe locations or by providing separation or security. A well-designed pathway should have the effect of reducing both trespassing, as well as risk of being held responsible for injuries sustained by trespassers.

