

RESOLUTION NO. 2025-01

A RESOLUTION OF THE CITY OF STAR ADOPTING THE CITY PATHWAY MASTER PLAN.

WHEREAS, the City of Star has reviewed, through its Transportation Committee and city staff the Pathway Master Plan, and

WHEREAS, the City Council finds that the Pathway Master Plan should be adopted.

NOW, THEREFORE BE IT RESOLVED, for the reasons stated herein, The City Pathway Master Plan, attached hereto as Exhibit A, is adopted as the Star City Pathway Master Plan.

DATED this 18th day of February 2025.

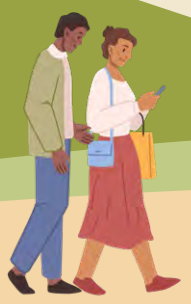
CITY OF STAR, IDAHO
Ada & Canyon Counties

By: _____
Trevor A. Chadwick, Mayor

ATTEST

Shelly Tilton, City Clerk

EXHIBIT A



December 2024

Special Thanks

to all the City of Star residents who shared their unique perspectives on what makes Star great, how the community can connect, and how it can be even better in the future. Thank you for taking the time to attend public meetings, participate in focus groups, complete surveys, and utilize the website feedback tools. Your input and passion for the Pathway Master Plan has directly influenced the recommendations set forth in this plan.

City of Star Pathway Master Plan

Acknowledgments

The project team would like to acknowledge the following people for their leadership and efforts during the development of the Pathways Master Plan:

Star Pathways Master Plan Project Team

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Tim Clark, Assistant City Engineer
Shawn Nickel, Planning Director and Zoning Administrator
Ryan Field, Assistant City Planner
Dana Partridge, Public Information Officer

Thank you to all city staff and city departments that contributed to this plan.

Mayor and City Council

Mayor Trevor Chadwick
Council Member Jennifer Salmonsén
Council Member David Hershey
Council Member Kevin Nielsen
Council Member Kevan Wheelock

Transportation and Pathway Committee

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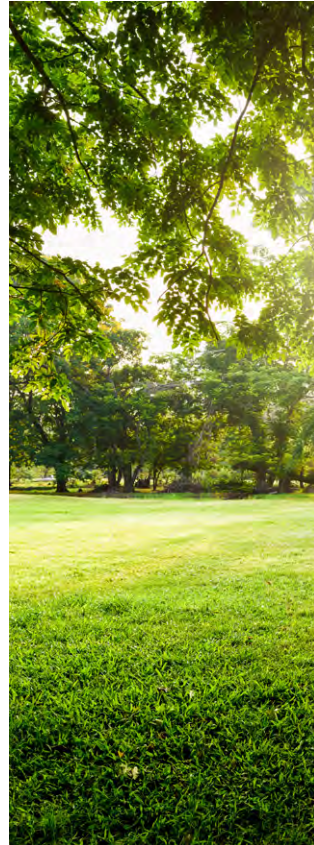
01

INTRODUCTION



Goals of the Plan:

The City of Star Pathway Master Plan has been created to consolidate the work done to date, detail the various pathway types, their locations, materials, and outline a system of supportive amenities. These plans have been further envisioned through the included Maintenance Plan and Capital Improvement Plan (CIP) for the implementation and regular maintenance of the trail system.





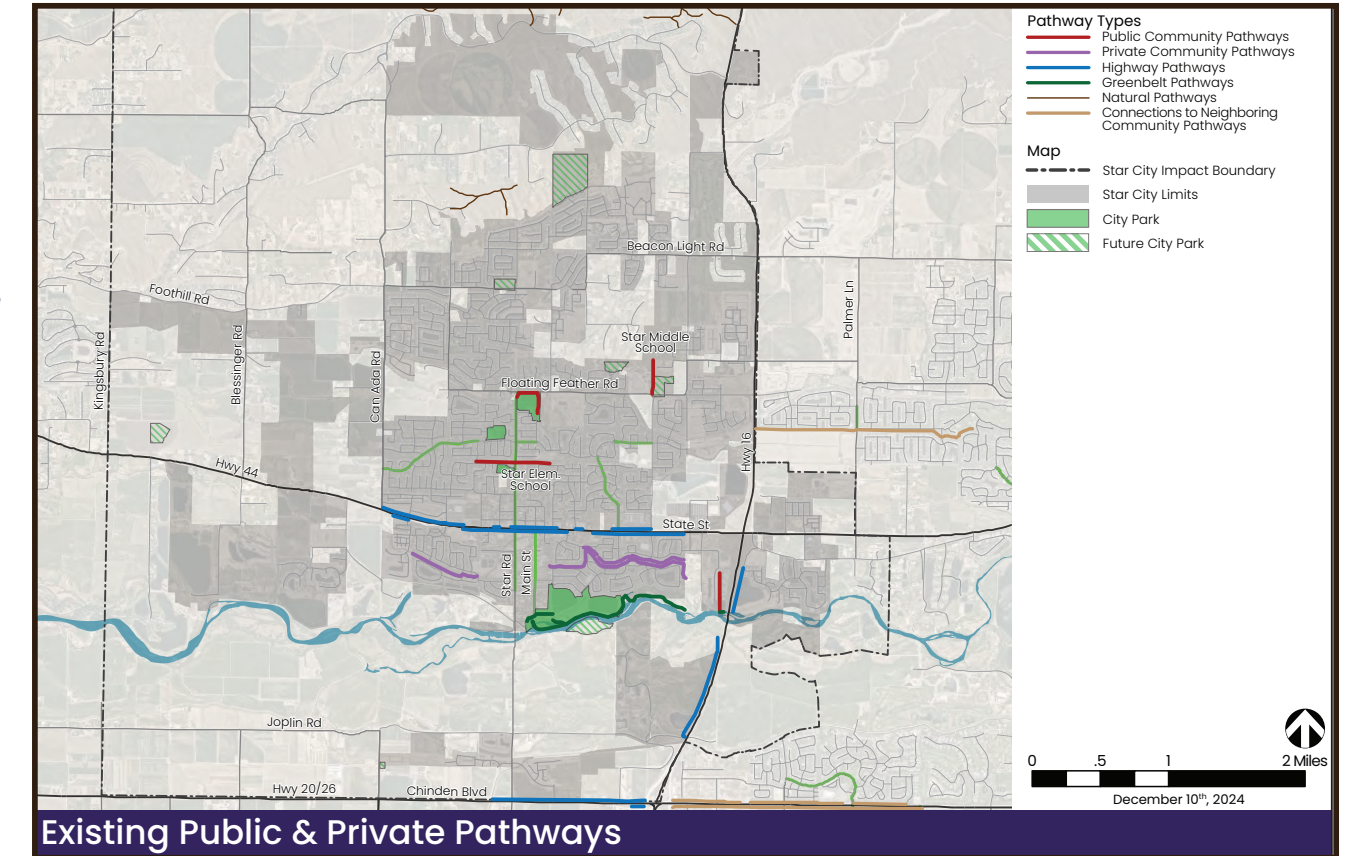
Importance of Pathways & Trails

Pathways and trails are an important asset to cities due to their multifaceted benefits. They contribute to the livability, sustainability, connectivity and vibrancy of a city in several impactful ways:

- **Community:** These spaces serve as communal areas where people can gather, interact, and engage in various activities. They foster a sense of community, promote social interactions, and provide venues for gatherings of any kind. These spaces enhance civic engagement and allow people to feel a sense of place in their communities.
- **Connectivity:** Pathways and trails enhance urban connectivity by linking various neighborhoods, parks, and key locations. Improved connectivity makes it easier for residents to access essential services, cultural sites, and recreational areas, thus fostering greater integration and cohesion within the city and having a positive effect on local economies by boosting tourism and foot traffic to nearby businesses.
- **Health Benefits:** Pathways and trails greatly contribute to public health by promoting physical activity. They provide convenient and accessible areas for exercise, such as walking, jogging, and cycling. Engaging in these activities can lower the risk of chronic illnesses, enhance mental well-being, and support a healthier lifestyle for people of all ages in the city.
- **Transportation Alternatives:** Pathways and trails provide important alternatives to driving, offering safe and convenient routes for walking, biking, and other forms of non-motorized transportation. This shift helps alleviate traffic congestion, contributing to better air quality and a lower overall greenhouse gas emission level. Providing alternative modes of transportation is more equitable and improves access to opportunities by connecting various parts of the city and bridging gaps between different neighborhoods including underserved or economically disadvantaged areas.
- **Environmental Benefits:** Green pathways and trails integrate natural elements into urban settings, which can mitigate the heat island effect, manage stormwater runoff more effectively, and support local flora and fauna. This contributes to a healthier urban ecosystem and promotes sustainability whilst providing an enjoyable way for people to get around.

Existing Pathway Network

The City of Star has contemplated a future city-wide pathway network for several years, the following section includes a summary of the guiding documents and previous plans completed to date. **As of 2024, there are approximately 17.7 miles of public trails within the City trail network, 8.5 miles of hard surface trails and 9.2 miles of natural surface trails.** An additional 2.6 miles of privately owned and maintained trail also exists within city limits. The existing hard surface trails are located beside state and federal highways, spread throughout neighborhoods, and along the Boise River while natural surface trails are concentrated on large, open parcels north of town. Existing trail segments are largely disjointed and lack connection to other trail segments, public amenities like schools and parks, and planned locations of connecting trails from neighboring communities. The continued development of the Star Pathway network aims to fill in these missing connections with the goals of enhancing mobility and safety, promoting sustainability, and fostering community well-being. Another key goal is to ensure existing private pathways and sidewalks are better integrated within the larger public pathway system. By creating well-designed pathways, the City can provide residents with safe and convenient routes for walking, biking, and other forms of active transportation, reducing reliance on motor vehicles and alleviating traffic congestion and emissions. A connected pathway system also encourages social interaction and physical activity, contributing to a healthier and more engaged community. Ultimately, the goal is to create a more accessible, eco-friendly, and vibrant community with an enhanced quality of life for all residents.





Alignment with Key Planning Documents

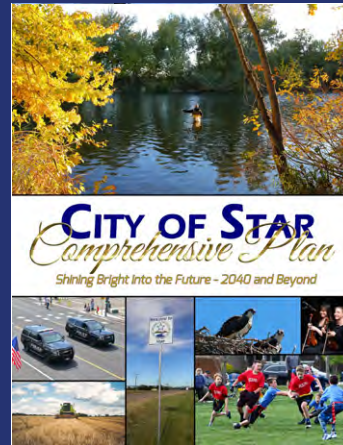
ACHD City of Star Bicycle and Pedestrian Plan (2018)

The ACHD City of Star Bicycle and Pedestrian Plan aimed to create a practical bicycle and pedestrian plan for each city within Ada County's specific community needs. The primary purpose of this plan was to "identify community priorities for future bicycle and pedestrian projects within the planning area." The plan has four specific goals: Increase the safety and convenience of walking and bicycling; improve facilities to meet the needs of people from all age groups; enhance mobility to meet accessibility standards; create economic development opportunities; and enrich the walking and bicycling environment to attract visitors. The plan also provided recommended projects with priority levels based on the Needs Analysis performed for the City of Star. This includes expanding existing bike facilities, adding paved multi-use pathways, and adding sidewalks along roads to connect crossings and developments.

[Link Here](#)

City of Star Comprehensive Plan (2019 Approved, Updated 2020-2022)

The City of Star Comprehensive Plan outlined specific goals for expanding the local and regional pathway system. The first goal was to encourage the development of pathways to provide "basic mobility for some and a viable transportation option of all others", specifying that future subdivisions could be required to provide pathways that connect to facilities open to the public. A second goal was to integrate planned pathways to the SH-44, SH-16, and US-20/26 corridors. Additionally, specifically within the South of the River Subarea, there was an emphasis on promoting connectivity throughout the area by using facilities such as natural resource areas, the Boise Greenbelt extensions, and existing irrigation canals and ditches. Furthermore, the plan outlined a diverse array of pathway descriptions tailored to meet the community's needs and enhance connectivity throughout the city; these included Greenways, Natural Pathways, Community Paths, Highway Paths, Greenbelt Paths, Side-paths, On-Street Bikeways, and All-Terrain Bike Trails, Cross-Country Ski Trail, and Equestrian Trails.



[Link Here](#)



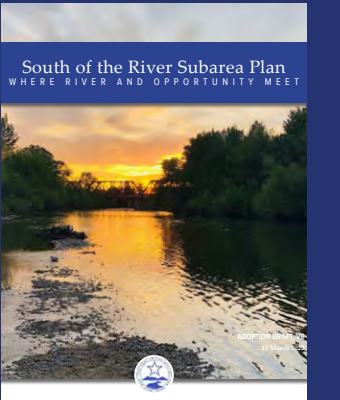
City of Star Pathway Workshop & Master Plan Maps (2021-2024)

The volunteer Transportation and Pathway Committee (TPC) has served as a vital advocate in the community planning for this amenity network. Their presentation given before City Council on December 21, 2021, included an overview of pathway plan locations, purposes, types, legal consideration, order of magnitude costs for construction/maintenance and possible funding sources. The follow up City of Star Pathway Master Plan map featured 66 miles of pathways throughout Star including approximately 31 miles of community pathways within developments and neighborhoods, typically along ditch easements, 13 miles of greenbelt pathways along the Boise River and 22 miles of Highway pathways along US Highway 20/26, State Highway 44, and State Highway 16. The preliminary pathway map has been established and approved by the Star City Council. This plan has been utilized to secure pathway agreements with the Middleton Mill Ditch Company and Middleton Irrigation Association. These agreements include standard language for allowing the City to condition new development to construct, install and maintain pathways and related landscaping and improvements within the Ditch Company's easement or right-of-way subject to their review and approval. They also outline inclusion of the Ditch Companies within the Master Pathway Plan process.

South of the River Subarea Plan (2022)

The City of Star's South of the River Subarea Plan consolidated planning efforts related to the formation of a unique, community-driven space south of the Boise River to Chinden Road and between State Highway 16 (SH 16) and the north extension of Can-Ada Road. Overall, the plan lays out a vision for the area sticking to the goal of "planning for the Boise River, a new riverfront center, focusing on its adjacency to water and the natural environment, creating connected communities, and developing new family-friendly neighborhoods."

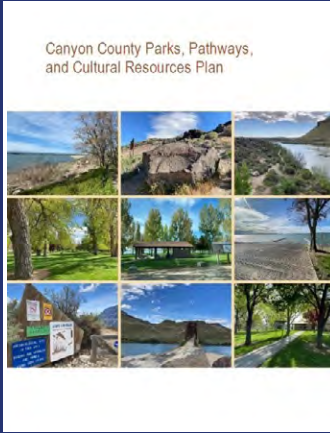
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ACHD Roadway to Bikeways Plan (2018 Addendum)

This addendum modernizes the 2009 plan by incorporating recent plans and advances in the state-of-the-practice into the following components: Goals, Objectives, and Performance Measures; Bicycle Program Status Report; Bicycle Facility Selection Matrix and Definitions; Prioritization Criteria; Planned Bicycle Network Maps, which includes the Regional Low-Stress Bikeway Network.

[Link Here](#)



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

This plan aimed to help the County take strategic action to improve park assets and connectivity for all users. Guiding priorities were created to help Canyon County leverage resources and identify opportunities for investment that result in improved services for Canyon County residents. A vision and set of associated goals set the foundation to ensure long-term health and continued improvement of parks, open spaces, trails and cultural assets throughout all of unincorporated Canyon County. Near-term actions and investments were also identified. The Boise River Greenbelt including the section through Star was identified as a Priority Investment Area. Assets and benefits listed included regional connectivity, expanding access to existing fishing/riverside recreational amenities, backbone bicycle/pedestrian infrastructure, connectivity to cultural asset, preservation of habitat and increased river/water protection.

[Link Here](#)



Pre-Concept Report Star Greenbelt (2023)

This report was focused on constructing a trail which will establish the first leg of the regional Boise River Greenbelt system within the City limits. The study area included approximately 1.5 miles along the Boise River from Star Road to the west and SH-16 to the east. The trail consisted of a 10-foot wide paved multi-use section with 5-foot shoulders on either side. A preferred Alternative was selected below with guidance given on ROW acquisition/easement needs and estimated costs.

Ada County Parks & Open Space Master Plan (2007, currently updating)

This plan established goals and policies needed to ensure that adequate resources would be available to meet current and future needs for parks/open space land, facilities and services. The document is broken into existing resources, recreation demand, roles and responsibilities, needs assessment and service level standards, recommendations and implementation. Specific to the City of Star it included the Boise River Greenway Extension and connections to the North Foothills area. The plan is currently undergoing an update and has limited information regarding the City of Star Impact Area, it is important the City of Star continue to advocate for future Ridge to Rivers trail connections which will likely come through the City of Eagles access points.



[Link Here](#)

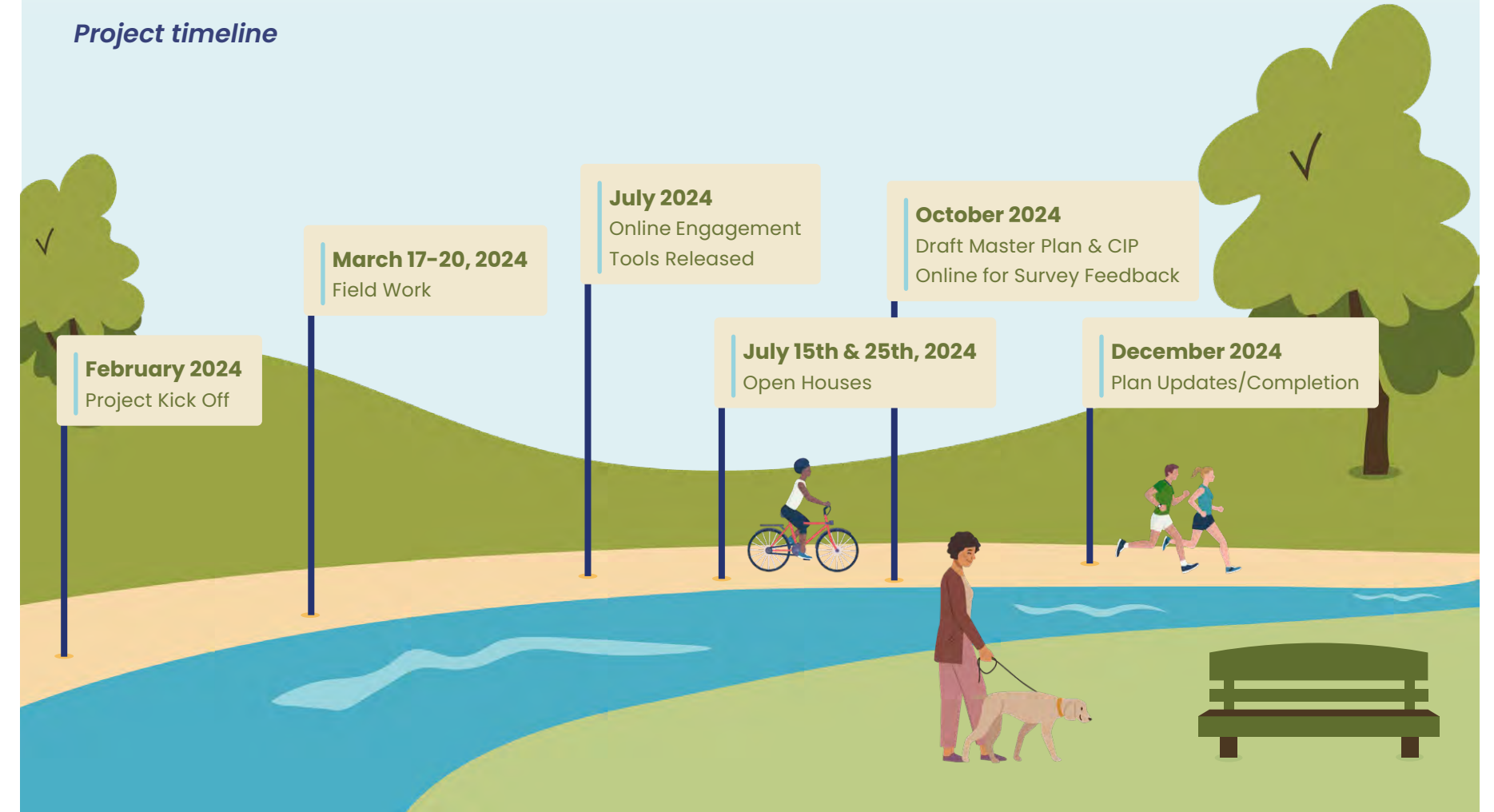


02

COMMUNITY NEEDS

Public Engagement Process

Project timeline

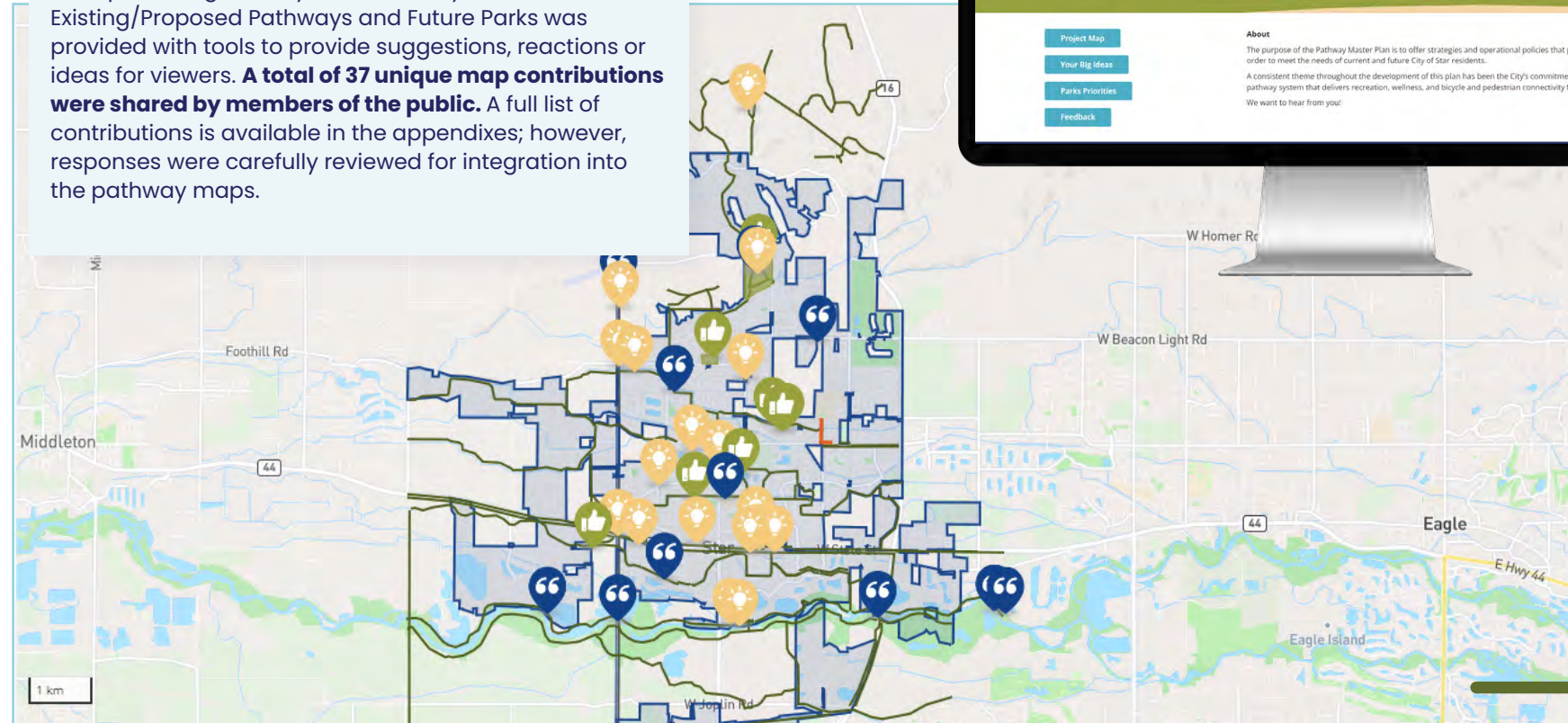
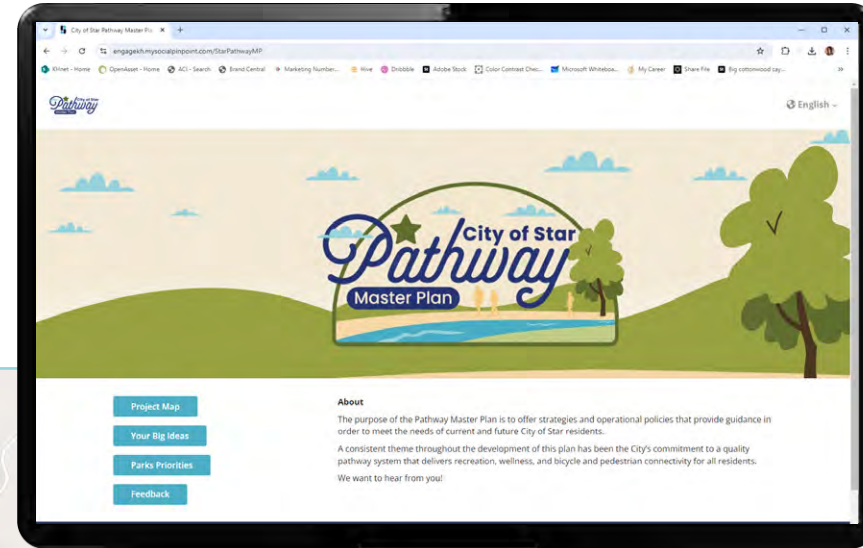


Key Findings

Engagement Results Summary

A project website platform was developed to gather feedback from residents to better inform the plan and future City decision making. The website was made available to the public on the City's website, through QR Code posters and business cards at the Open House and 4th of July Events and shared online through the City's Facebook page. A summary of the tools and results are available below. The draft plan was also shared online with a survey for recording comments, a total of 21 comments were received and addressed where possible.

A map showing the City Limits, County Boundaries, Existing/Proposed Pathways and Future Parks was provided with tools to provide suggestions, reactions or ideas for viewers. **A total of 37 unique map contributions were shared by members of the public.** A full list of contributions is available in the appendixes; however, responses were carefully reviewed for integration into the pathway maps.



Big Ideas

A webpage was provided for broad input of big ideas to be shared by users. **A total of 12 ideas were provided, below is a highlight of select quotes.** A full list of contributions is available in the appendixes.

“ I would love to see a livelier, more walkable downtown in Star, with pedestrian friendly pathways, a plaza for gatherings with shade cover, and more businesses with outdoor dining. – KC

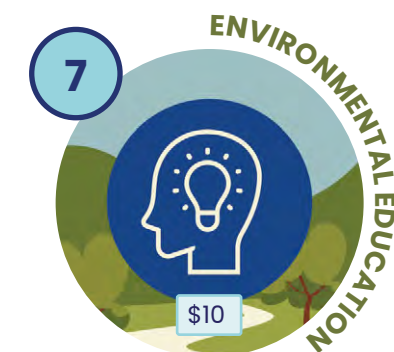
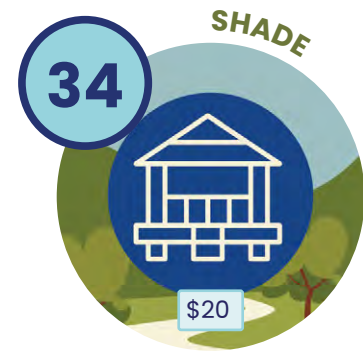
“ A connection from Bent Ln into Star is crucial. We are part of the city, but are on an island with no safe way to access town besides driving. As for parks, shaded play areas for the kids would be a very nice addition. – Evan

“ Having signage about the flora, fauna and birds would be very helpful. – MJM



Park Priorities

A webpage based game was provided to all participants to select items they would most like to see in future parks and recreation system with a total hypothetical budget of \$100 to spend. A summary of responses is available below.



Feedback Survey

A webpage survey was included on the website to gather feedback, below is a summary of results, a full list of responses are available in the appendixes.

Survey Results

98% of respondents are City of Star Residents

40% of respondents use multi-use paths in/around Star multiple times per week

When asked the top 4 trail features most important to them, respondents selected Shade (**92%**), Parking Opportunities (**76%**), Viewpoint/Lookout (**68%**) and Wayfinding/Interpretive Signage (**52%**).

56% of respondents believe the Boise River should be prioritized for new trail projects/connections with the **24%** voting for the Foothills over Main Street or other locations

37% of respondents preferred multi-use path/trail surfaces be a mixture of both hard and soft surfaces, with **21%** preference for concrete, 18% stabilized decomposed granite/millings, 15% asphalt and 7% recycled asphalt.

When asked the 2 most important reasons people would use paths/trails, respondents selected Health & Fitness (**65%**) and Leisure Activities (**61%**).

45% of respondents expressed a clear preference for underpasses that go under the main roadway for street crossings.

When asked the top reasons people have not utilized the local paths/trails more often, respondents selected they did not know the locations (**48%**), the facilities are too far from their home (**29%**) and the lack of shaded areas (**29%**) most frequently.

When given a multi-choice question asking which funding sources people would support using for pathway construction, respondents selected Developer Fees or construction (**90%**), Impact Fees on new development (**77%**), Donations (**72%**), and Grants (**71%**).

Total Participants: 100

81% of respondents said they would support a Local Improvement District to help fund construction of new pathways.

52% of respondents said the project pathway maps had a reasonable amount of pathways, while **48%** said it does not have enough pathways.



Community Engagement

July 15th & 25th, 2024 - 12 attendees.



Importance of Pathways & Trails

Boards with precedent imagery were provided for the trail components below. Participants were each given 8 stickers to spend as votes for any of the features below.

Trail Features



Preference for Multi-use Path/Trail Surface



Preference for Multi-use Path/Trail & Street Crossings



= Votes

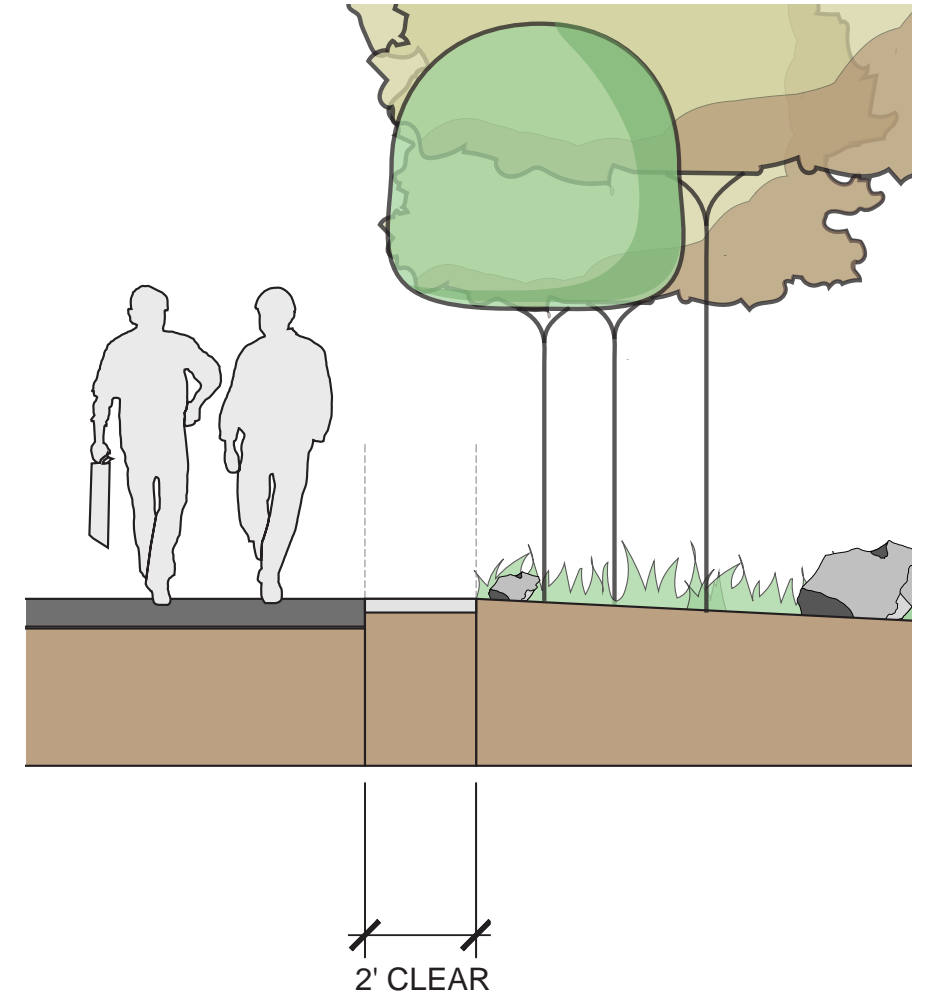
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PATHWAY CLASSIFICATIONS & SUPPORTING ELEMENTS

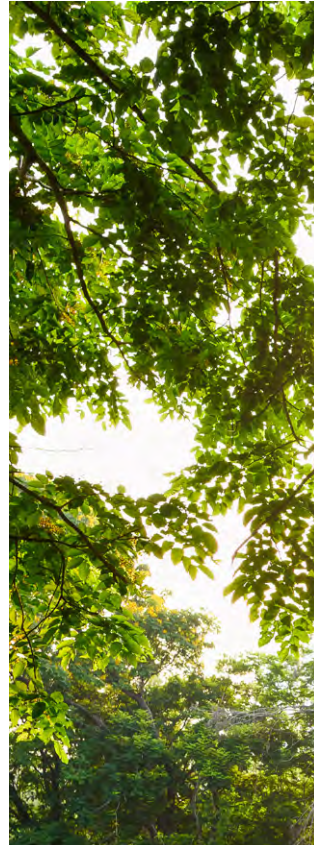


Materials

- **Concrete** - durable, higher cost, harder to repair, saw cut joints
- **Asphalt** - lower cost than concrete, low maintenance, shorter lifespan, can heave from adjacent roots
- **Recycled Asphalt** - reprocessed asphalt pavement, a cheaper alternative but reduced durability and increased maintenance over time, and has limitations for accommodating accessibility.
- **Aggregate (crushed rock (gravel) or recycled asphalt)** - preferred for some uses, regular maintenance, limits accessibility
- **Natural Surface (compacted dirt)** - high maintenance, limited use in wet conditions, where required by environmental agencies
- **Permeable Paving** - Asphalt or concrete where required by environmental agencies



2' Clear zone - Shoulder area of compacted aggregate or routinely mowed, kept clear of planting, fencing, light posts or signage. Maximum cross slope 2%



Pathway Classifications

The following pathway classification sections have been provided for the City of Star pathways included within the system maps. It's important to note Highway District facilities should be designed and constructed in accordance with the associated Highway District adopted specifications.

Green Belt Paths

Green Belt Paths are shared hard surface (typically concrete) pathways generally located adjacent to the Boise River. They are a minimum of 12-foot wide. The purpose of the Green Belt Path is for recreation in a natural setting for pedestrian and bike riding (including Class 1 and 2 ebikes). Green Belt paths also service as access to other Community Pathways and to facilitate pedestrian and bike transportation through the community along the river to connect to the greenbelt systems other cities such as Eagle and Boise have constructed. Anticipated to be the highest future used trail. Materials should be environmentally sensitive to the river/floodplain environment.

Examples:

Star River Walk Trail, Greenbelt

Material Recommendation:

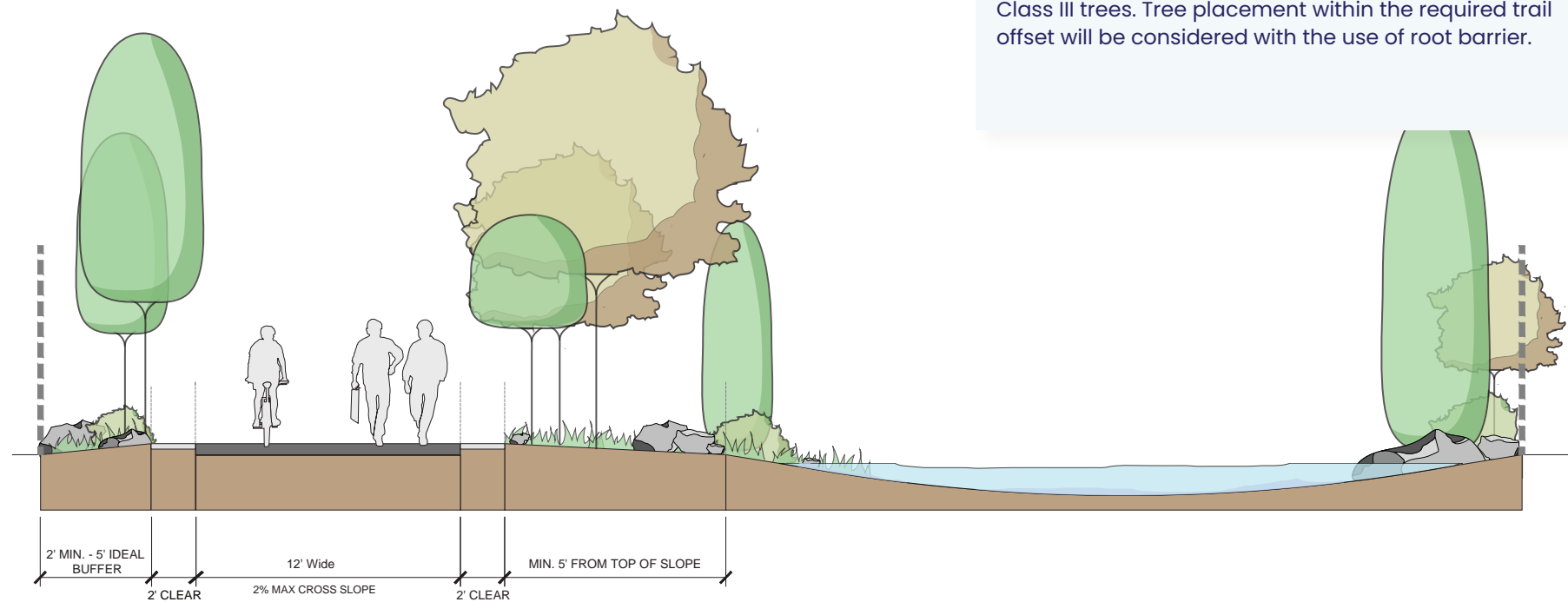
Concrete

Dimension:

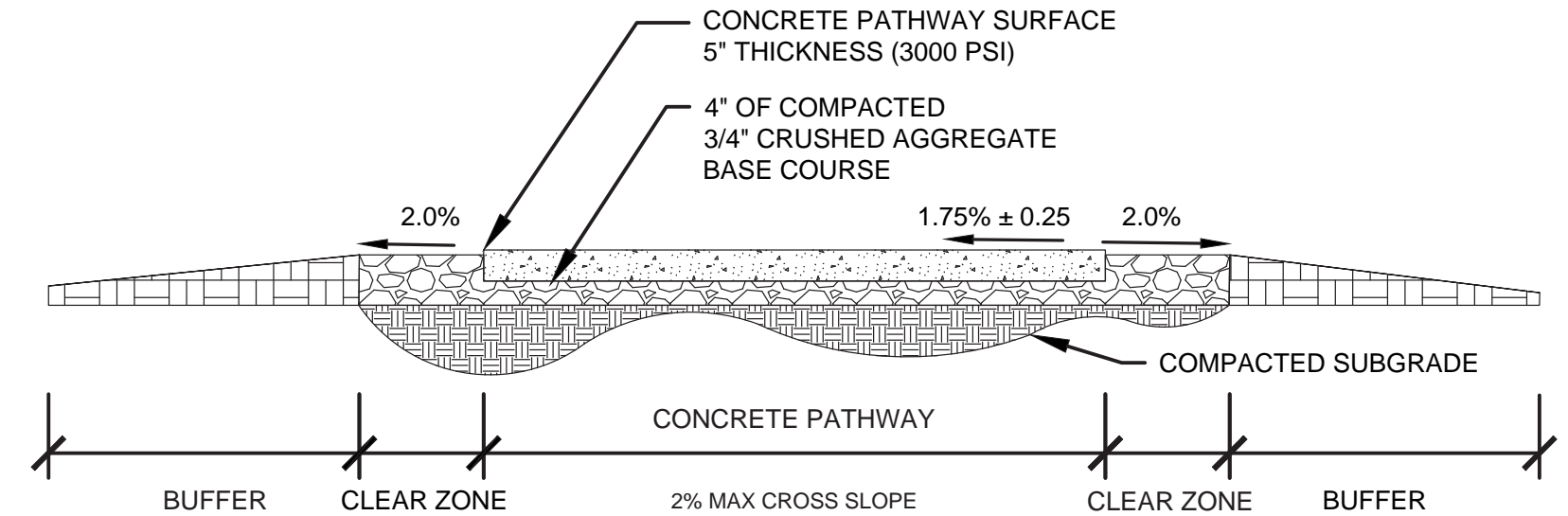
12' Wide

Tree Location:

Trees shall be located no closer than 4 feet from pathway edge for Class I and II trees, and 8 feet for Class III trees. Tree placement within the required trail offset will be considered with the use of root barrier.



Type - Green belt PATHs: Typical section



Drawings are for reference only, not for construction.
A geotechnical report and technical drawings that meet ISPWC standards are required prior to any future trail construction.

Highway Paths

Highway Paths are shared hard surface (typically concrete) pathways adjacent to State Highways 44, 20/26 and 16. They are a minimum of 10-feet wide. The purpose of the Highway is for pedestrian and bike (including Class 1 and 2 ebikes) access to other Community Pathways, greenbelts, schools, parks and businesses and to facilitate pedestrian and bike transportation through the community along the highway system.

Examples:

Main St./HWY 44, HWY 16, Chinden/HWY20/26

Material Recommendation:

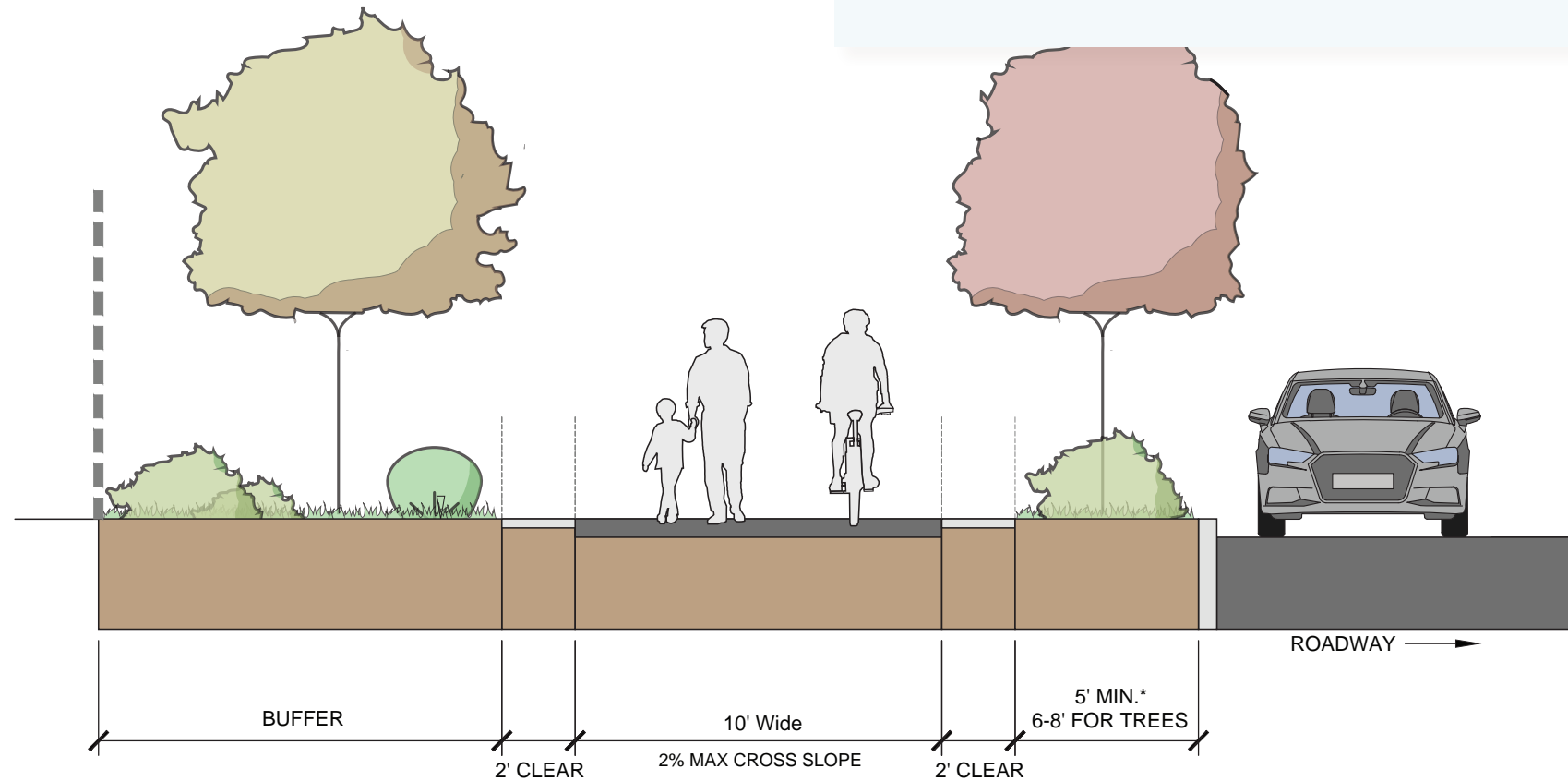
Concrete

Dimension:

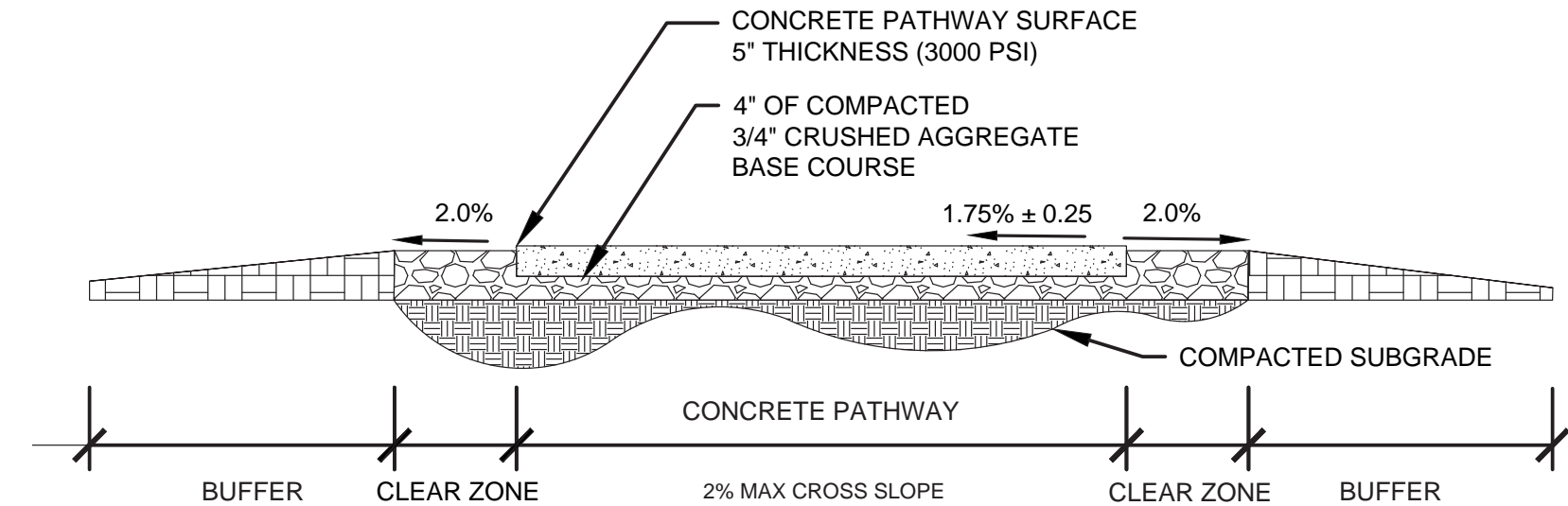
10' Wide

Tree Locations:

Trees shall be located no closer than 4 feet from pathway edge for Class I and II trees, and 8 feet for Class III trees. Tree placement within the required trail offset will be considered with the use of root barrier.



Type - HIGHWAY PATHS: STRUCTURAL DRAWING



Drawings are for reference only, not for construction.

A geotechnical report and technical drawings that meet ISPWC standards are required prior to any future trail construction.

Community Paths

Community Paths are multi-purpose, non-motorized (Class 1 and 2 ebikes allowed) paths that emphasize safe travel for pedestrians to and from parks and schools around the community. The focus is as much on transportation as recreation. Community pathways are commonly located along drain ditches and canals. Community Paths are generally 10-feet wide. They are generally an all-weather hard surface such as recycled asphalt, and asphalt or concrete.

Examples:

Middle School Pathway

Material Recommendation:

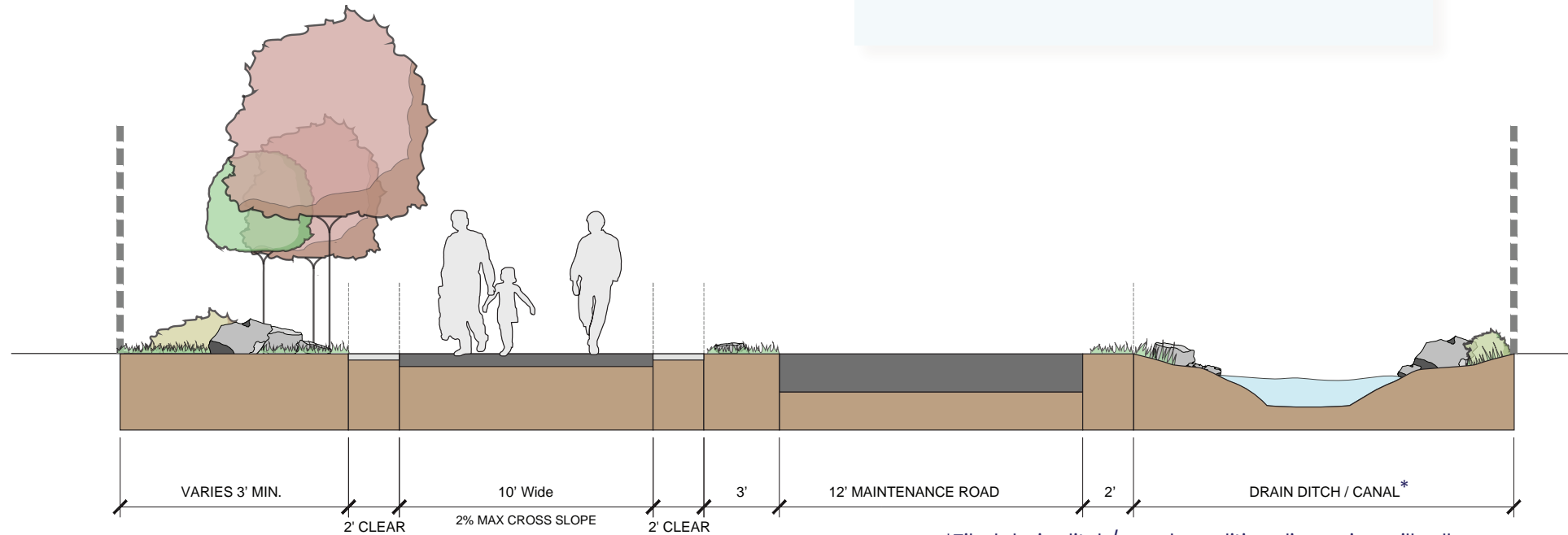
Asphalt or Recycled Asphalt

Dimension:

10' Wide

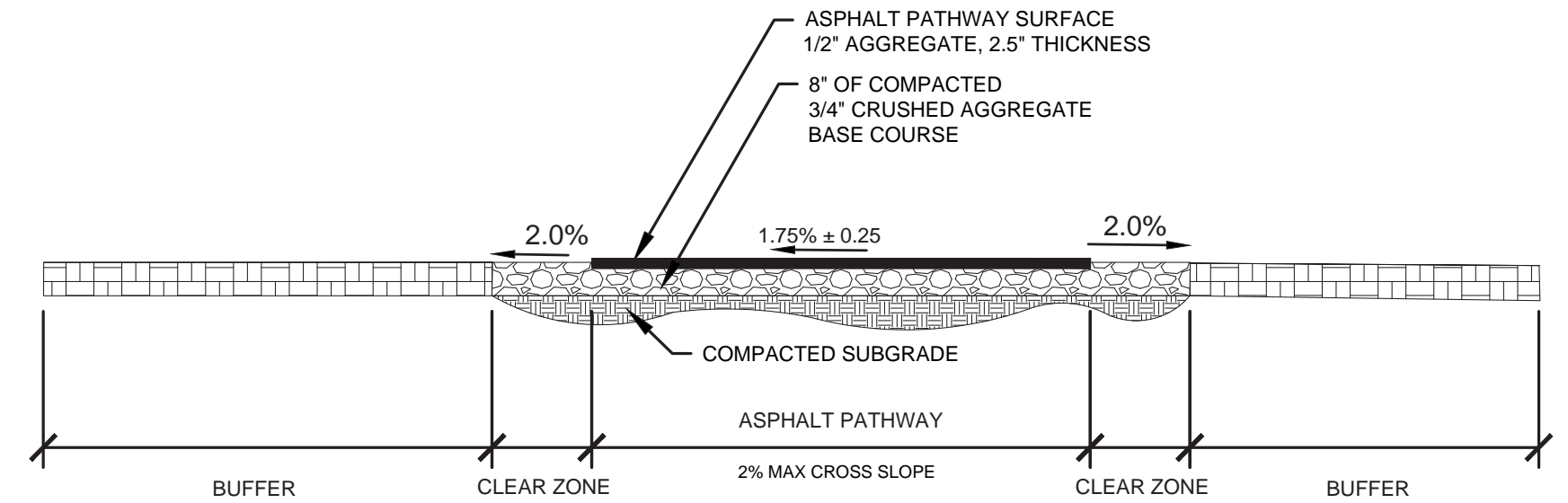
Tree Locations:

Trees shall be located no closer than 4 feet from pathway edge for Class I and II trees, and 8 feet for Class III trees. Tree placement within the required trail offset will be considered with the use of root barrier.



*Tiled drain ditch/canal condition dimension will adhere to owner requirements.

Type - Community PATHs: typical Drawing



Drawings are for reference only, not for construction.

A geotechnical report and technical drawings that meet ISPWC standards are required prior to any future trail construction.

Community Paths (Alternative 1)

Community Paths are multi-purpose, non-motorized (Class 1 and 2 ebikes allowed) paths that emphasize safe travel for pedestrians to and from parks and schools around the community. The focus is as much on transportation as recreation. Community pathways are commonly located along drain ditches and canals. Community Paths are generally 10-foot wide. They are generally an all-weather hard surface such as recycled asphalt, and asphalt or concrete.

Examples:

Middle School Pathway

Material Recommendation:

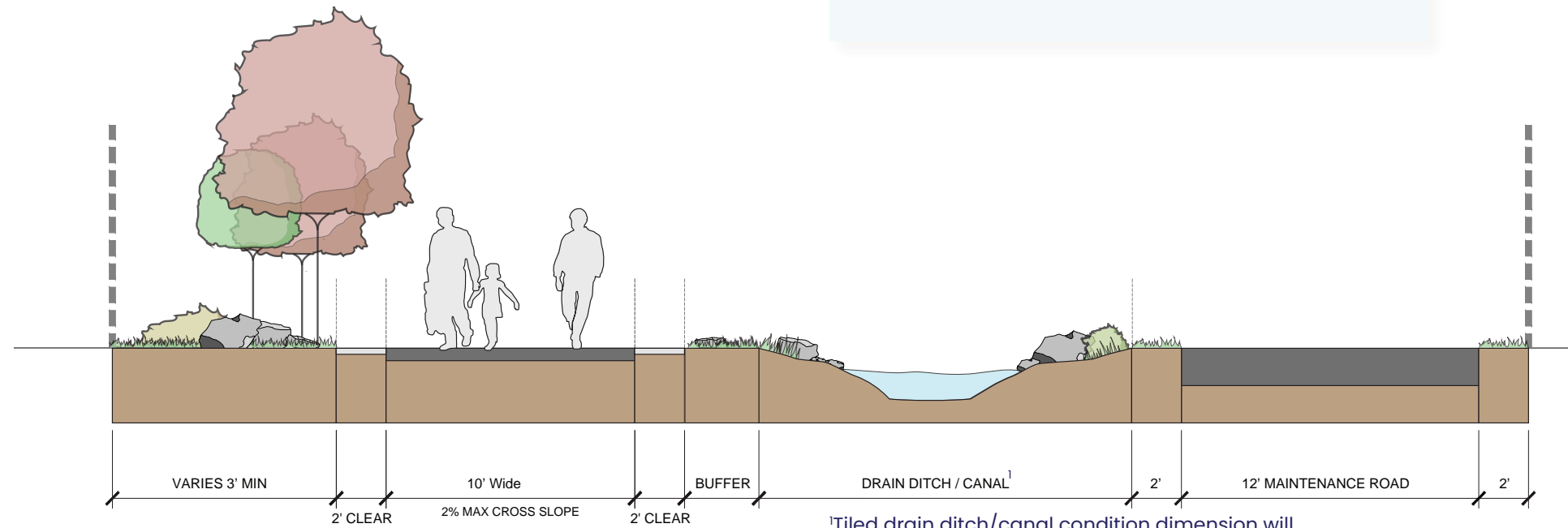
Asphalt or Recycled Asphalt

Dimension:

10' Wide

Tree Locations:

Trees shall be located no closer than 4 feet from pathway edge for Class I and II trees, and 8 feet for Class III trees. Tree placement within the required trail offset will be considered with the use of root barrier.



¹Tiled drain ditch/canal condition dimension will adhere to owner requirements.

*Assumes 50' R.O.W

Community Paths (Alternative 2)

Community Paths are multi-purpose, non-motorized (Class 1 and 2 ebikes allowed) paths that emphasize safe travel for pedestrians to and from parks and schools around the community. The focus is as much on transportation as recreation. Community pathways are commonly located along drain ditches and canals. Community Paths are generally 10-foot wide. They are generally an all-weather hard surface such as recycled asphalt, and asphalt or concrete. Shared path and access road with Ditch Co. Approval.

Examples:

Middle School Pathway

Material Recommendation:

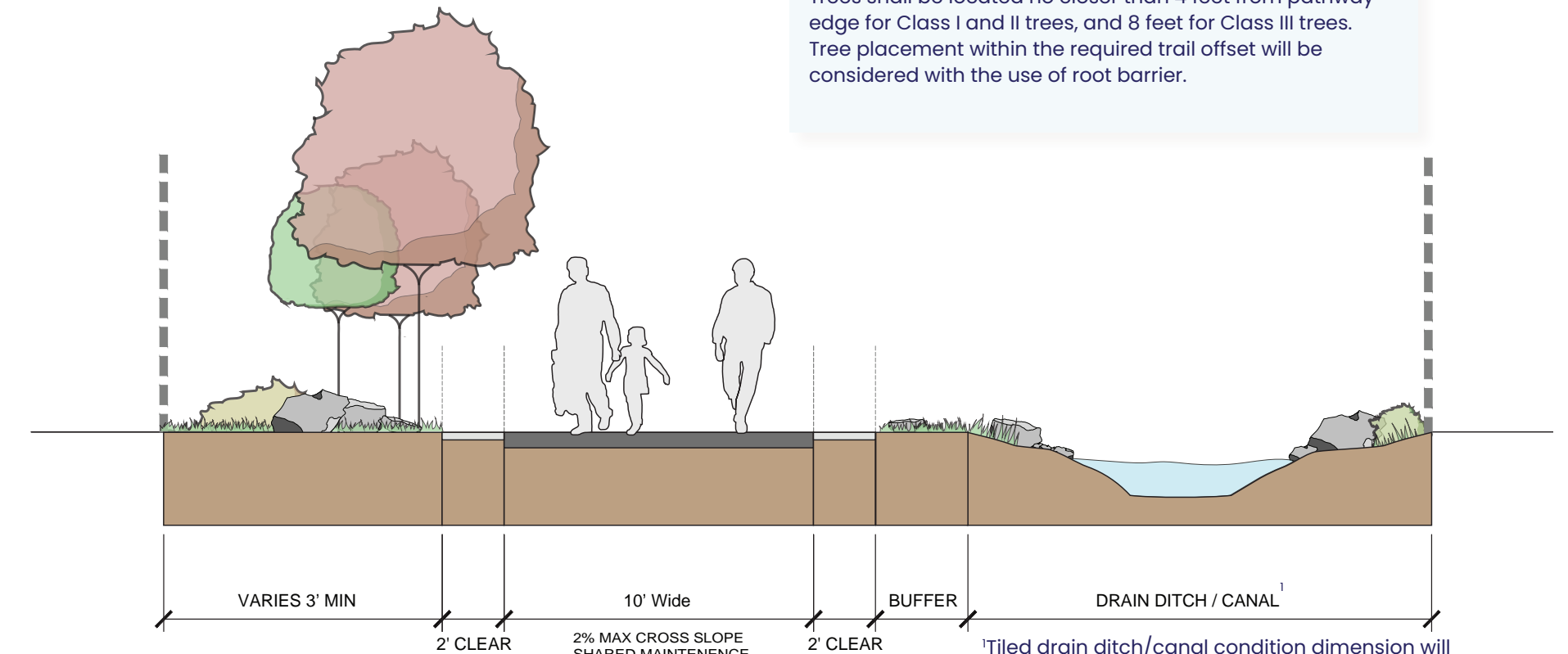
Asphalt or Recycled Asphalt

Dimension:

10' Wide

Tree Locations:

Trees shall be located no closer than 4 feet from pathway edge for Class I and II trees, and 8 feet for Class III trees. Tree placement within the required trail offset will be considered with the use of root barrier.



¹Tiled drain ditch/canal condition dimension will adhere to owner requirements.

*Assumes 50' R.O.W

Natural Paths

Natural Pathways are generally non-motorized pathways located within green ways, parks, foothills and other natural resource areas. The focus is on recreational value and harmony with the natural environment while protecting users from urban development and associated vehicular traffic. Surface material used and width may vary due to the function of the trail. An example of a natural pathway is the paved pedestrian path on the east side of Star River Walk.

Examples:

Star River Walk, Foothills

Material Recommendation:

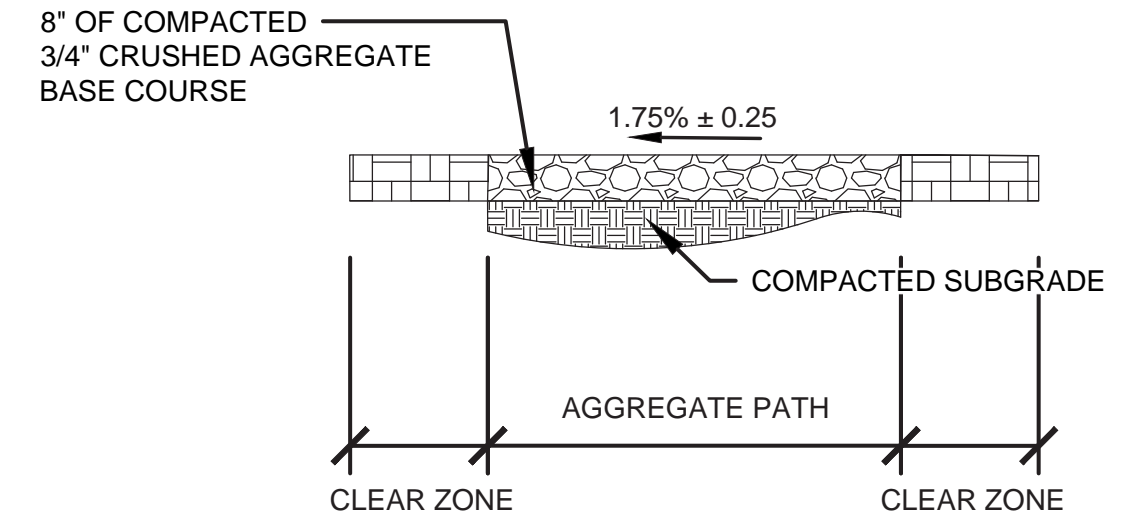
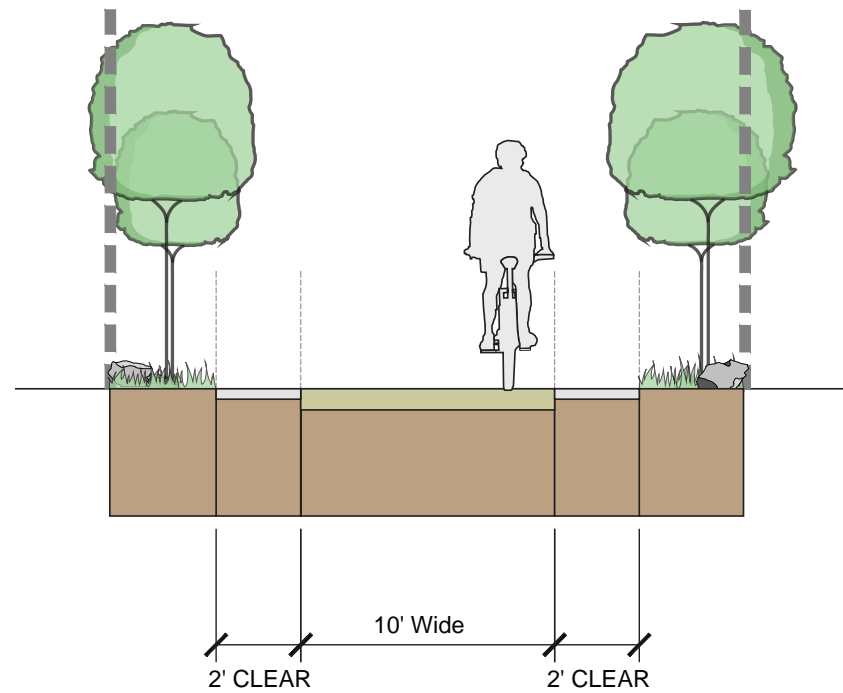
Recycled Asphalt

Dimension:

10' Wide

Tree Locations:

Trees shall be located no closer than 4 feet from pathway edge for Class I and II trees, and 8 feet for Class III trees. Tree placement within the required trail offset will be considered with the use of root barrier.



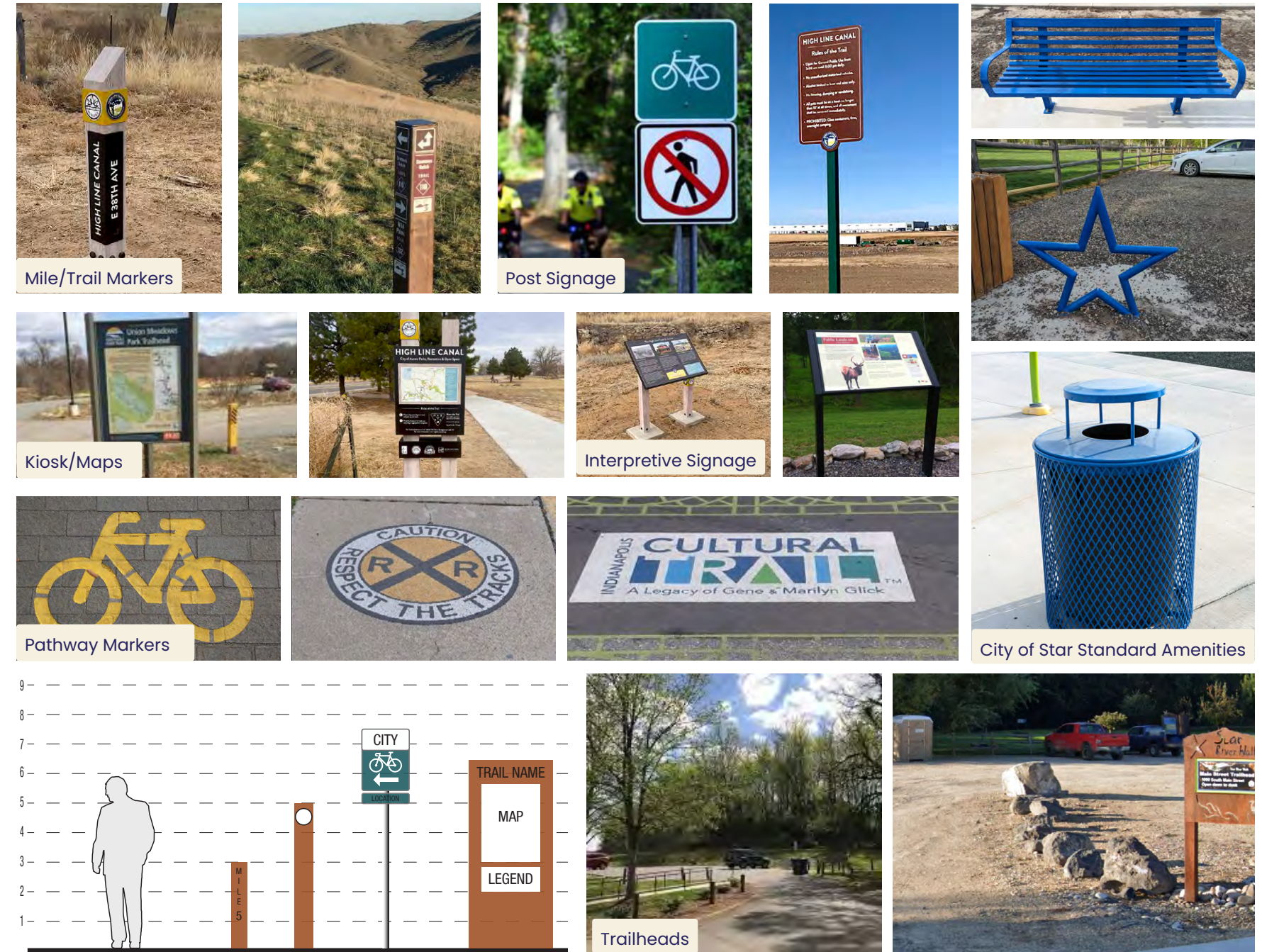
Drawings are for reference only, not for construction.

A geotechnical report and technical drawings that meet ISPWC standards are required prior to any future trail construction.

Pathway Amenities

The table below summarizes the pathway network supportive amenities with detailed descriptions for the City of Star.

| Type | Comments |
|--|--|
| Access Points | Defined point of access for user and emergency services, reference Master Plan Map for locations |
| Trailhead | Located at major access points, can provide parking, and trailhead map, reference Master Plan Map for locations |
| Enhanced Trailhead | Located at major access points, can provide parking, restrooms, drinking fountains, bicycle parking, benches and other amenities, reference Master Plan Map for locations |
| Restrooms | Existing Park Facilities or considered at future trailheads |
| Parking | Existing Park parking lots or public realm parking at access points |
| Wayfinding | Directional and information signage used to direct and inform users, with branding and cohesive signage design similar to Ridge to Rivers with Star, ID Blue, signage and wayfinding shall conform to Chapter 9 of the Manual on Uniform Traffic Control Devices (MUTCD). Types include Information Kiosk (with interchangeable graphics capability), Maps, Directional Post Signage, Welcome markers and Mile markers. Locations at trailheads, entry points, decision points/intersections and distances along pathways coordinated with hierarchy of trail types. |
| Interpretive Signage Viewpoints | Story telling opportunity, view points, scenic lookouts, points of interest, historic marker, water cycle, etc placed at trailheads and points of interest, consideration to be given to Trident Park, Phyllis Canal Trail, Freedom Park, Star Road Bridge over River (east) is City pull out for future river float. Put In at HWY 16 |
| Public Art | Integration of public art, supports wayfinding and interpretive signage at City Parks in coordination with Art and Beautification Committee |
| Drinking Fountains | Existing or future park facilities/trailheads, typically near restrooms with utility connections, should be all season if possible |
| Benches | City of Star, ID standard, placed at place of interest (parks, greenspace etc.), anchor mount on concrete base |
| Bike Racks | City of Star, ID standard, placed at parks or open space use areas, anchor mount on concrete base |
| Dog stations/Trash Cans | HOA's are encourage to place waste stations at path accesses and near major path intersection, City of Star, ID standard trash cans located at parks/trailheads |

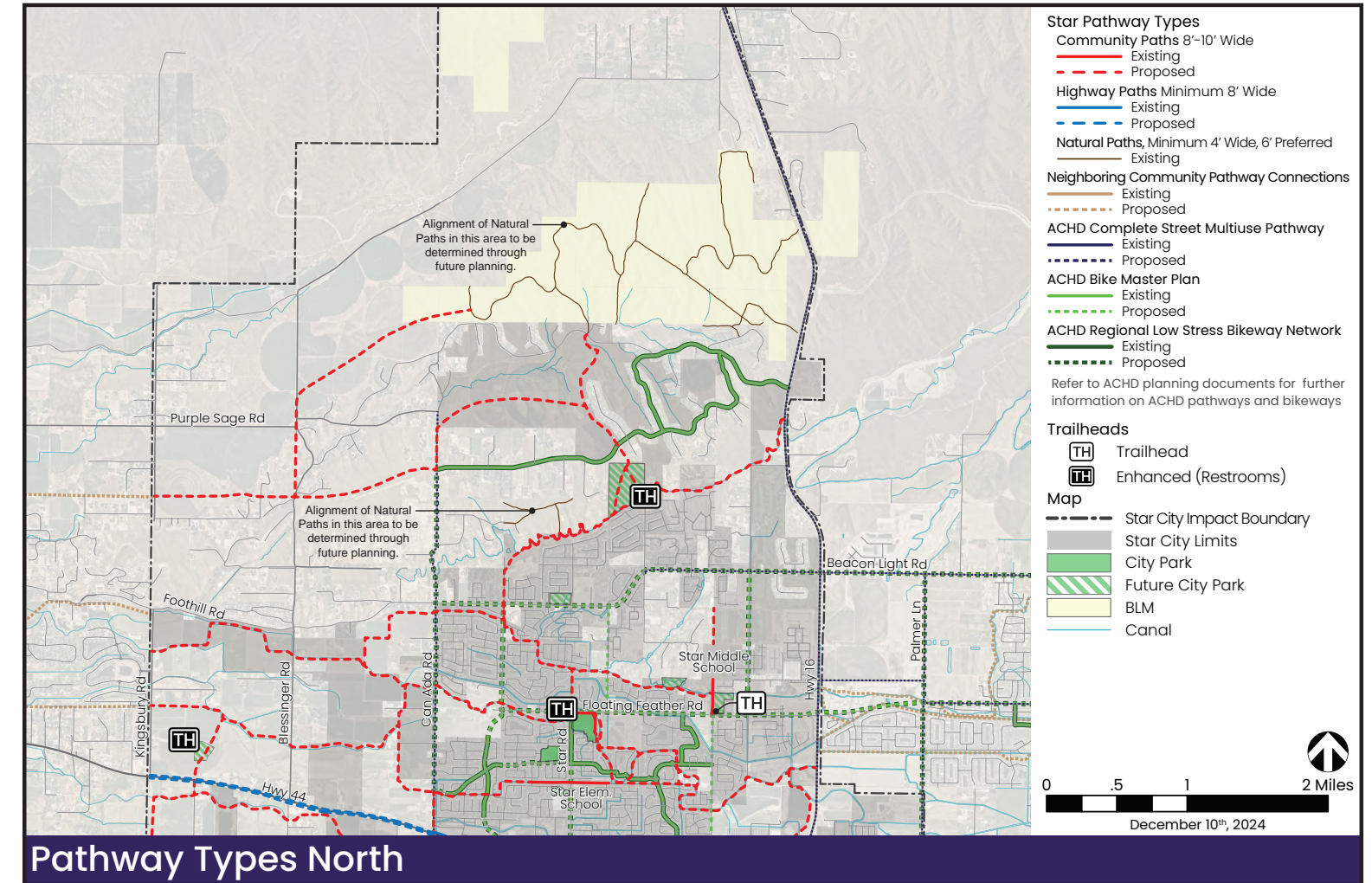


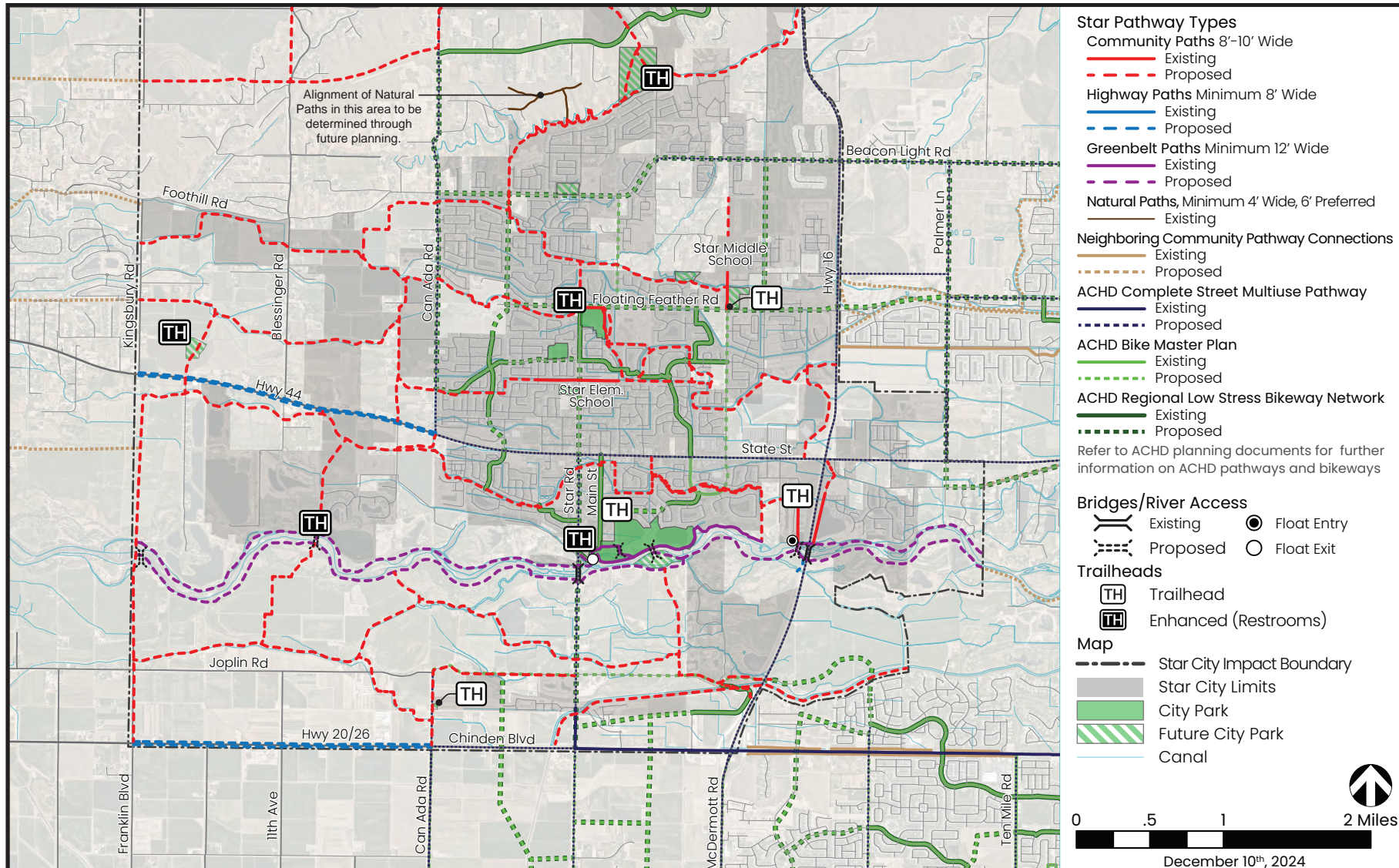
04

NETWORK RECOMMENDATIONS

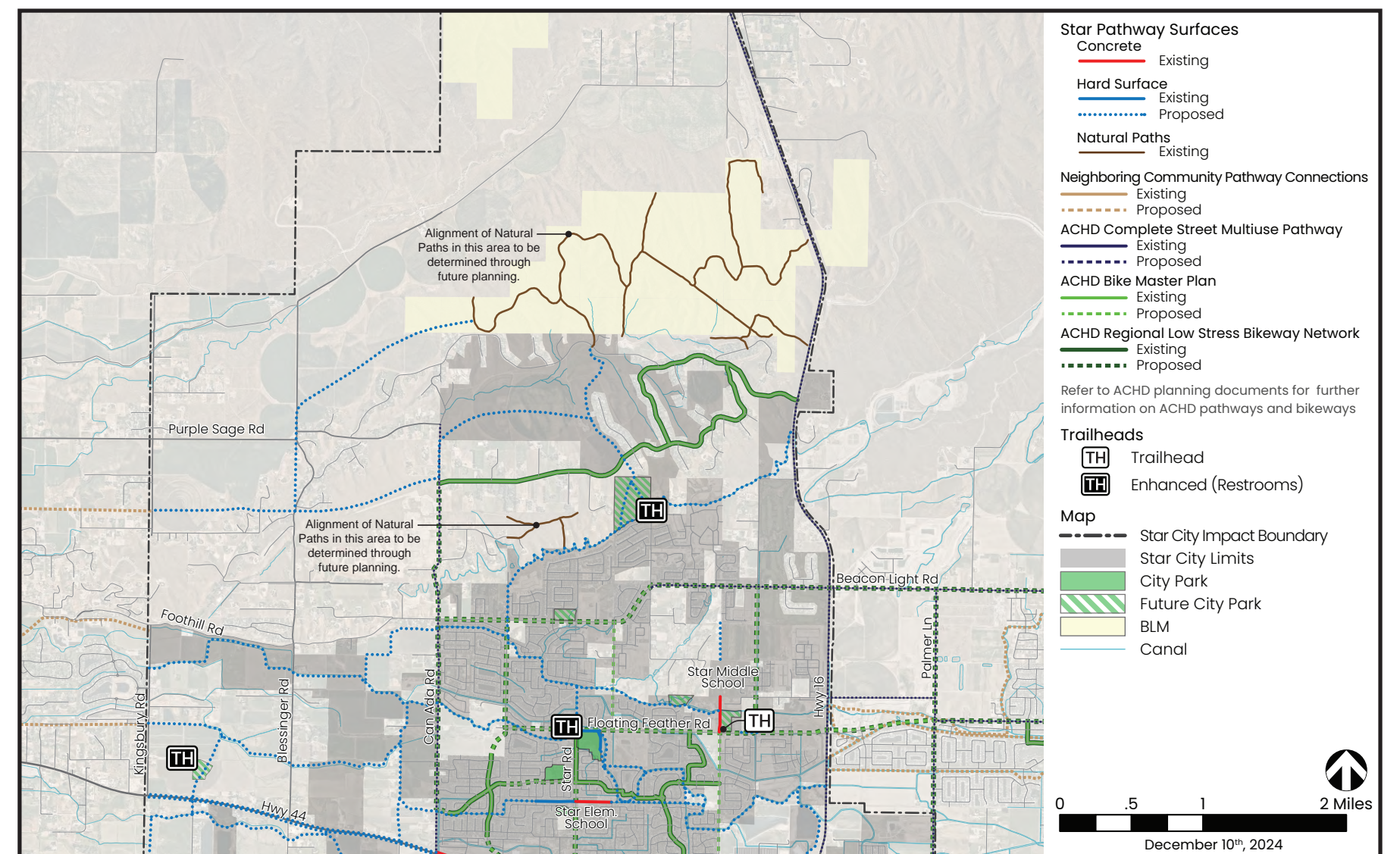
Proposed Pathway Network

Currently only 8% of the planned 102.1-mile hard surface trail network exists. This includes 1.7 miles of Community Pathways; 5.1 miles of Highway Pathways along federal, state, and county highways; and 1.7 miles of Greenbelt Pathway totaling the City's 8.5 miles of existing hard surface pathway. **To complete the pathway network an additional 49.7 miles of community pathway; 31.4 miles of highway pathway, including ACHD Complete Street Multiuse Pathways; and 12.5 miles of greenbelt pathway are proposed. 2.6 miles of the proposed community pathway are currently existing but under private ownership.** No additional natural surface trails are proposed at this time. It's important to note proposed pathways include physically existing pathways/sidewalks today that require future changes to maintenance responsibility, right-of-way and public access being granted. These situations are anticipated to be resolved on a case by case basis. It also important to note that pathways located along highway district rights-of-way are to be designed and constructed in accordance with the associated Highway District adopted specifications.

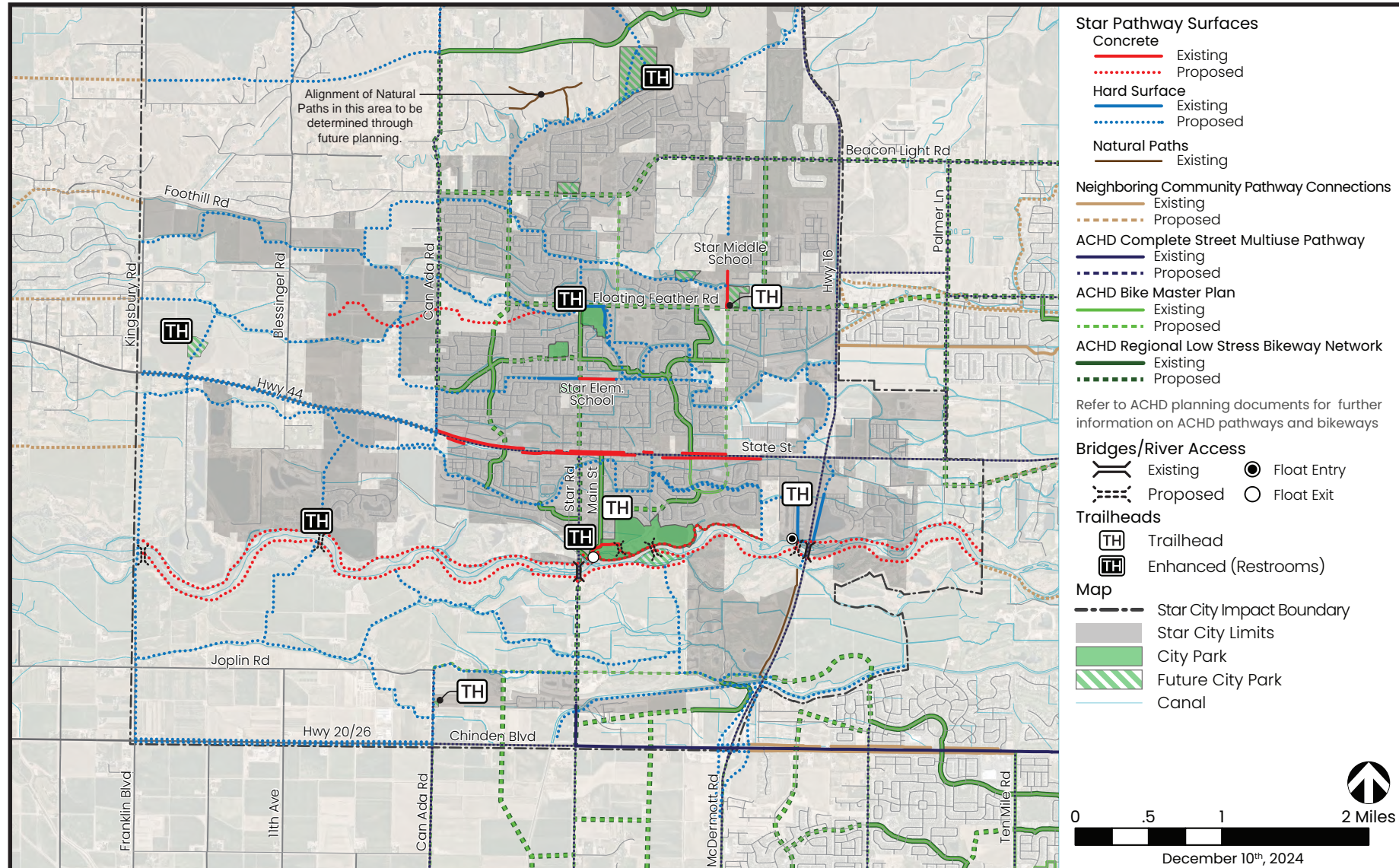




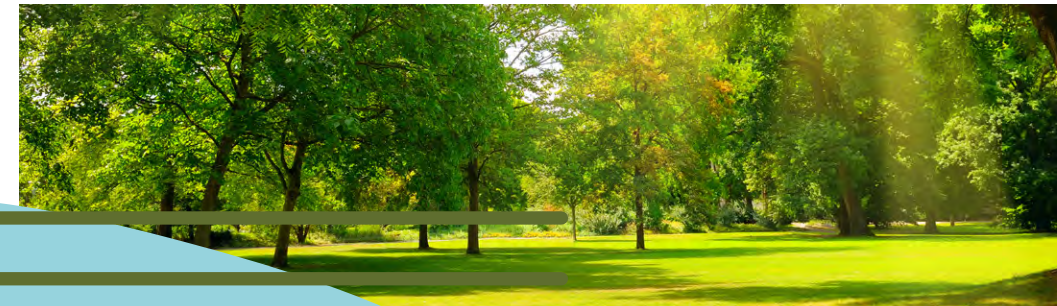
Pathway Types South



Pathway Surfaces North



Pathway Surfaces South



Regional Connectivity

It is critical the Star Master Pathway Plan tie into adjacent jurisdiction pathways to further extend regional connectivity options for City of Star residents. Below are links to the jurisdictions adjacent the City of Star Impact Area boundaries master pathway plans, this has been overlaid with the City of Star Pathway network in the map on the next page.

Perimeter Stubs

City of Eagle

Pathways & Trails Plan – 2019

[Link Here](#)

City of Meridian

Pathways Master Plan – 2010

[Link Here](#)

City of Nampa

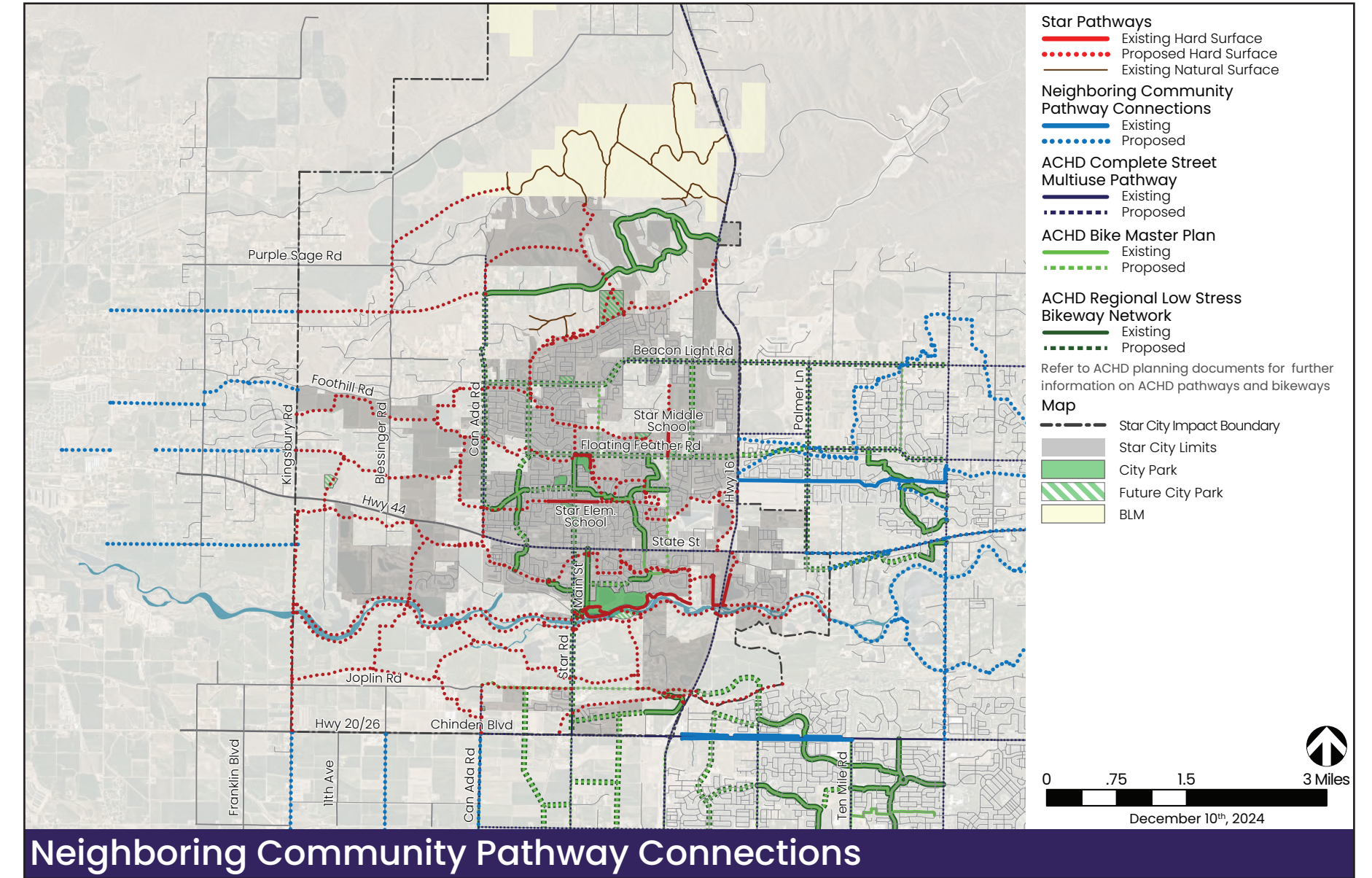
Bike and Pedestrian Master Plan – 2019

[Link Here](#)

City of Middleton

Transportation, Schools
and Recreation Map – 2021

[Link Here](#)



Neighboring Community Pathway Connections

05

PATHWAY MAINTENANCE

Maintenance Guidelines

Introduction

Importance of Maintenance and Purpose of This Plan

Maintenance plays a crucial role in ensuring safe and efficient pedestrian movement within the pathway network. Proper maintenance not only enhances the aesthetics of the city's pathways and promotes a positive user experience, it also helps reduce accidents and negative incidents occurring along the paths. This maintenance management plan aims to provide guidelines for maintenance best practices. This plan is meant to serve as a guideline and does not replace any existing City of Star or governing agency standards, policies, and procedures. This Plan is designed to be a working document and should be reviewed on a regular basis and revised as appropriate. It may be used in conjunction with the city's development of an annual maintenance budget and planning. Maintenance and service levels may fluctuate from time to time due to the availability of resources, special needs or circumstances that may arise. The following maintenance guidelines have been provided for the City of Star pathways included within the system maps. It's important to note Highway District facilities should be maintained and operated in accordance with the associated Highway District adopted specifications.

Quality of Work

The importance of high quality work for pathway maintenance cannot be overstated. Quality work ensures that pathways are safe, functional, and aesthetically pleasing, leading to a positive user experience and long-term sustainability. Here are some key reasons why maintaining a high standard of quality is crucial:

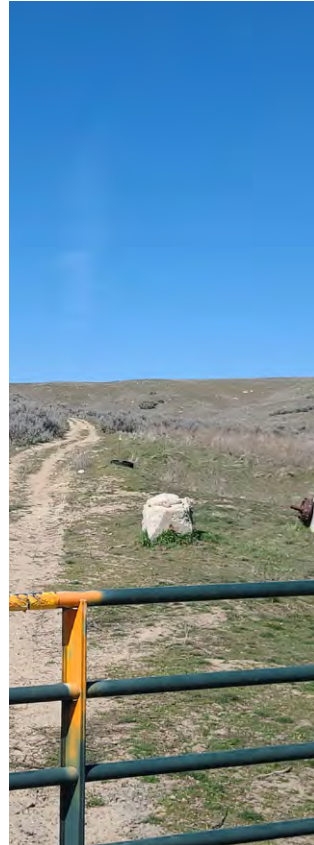
- **Safety:** Pathways are used by pedestrians, cyclists, and other users, and their safety should always be the top priority. High-quality maintenance practices help identify and address potential hazards promptly, such as uneven surfaces, potholes, or obstructions. By ensuring that pathways are in good condition, we can minimize the risk of accidents and injuries.
- **User Experience:** Pathways are designed to facilitate movement and provide an enjoyable experience for users. A well-maintained pathway with smooth surfaces, clear signage, and proper lighting

enhances the user experience and encourages more people to utilize the pathway. Conversely, neglecting maintenance can lead to user dissatisfaction, decreased usage, and a negative perception of the overall environment.

- **Longevity:** Quality maintenance practices contribute to the longevity of pathways. Regular inspections, proactive repairs, and proper cleaning prevent minor issues from escalating into major problems. By addressing maintenance needs promptly and effectively, we can extend the lifespan of pathways, reducing the need for costly repairs or replacements in the future.
- **Cost Savings:** Investing in quality maintenance upfront can result in significant cost savings in the long run. Preventative maintenance and timely repairs help avoid more extensive damage that may require extensive reconstruction or replacement.
- **Community Image:** Pathways are often a reflection of the overall quality and care given to an environment. When pathways are well-maintained, they contribute to a positive community image and create a sense of pride among users and stakeholders. On the other hand, neglected pathways can give the impression of a neglected environment, impacting the overall perception of the area.

Criteria to ensure that an acceptable quality of work is met consistently include:

- All work is consistent with City maintenance standards and complies with any local standards and specifications for the design and construction of public improvements
- All work is consistent with Best Management Practices and industry standards
- All work is compliant with Federal, State and local laws and regulations
- All work is compliant with manufacturer's specifications and standards



Maintenance Standards for Pathways and Trailheads

Overview

The City has adopted maintenance standards to help ensure that all pathways, trailheads, facilities, and equipment are maintained to a specified level of consistent service to produce a safe, clean, functional, and visually appealing multi-modal experience. The goal of these standards is to improve consistency and minimize subjectivity when assessing pathway and trailhead conditions. These standards are consistent with industry standards and best management practices to conserve and protect resources.

The maintenance standards provided in this chapter are intended to be used for the following purposes:

- Inspection and assessment of asset conditions.
- Communicating pathway network conditions effectively
- Developing an asset management plan
- Assisting staff in the prioritization of maintenance resources and allocation

Pathways

- Pathways meet applicable ADA requirements
- Pathways provide a clear path without overgrown landscape material, litter, and debris
- Pathways are free of water collecting depressions and erosion
- Pathways have a uniform surface and positive drainage
- Pathways are free of depressions or trip hazards due to grade changes
- Pathways provide users with warning prior to street or intersection crossings via signage and sensory design

- Signage is clearly visible and not blocked by overgrown landscape materials or other barriers
- Pathway turns or intersections do not occur within 100' of one another
- Sight visibility triangles are considered as part of pathway and landscape design
- Pathways are routinely inspected and cleaned and cleared of litter, debris, snow, and hazards, with frequency determined by assigned maintenance level

Landscape Areas

- Landscape areas are inspected on a weekly basis
- Turf areas are mowed and trimmed at a height of 2.5" to 3"
- Turf areas should only be provided at picnic areas or other spaces utilized for specific programming
- Plant material should be native or adaptive species and be drought tolerant
- Trees that have fruit/seeds that will drop debris onto the pathways should be avoided
- Pathways, trailheads, and facilities are routinely inspected and cleaned and cleared of litter, debris, snow, and hazards, with frequency determined by assigned maintenance level
- Shrubs and grasses are not overgrown or infringing on active pathway areas
- Trees are planted and pruned for the purpose of providing shade to pathway users
- Trees and tree replacements in irrigation district rights-of-way are maintained in accordance with applicable agency standards
- Native grasses are mowed for health, aesthetics, and weed control
- Wildlife habitat is provided, prioritized as applicable
- Noxious weeds are controlled as needed

Irrigation

- Irrigation systems deliver uniform coverage
- Irrigation systems utilize water-efficient technology
- Irrigation systems utilize sensors and communication technology to provide leak detection and remote irrigation system monitoring
- Irrigation systems are annually winterized as needed based on applicable manufacturer recommendations
- Heads and drip irrigation components are routinely inspected for coverage
- Heads are properly distributed with radii and arcs setting adjusted to provide dual coverage and limit overspray
- Irrigation is zoned and timed intentionally to enhance user experience and minimize evapotranspiration rates
- Booster pumps are provided as needed to provide adequate pressure and are regularly inspected and maintained

Drinking Fountains

- Fountains are accessible and operational
- Consider the use of bottle fillers and dog bowls when selecting appropriate drinking fountain models
- Where electricity can be provided, water cooling systems are included
- Drinking fountains are located at trailheads where feasible
- Fountains are checked for debris and cleaned as needed
- Fountains are installed on a solid and ADA compliant surface

Restrooms

- Restrooms are located at enhanced trailheads
- Toilets are clean and sanitary
- Restrooms provide required ADA access
- Restrooms include vandal-resistant partitions and components
- Restrooms are fully operational and regularly maintained
- Restrooms include security system/cameras where allowable

- Trash Receptacles
- Receptacles are clean and routinely emptied
- Receptacles are painted or powder coated
- Receptacles are installed per manufacturer recommendations and properly anchored
- Receptacles are installed on concrete pads
- Trash receptacles are adequately provided at trailheads, picnic areas, shade structures
- Pet waste stations are located and stocked at trailheads as needed
- All receptacles, containers and pet waste stations meet current ADA guidelines for accessibility and height

Benches and Picnic Tables

- Benches are installed on accessible concrete pads and per manufacturer recommendations
- Bench placement considers viewsheds, wildlife habitat, and other areas of interest
- Regular inspections occur and asset management program is in place for site furnishing replacement
- Benches and Tables will not be placed within any canal maintenance easements

Signage

- Signs are clean, legible, and free of vandalism and major sun damage
- Pathway signs are secure and properly installed in a highly visible location free of plant material overgrowth or other barriers
- Pathway network maps and rules signs are secure and properly installed at all trailheads and major points of ingress/egress
- Signage meets ADA requirements
- Trail markers are secure, placed at appropriate intervals, and installed in a highly visible location

Lighting

- All lighting fixtures to be full cutoff at a minimum and should conform to Dark Sky guidance and City standards.
- LED Lighting
- Low level security lighting is provided along trails in urban corridors where allowable
- Where applicable, conduit may be provided for future lighting to be added to pathway corridors

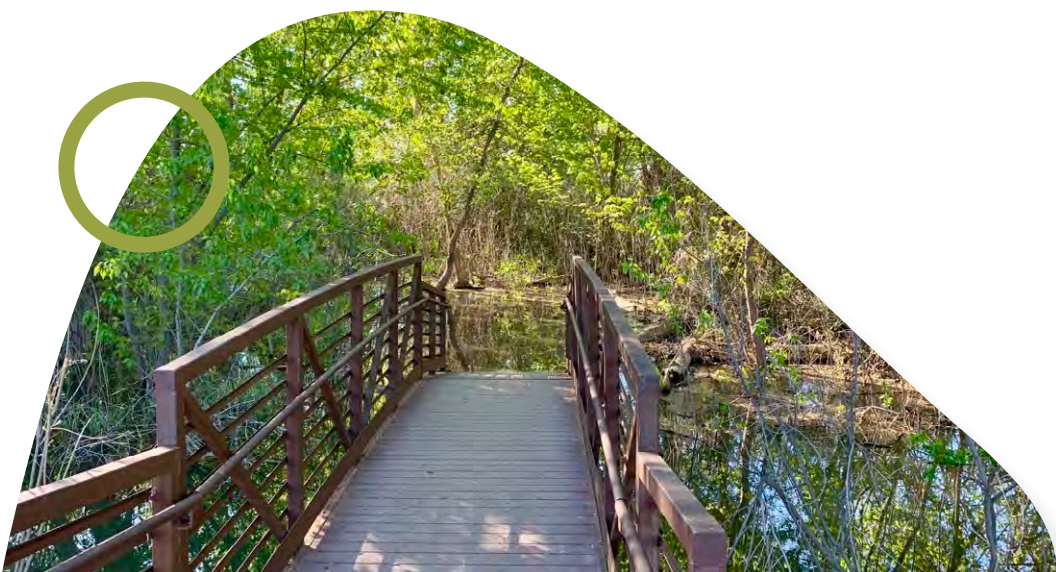
Shade Structures and Pavilions

- Shade structures and pavilions are installed on concrete pads with ADA compliant points of ingress/egress
- Shelters are installed per manufacturer recommendations and footings are designed based on sealed structural calculations provided by a registered structural engineer
- Regular inspection occurs and an asset management program is in place for shade structure and pavilions replacement
- Shelters are clean and sanitary
- LED lighting is provided at all pavilions
- Security lighting is provided in areas adjacent to pavilions
- Electrical receptacles are provided at pavilions
- Quick couplers and hose bibs are provided if utilities are available
- Rules signage, pavilions identification signage, and reservation signage is posted in highly visible locations

Preventative Maintenance

The City follows a comprehensive preventive maintenance plan for all pathways, trailheads, facilities, and equipment that it is responsible for maintaining. Regularly scheduled maintenance and monitoring of the pathway network is critical to meeting user needs. Visual and physical examinations of all pathway network amenities should be conducted weekly through staff evaluation and assessment to ensure compliance, safety, proper operation, and to mitigate liability risks. Annual required formal inspections should be performed by qualified individuals and inspection documentation should be completed and archived in accordance with City document storage practices.

Repairs to all applicable assets should be completed as required upon notification or inspection in a timely manner. Repairs that include an immediate need or a condition that poses a risk to user safety should be considered immediate priorities. Any areas or assets that are considered a safety risk should be closed and off limits to public use until necessary repairs can be made. All applicable maintenance equipment utilized by the City should be locked and tagged out if found to be unsafe to operate until necessary repairs can be made.



Established Service Levels of Maintenance

Overview

Developing maintenance service levels for pathways, trails, trailheads, and related facilities requires evaluating and responding to the path's level of use, connectivity to city points of interest, type of programming, and provided amenities. Each maintenance service level serves a specific purpose with the ongoing goal of providing a clean and high-quality pathway network for residents and visitors. Maintenance service levels may be adjusted for specific trailheads or pathway segments based on change in programming or increase/decline in use. It's also important to note some pathways will be managed by the City while others will be managed by existing or future HOA's and will require maintenance be the responsibility of the HOA, this will be addressed on a case by case basis. The following descriptions outline the expectations for each maintenance service level:

Service Level A - \$ \$ \$ \$ \$

A high level of maintenance associated with well-developed areas with high visitations rates in close proximity to major city landmarks or points of pride. Turf is lush cut two times per week, free from weeds, and cut to a precise level. Turf fertilizing is completed three times annually, and facilities maintenance is performed Monday-Friday. Plants and trees are pruned, trimmed, and shaped to ornamental beauty. Hardscapes are regularly swept, litter control and snow removal is performed five to six times per week. **Requires one park maintenance worker per six to eight linear miles.**

Service Level B - \$ \$ \$ \$

A reasonably high level of maintenance associated with well-developed areas with high visitations rates. This service level is appropriate for areas that are highly programmed and include trailheads. Most greenbelt and community path segments may be associated with Service Level B. One major difference with Service Level B is that turf is not cut as frequently, but still at regular intervals at a precise level. Plants and trees in parks are not pruned and trimmed at the same frequency. Litter control, snow removal and facility maintenance is two to three times per week and hardscape maintenance is less frequent. Mowing frequencies are five to seven days, shrub and tree pruning are completed bi-annually, turf fertilizing is completed three times annually and inspections occur monthly. **Requires one parks maintenance worker per eight to 12 linear miles.**

\$ = General cost per mile

Service Level C - \$ \$ \$

The lower expected service level for fully developed pathway corridors with a moderate level of maintenance associated with path areas of average development or visitation. Most highway path segments may be associated with Service Level C. Maintenance is accomplished, usually with longer service intervals, to keep the path network safe and minimally serviceable to the community. Mowing frequency is every seven to 14 days, shrub and tree pruning annually, turf fertilization bi-annually, litter control one to two time per week, facilities maintenance performed one time per week and inspections occur monthly. **This level requires one parks maintenance worker per 12 to 18 linear miles.**

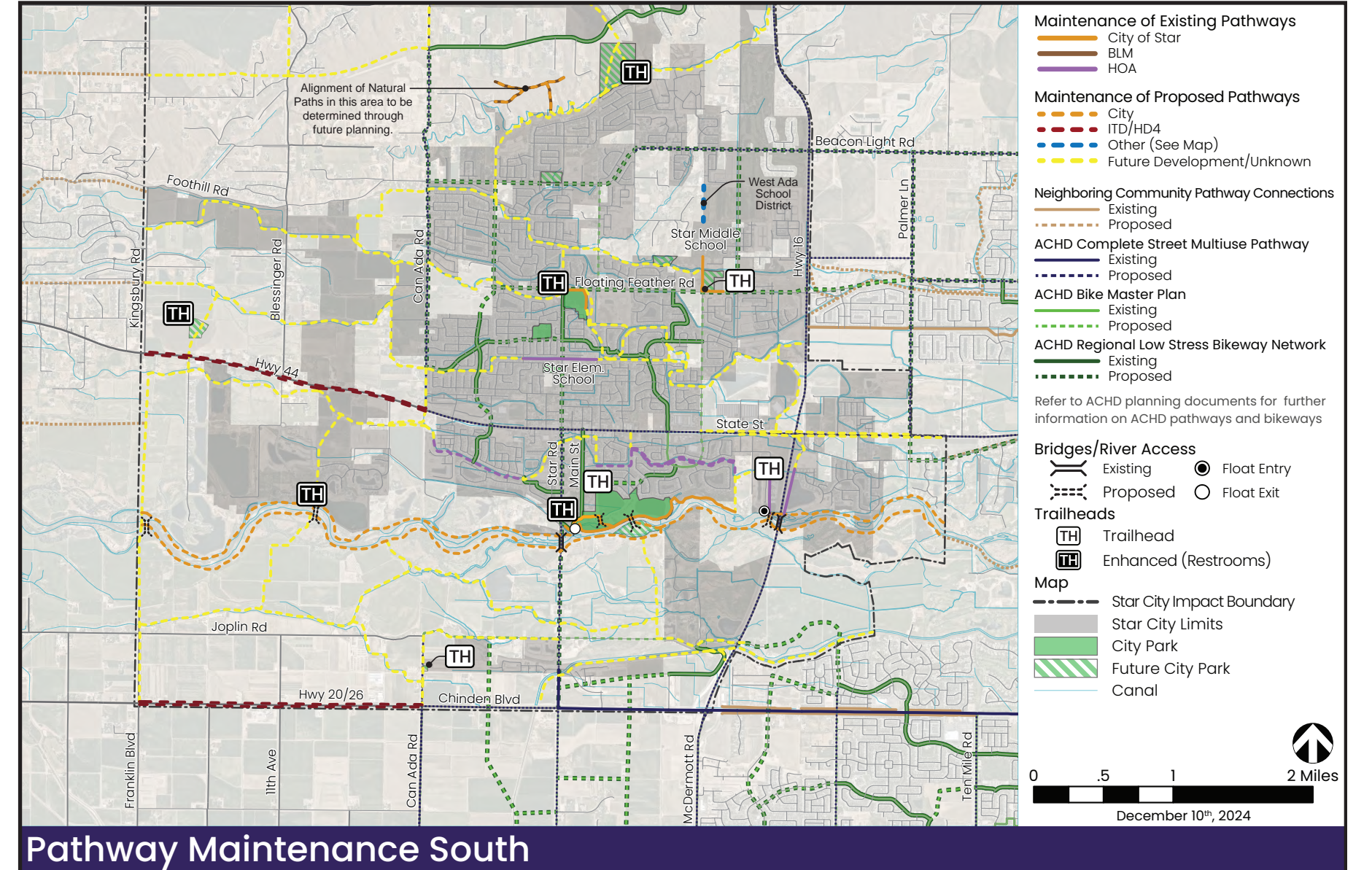
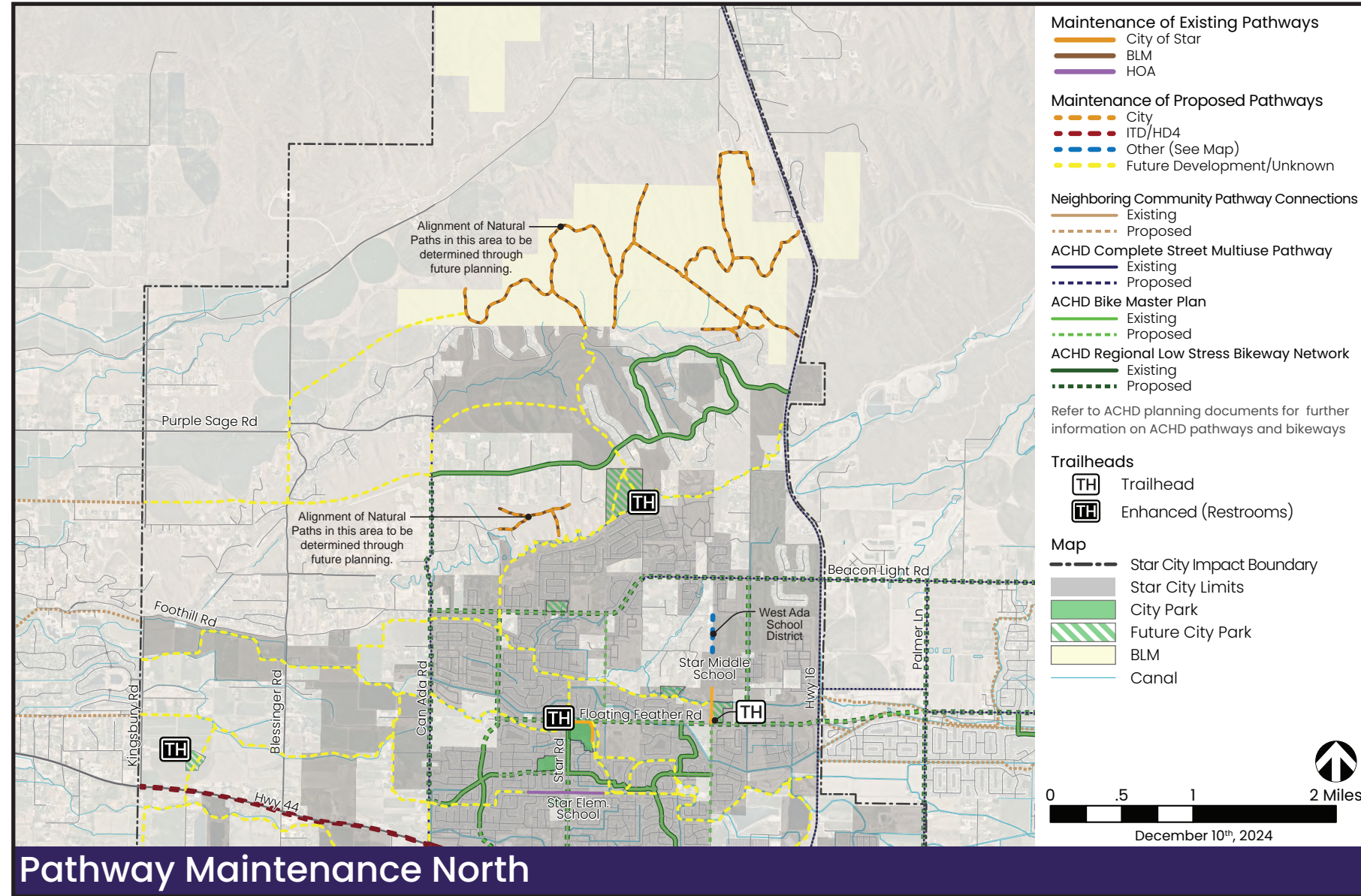
Service Level D - \$ \$

A minimal service level for pathway corridors or open spaces with no facilities with the intent to maintain safe grounds and a natural ambiance. Most natural paths may be associated with Service Level D. Generally inspection services and litter control are conducted on a weekly basis. Mowing frequencies every 14 to 21 days, shrub and tree pruning annually, and fertilization annually. Inspections typically occur monthly. **Usually such services require one park maintenance worker every 50 to 75 linear miles.**

Service Level E - \$

A minimal service level for pathway corridors or open spaces with no facilities with the intent to maintain safe grounds and a natural ambiance. City of Star may not have any planned pathway segments within the Service Level E maintenance classification, however, this classification may be utilized in the future if deemed appropriate. Generally inspection services and litter control are conducted, but on an infrequent basis. **Usually such services and litter control are conducted as "fill-in" work by staff but otherwise one park maintenance worker can cover approximately 200 linear miles.**

Note: Prior to the construction of any city-maintained pathways, the city should assign 0.1 FTE (4 hours per week average) staff person to focus on pathways issues. Tasks would include budget preparation, review of new development for pathway approval conditions and inspection of improvements required; working with HOA's to construct pathways along canals through existing subdivisions; attending STPC monthly meetings; grant applications; Impact fee projects.



06

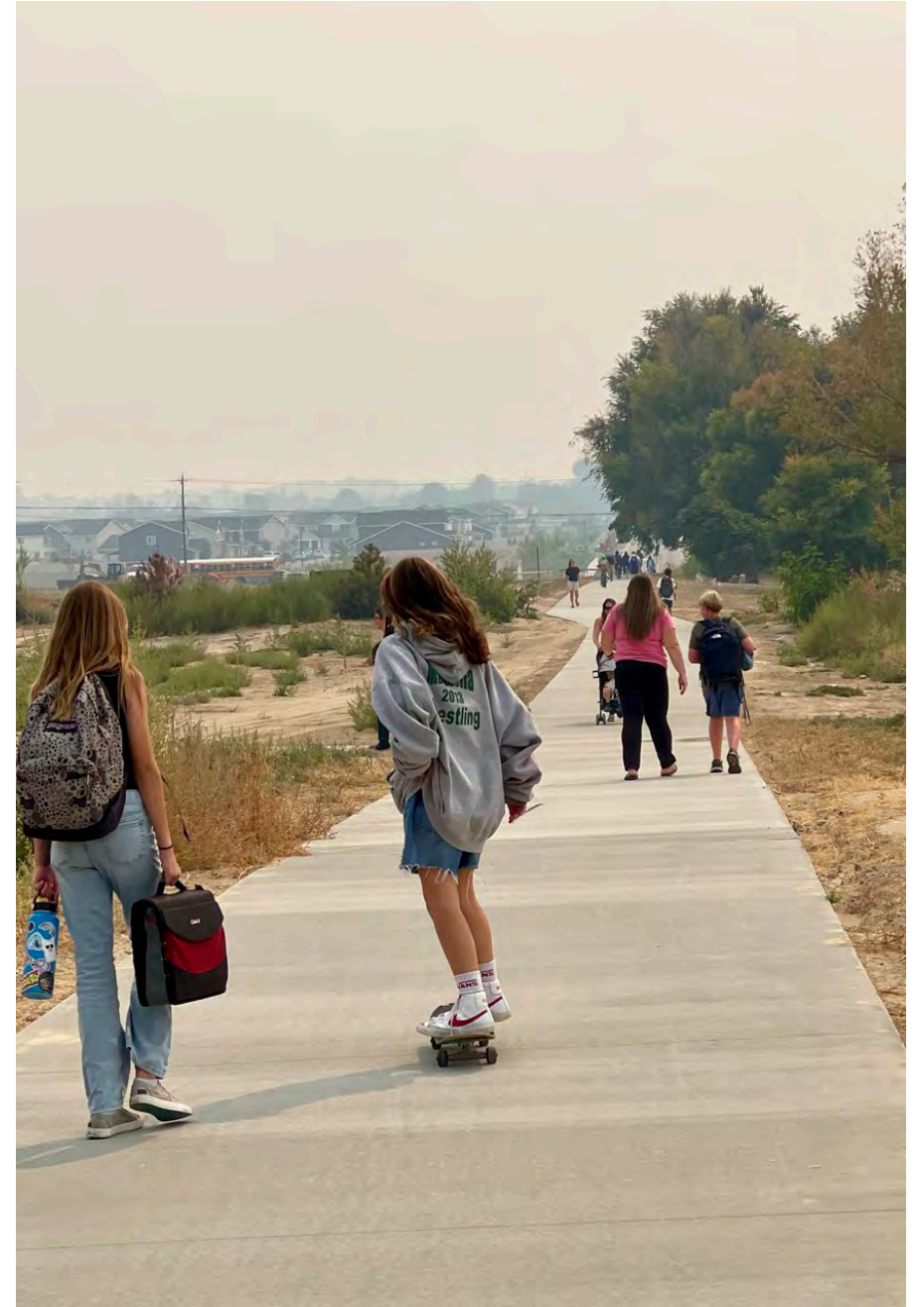
CAPITAL IMPROVEMENT PLAN

Overview

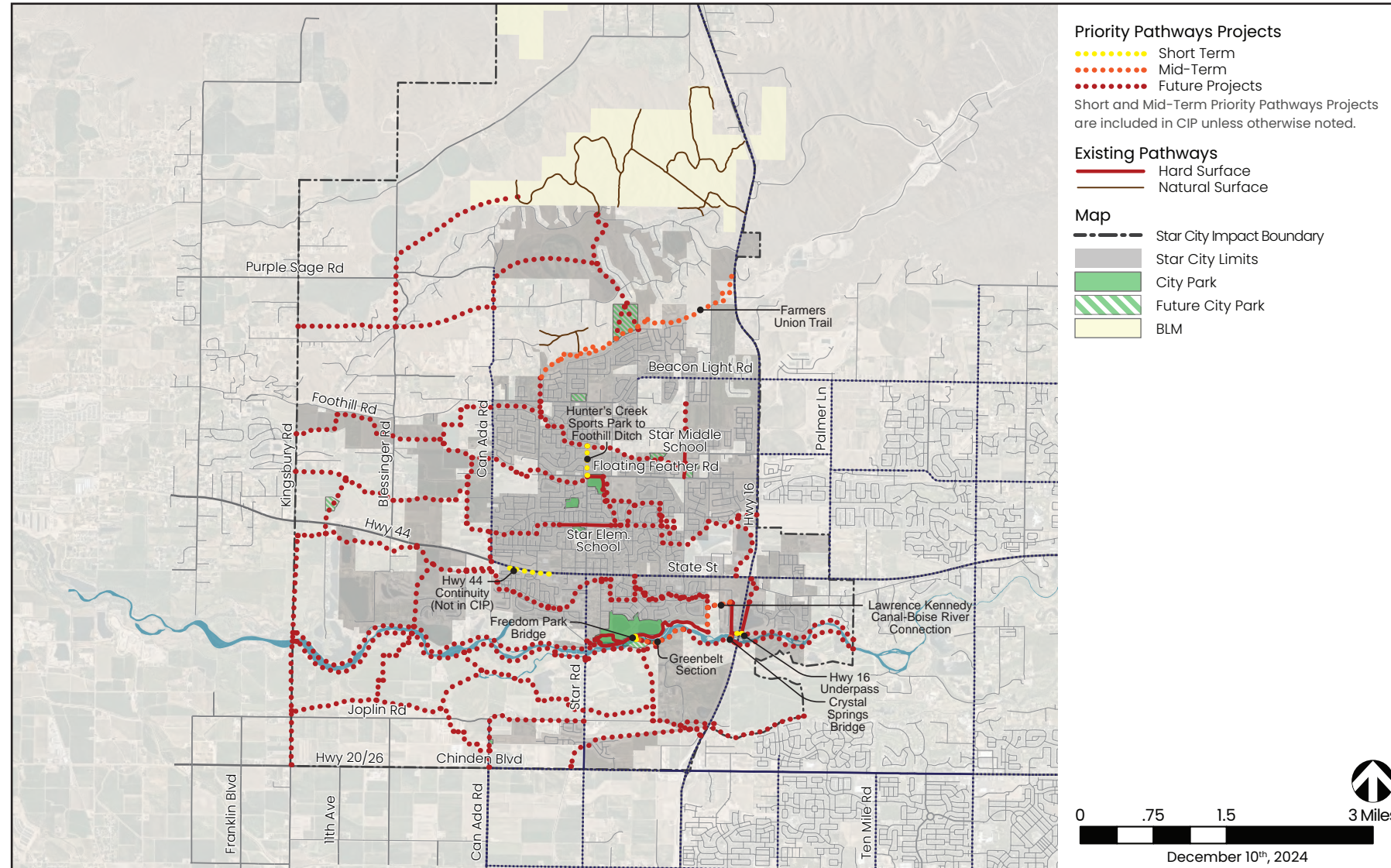
This CIP is intended to focus on new trails and trailhead projects. Most of these capital improvements will also require an increase in annual operations and maintenance costs. The following are the general assumptions utilized in the development of the recommended CIP:

- Lifecycle replacement projects which include the replacement of existing trail assets in the system are included in the cost estimating for the capital improvements plan. These costs have been considered long term.
- Only projects likely to be implemented are included in the plan.
- Projects must be consistent with other planning efforts, where applicable.
- Costs shown are intended to be rough order of magnitude.
- Land acquisition and associated land costs have not been included in this plan.
- Costs shown are intended to reflect the proposed classification section for each trail segment as shown on the plan mapping.
- Grade-separated road crossings, bridges, specific riverfront considerations, or other major structures have not been accounted for in these rough order of magnitude costs.

Please note that the costs shown on the following pages are intended to be rough order of magnitude and based on trail related amenities only. Projected costs do not include additional associated infrastructure related to project implementation. The values shown within this document are based on 2024 dollars and cost escalation has not been added for mid-term (years 6-10) or long term (years 11+). Department staff should continue to evaluate costing information with current market conditions as project funding opportunities arise. It is recommended each identified project undergo a segment-specific master plan prior to final design in order to establish a trail alignment, confirm desired trail amenities, and provide a detailed cost estimate based on specific site conditions.



Capital Improvement Plan Summary



Priority Pathway Projects

| Star Pathways Mileage by Type | | | | |
|---------------------------------------|----------------|----------------|---------------|------------|
| Type | Existing Miles | Proposed Miles | Total Miles | % Complete |
| Community | 1.69 | 49.7 | 51.39 | 3% |
| ACHD | 0.18 | 3.75 | 3.93 | 5% |
| ITD | 4.91 | 27.66 | 32.57 | 15% |
| Greenbelt | 1.7 | 12.49 | 14.19 | 12% |
| Natural | 9.23 | 0 | 9.23 | 100% |
| TOTAL (NATURAL + HARD SURFACE) | 17.71 | 93.6 | 111.31 | 16% |
| TOTAL HARD SURFACE ONLY | 8.48 | 93.6 | 102.09 | 8% |

| Identified Capital Improvement Project Mileage | |
|--|----------------|
| Capital Improvement Project Prioritization | Proposed Miles |
| Short-Term Priority (0-5 Years) | 0.38 |
| Mid-Term Priority (6-10 Years) | 4.07 |
| Long-Term Priority (11+ Years) | 56.21 |
| TOTAL | 60.66 |

| Identified Proposed Mileage By Others | Proposed Miles |
|---------------------------------------|----------------|
| ACHD/HD4/ITD | 31.67 |

| Short-Term Priorities: Capital Improvement Project Breakdown | Proposed Miles | Planning and Design | Soft Surface Trail Cost | Hard Surface Trail Cost | Trail Lighting | Structures | Total Probable Cost Range* |
|--|----------------|---------------------|-------------------------|-------------------------|---------------------|-----------------------|--|
| Hunter's Creek to Foothill Ditch | 0.3 | \$63,648.00 | \$31,500.00 | \$94,800.00 | \$435,600.00 | - | \$31,500.00 - \$530,400.00 |
| Highway 16 Underpass | 0.05 | \$10,608.00 | \$5,250.00 | \$15,800.00 | \$72,600.00 | - | \$5,250.00 - \$88,400.00 |
| Freedom Park Boise River Bridge (Approx. 150' Bridge) | 0.03 | \$548,227.20 | - | \$25,000.00 | \$43,560.00 | \$4,500,000.00 | \$4,568,560.00 |
| TOTAL | 0.38 | \$622,483.20 | \$36,750.00 | \$135,600.00 | \$551,760.00 | \$4,500,000.00 | \$4,605,310.00 - \$5,187,360.00 |

| Mid-Term Priorities: Capital Improvement Project Breakdown | Proposed Miles | Planning and Design | Soft Surface Trail Cost | Hard Surface Trail Cost | Trail Lighting | Structures | Total Probable Cost Range* |
|--|----------------|-----------------------|-------------------------|-------------------------|-----------------------|-----------------------|---|
| Farmers Union Trail | 2.96 | \$636,480.00 | \$315,000.00 | \$948,000.00 | \$4,356,000.00 | - | \$315,000.00 - \$5,304,000.00 |
| Lawrence Kennedy/Boise River Connection | 0.53 | \$112,444.80 | \$55,650.00 | \$167,480.00 | \$769,560.00 | - | \$55,650.00 - \$937,040.00 |
| Crystal Springs Boise River Bridge (Approx. 210' Bridge) | 0.04 | \$705,969.60 | - | \$25,000.00 | \$58,080.00 | \$5,800,000.00 | \$5,883,080.00 |
| Boise River Greenbelt (South of Freedom Park Bridge) | 0.53 | \$112,444.80 | \$55,650.00 | \$167,480.00 | \$769,560.00 | - | \$55,650.00 - \$937,040.00 |
| TOTAL | 4.07 | \$1,567,339.20 | \$426,300.00 | \$1,307,960.00 | \$5,953,200.00 | \$5,800,000.00 | \$6,309,380.00 - \$13,061,160.00 |

* Costs assume pavement with trail lighting consistent with section classifications| the planning and design will likely be by City staff and could result in a savings to the City.

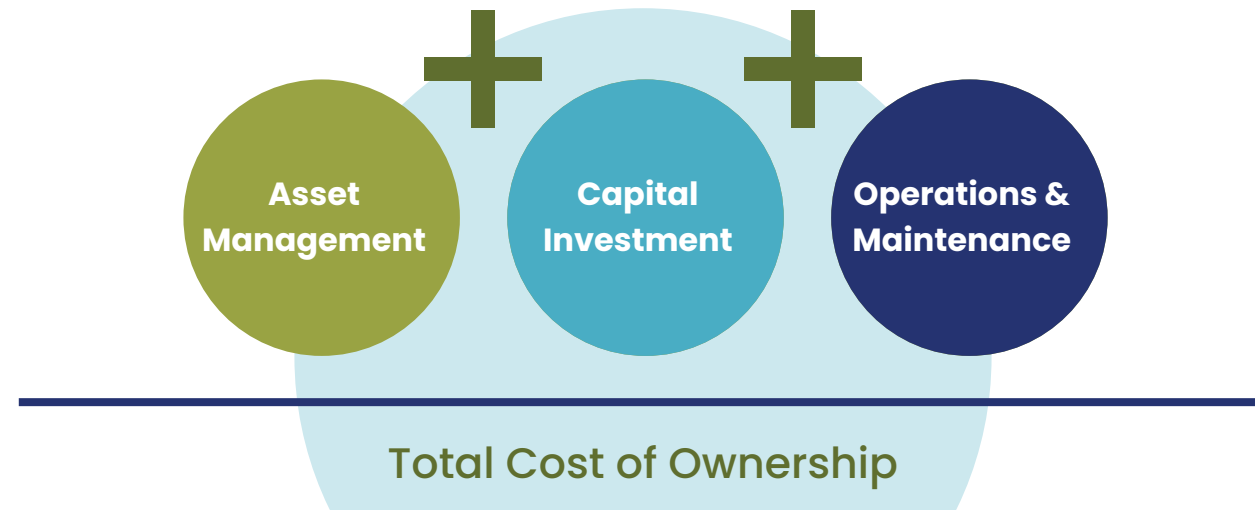
**Costs are based on trail mileage and do not consider specific site conditions. It is recommended a project-specific master plan be done for each segment to determine trail alignment and identify site-specific issues prior to design.

Total Cost of the Trails System

The total value of the City's park system includes three items:

- Asset Management: includes preventative maintenance and lifecycle replacement.
- Capital Investment: total cost of the trails system.
- Operations & Maintenance: cost to maintain current trails system.

Inclusion of these three elements provides a true value of the trails system allowing the City to fully view what is required for the full financial sustainability of the trails system.



Asset Management Plan

It is critical to closely monitor the condition of the existing trails system to ensure the safety of patrons. The Recommended Replacement Schedule identifies the recommended trails/amenity replacement schedule based on the identified lifecycle for replacement. It is highly recommended to track the condition and plan for asset replacement based on condition, maintenance, and expected lifecycle. This table is based on best practices within the parks and recreation industry. As the city continues to develop its trail network, it is recommended the city utilizes a comprehensive ten-year asset management plan that is updated annually, identifying conditions and tracking preventative maintenance and lifecycle replacement timelines for the following facilities:

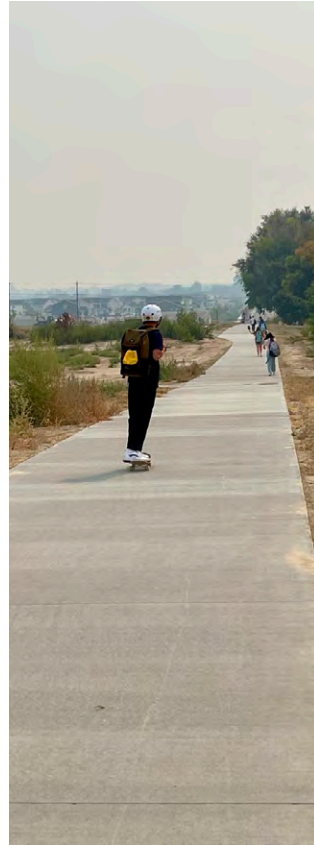
Recommended Replacement Schedule

| Facility/Amenity | Lifecycle |
|-----------------------------------|-----------|
| BBQ Pit/Grill | 10 |
| Bench | 15 |
| Bike Rack/Loop | 10 |
| Bollards | 25 |
| Drinking Fountain | 10 |
| Fencing | 25 |
| Fitness Station | 10 |
| Flagpole | 35 |
| Irrigation System | 20 |
| Lighting | 20 |
| Maintenance Yard/Building | 35 |
| Parking Lot | 20 |
| Picnic Table | 15 |
| Ramada/Pavilion | 35 |
| Restroom Building | 35 |
| Shade Structure (Fabric) | 10 |
| Signage (Monument) | 25 |
| Signage (Regulatory/Interpretive) | 10 |
| Trail – Non-Paved | 25 |
| Trail – Paved | 25 |
| Trash Receptacle | 15 |



07

FUNDING STRATEGIES



Introduction

As the Star trails network grows and diversifies its amenities, the city must also identify, develop and diversify their revenue source options. Nationally, a growing number of municipalities have developed strong partnerships that are fair and equitable in the delivery of trails and off-street connections based on who receives the service, for what purpose, for what benefit, and for what costs.

In the City of Star, some of these policies and management practices are in place or being considered and others should be considered for future implementation. Some of these sources can potentially be considered as a revenue option to support the capital and operational needs of the City. The city will need to continually develop and update its business plans for its trails, facilities, and rentable venues it manages. Managing good data is crucial to making good decisions on revenue development.

Primary and Funding Sources for Consideration

Bond Financing

Municipal bonds can be issued to finance trails projects. These bonds are backed by the government and typically repaid using tax revenues or user fees associated with the facility. Bond financing allows for large-scale projects that may require significant upfront investment that address needs that are identified as unmet community priorities.

Impact Fees

Impact fees are charges imposed on new developments to mitigate the impacts they have on the community, such as increased demand for parks and recreation facilities. These fees may be collected by the city and used to fund the construction or expansion of a trails network and infrastructure.

Park/Trail Development Fees

Many municipalities seek developer contributions for parklands and for the development of trails that run through the property being developed. The developer perceives the enhanced value in terms of what the improvements mean for their development. Park or trail dedication as a requirement of subdivision development is a reliable means for maintaining equity of access to parks and trails and keeping pace with the neighborhood and community park needs of the city.

Partnerships

Partnerships are joint-development funding sources or operational funding sources formed between separate agencies, such as two government entities, a non-profit, a public agency, or a private business, local improvement district and a public agency. Partners jointly develop revenue-producing parks and recreation facilities and may share risk, operational costs, responsibilities, and asset management based on the strengths of each partner. In this approach, entities may provide funding or resources in exchange for specific benefits, such as naming rights, advertising opportunities, or revenue-sharing agreements.

The City currently utilizes partnerships and agreements that are joint-development funding sources or operational funding sources between separate agencies. Revisiting the terms of partnerships is important to ensure the agreement's terms are still valid and the need for partnership has not changed. Existing partnership agreements should be updated regularly to ensure the purpose of the partnership, what is being provided, and the terms of the agreement are accurate. New partnerships should be forged as the city continues to evolve and modernize the parks and recreation system to align with community needs. Ensure that partnerships are fair and equitable to the city and to the partner with the best interests of the community prioritized.

Corporate Sponsorships

Trail projects can seek corporate sponsorships to secure funding. In exchange for financial support, sponsors may receive branding opportunities, advertising exposure, or other promotional benefits.

Government Grants

Trails projects can often qualify for government grants from federal, state, and local agencies. These grants are typically awarded based on the project's alignment with specific criteria, such as community impact, environmental sustainability, or economic development. The city may utilize federal grant funding, such as Community Development Block Grant (CDBG) funding, for trail projects and can continue to mine for additional federal, state, and local grant funding opportunities.

Franchise Fee for Utility Right-of-Way

Many agencies have sold the development rights below the ground to utility companies for fiber optic lines, water, sewer, electricity lines, and cable conduits on a linear foot basis.

Maintenance Endowment Fund

This is a fund dedicated exclusively for trail maintenance and is funded by a percentage of user fees from programs, events, and rentals. The fee is paid by users and is added to a dedicated fund for facility and equipment replacement.

Revolving Fund

A revolving fund is a dedicated financial mechanism established to support the ongoing development, enhancement, and maintenance of trails facilities. The primary purpose of these funds is to generate revenue through various means, such as rental fees, sponsorships, donations, and grants. The generated funds are then reinvested back into the parks to improve amenities, infrastructure, programming, and overall trails experiences. Park revolving funds offer a sustainable financial mechanism for supporting trail development and maintenance. By reinvesting generated revenues into related projects, these funds ensure the long-term sustainability and improved amenities of trail facilities. Successful implementation requires careful planning, stakeholder engagement, and effective financial management.

Philanthropic Donations

Non-profit organizations, foundations, and individual donors can contribute funds to support parks and recreation projects. These donations are often made in the form of grants, sponsorships, or endowments. Philanthropic donations can be essential for funding projects that benefit specific communities or have a social or environmental focus.

Volunteerism

This is an indirect revenue source consisting of individuals donating their time to assist the city in providing a product or service on an hourly basis. This reduces the city's cost to provide services, builds department advocacy, and civic involvement.



08

IMPLEMENTATION

Future Implementation Decisions:

The following implementations decisions will need to be addressed by the City in order to effectively implement the Pathway Master Plan into reality.

- a. Adopt the Pathway Master Plan by reference into the City of Star Comprehensive Plan.
- b. Update City GIS database system to include Pathway Plan routes.
- c. Update Development Code regulations to require construction of pathways upon parcel redevelopment consistent with the sections and standards of this plan.
- d. Confirm how much City funding is available and plan pathway construction projects accordingly.
- e. Secure additional funding through grants, bonds, and public-private partnerships to support pathway projects.
- f. Partner with regional authorities and state agencies for cost-sharing transportation projects and inclusion of community projects within transportation improvement programs.
- g. Review Impact Fees for inclusion of pathway development.
- h. Confirm who maintains which pathway types.
- i. Secure pathway agreements with irrigation and drainage districts to allow their right-of-way to be utilized as community pathways.
- j. Coordinate with existing HOA's on conversion of existing private pathways to public pathways.
- k. Apply for SS4A Planning and Demonstration Grant in order to complete area-wide safety action plan resulting in recommended safety improvement projects for all transportation modes. This does not necessarily guarantee a pathway project but if there is a demonstrated risk or crash history it could.
- l. Promote community programs and events that encourage walking, biking and use of shared pathways such as Bike/Walk to School Days, Bike Bus Programs, Bike Repair/Donation Drives, Bike Safety Trainings, 5Ks, or Charity Walk-a-Thon Fundraisers.
- m. Develop a Facilities Maintenance Plan for enhancement and maintenance of City parks and existing pathways.
- n. Conduct necessary property acquisition or easements as needed, specifically along the Boise River.
- o. Update City Code Enforcement and Maintenance responsibilities to include oversight of existing City pathways consistent with the establish level of service guidelines.



Appendix

**SOCIAL PINPOINT RESULTS
SURVEY FEEDBACK**



Kimley-Horn Social Pinpoint

Report Type: Form Results Summary

Date Range: 26-03-2024 - 05-08-2024

Exported: 22-08-2024 22:42:05

Closed

City of Star Pathway Survey
City of Star Pathway Master Plan

100
Contributors

105
Contributions

Contribution Summary

1. Are you a City of Star Resident?

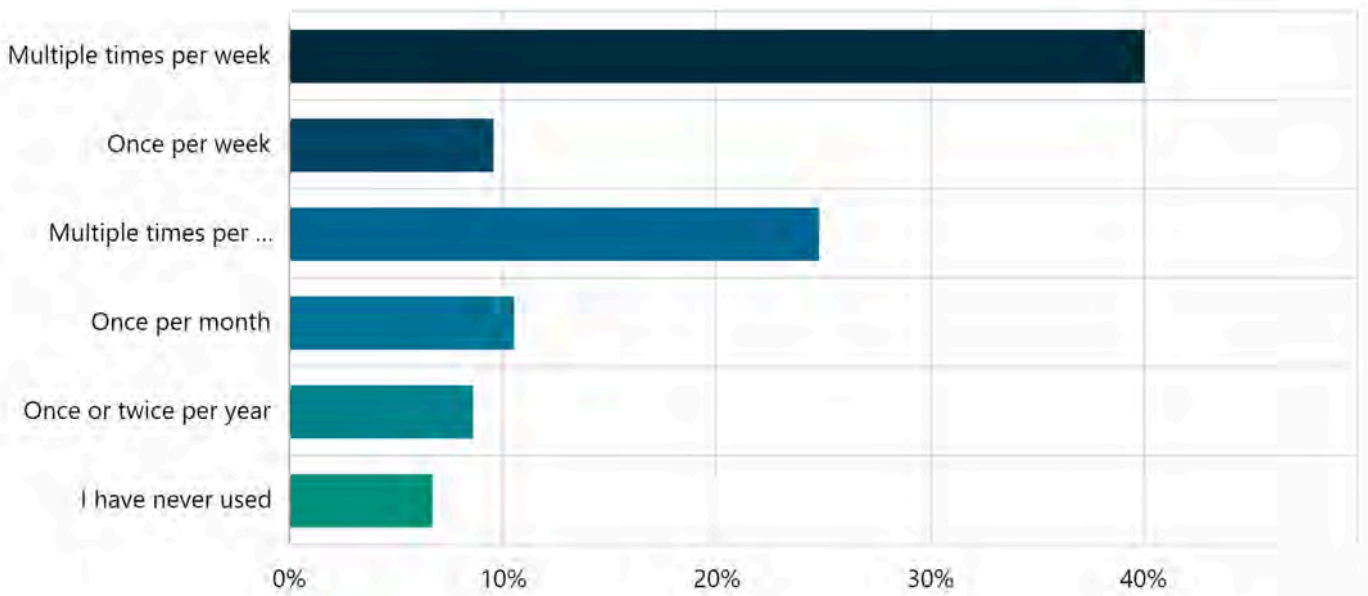
Select Box | Skipped: 2 | Answered: 103 (98.1%)



| Answer choices | Percent | Count |
|----------------|----------------|------------|
| Yes | 98.06% | 101 |
| No | 1.94% | 2 |
| Total | 100.00% | 103 |

2. How often do you use the multi-use paths in and around the City of Star?

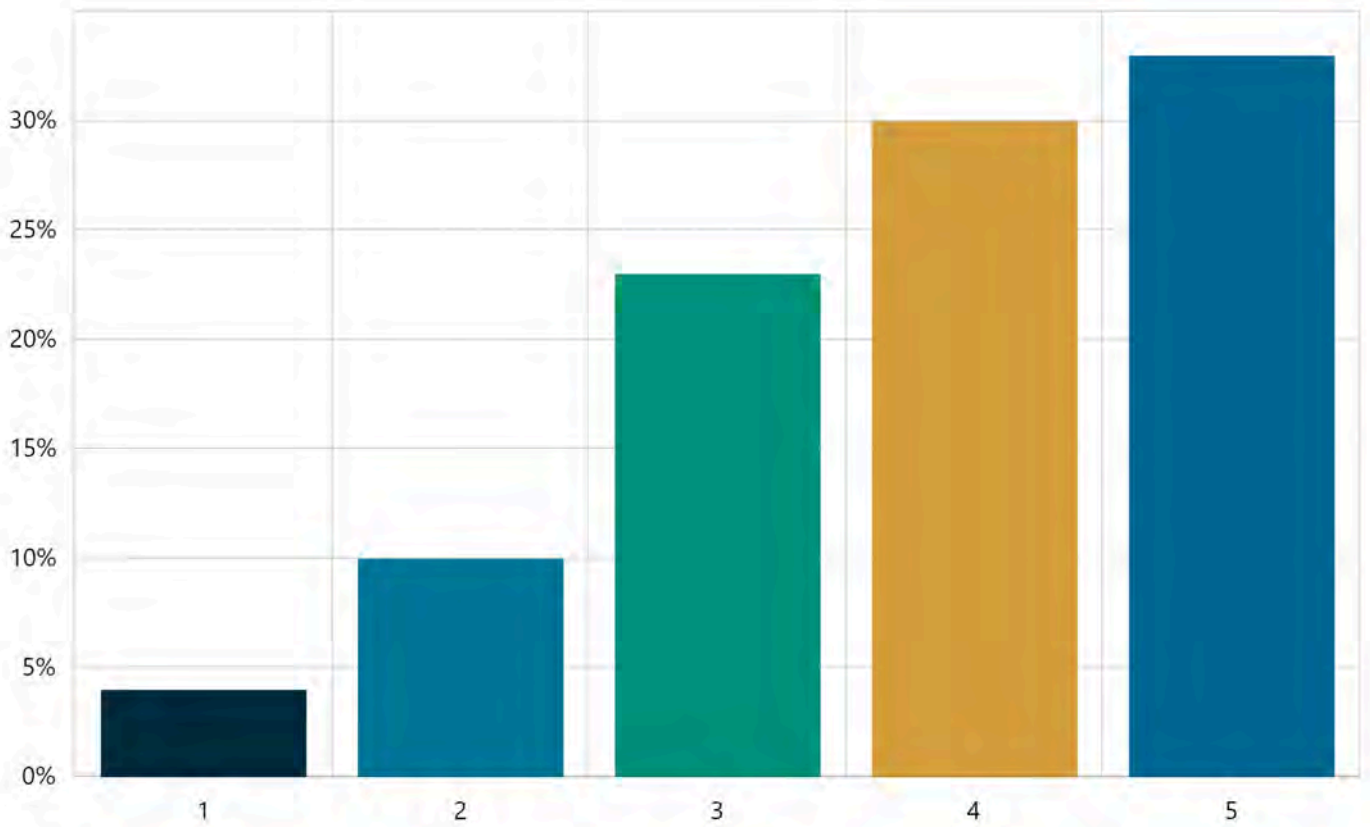
Multi Choice | Skipped: 0 | Answered: 105 (100%)



| Answer choices | Percent | Count |
|--------------------------|----------------|------------|
| Multiple times per week | 40.00% | 42 |
| Once per week | 9.52% | 10 |
| Multiple times per month | 24.76% | 26 |
| Once per month | 10.48% | 11 |
| Once or twice per year | 8.57% | 9 |
| I have never used | 6.67% | 7 |
| Total | 100.00% | 105 |

3. Please rate your level of satisfaction with the feeling of safety on multi-use paths.

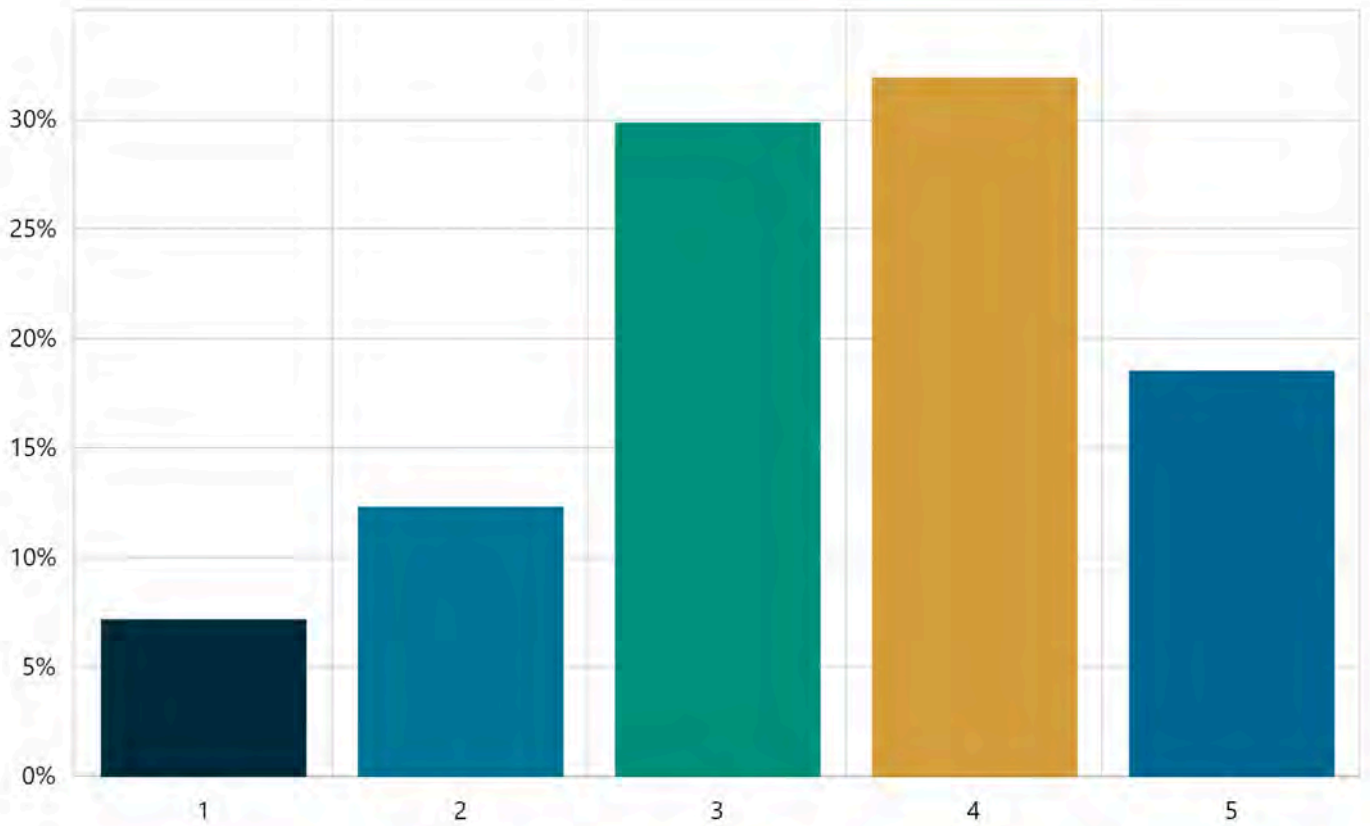
Rating | Skipped: 5 | Answered: 100 (95.2%)



| 1 | 2 | 3 | 4 | 5 | Count | Weighted average |
|-------|--------|--------|--------|--------|-------|------------------|
| 4.00% | 10.00% | 23.00% | 30.00% | 33.00% | 100 | 3.78 |
| 4 | 10 | 23 | 30 | 33 | | |

4. Please rate your level of satisfaction with the number of resting points and benches along the multi-use paths.

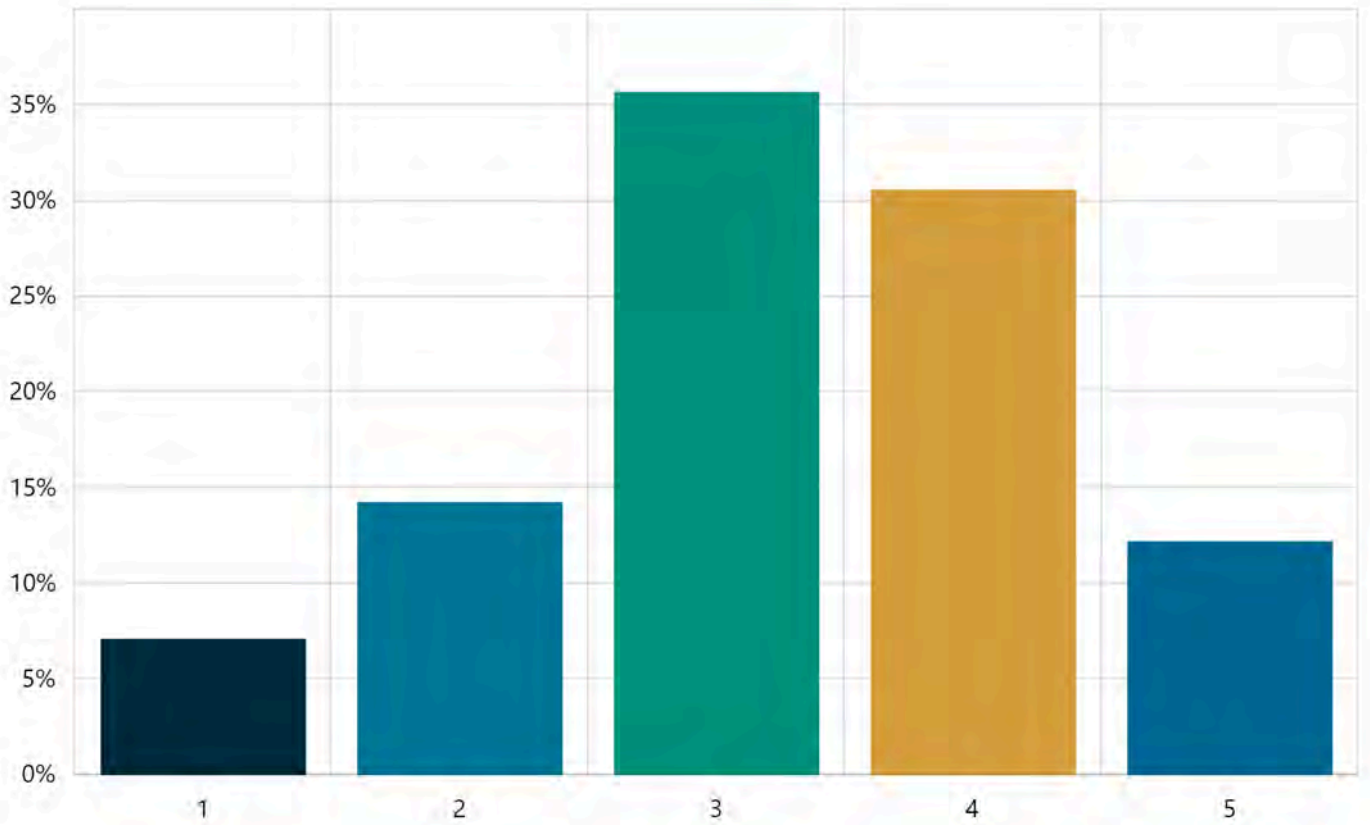
Rating | Skipped: 8 | Answered: 97 (92.4%)



| 1 | 2 | 3 | 4 | 5 | Count | Weighted average |
|-------|--------|--------|--------|--------|-------|------------------|
| 7.22% | 12.37% | 29.90% | 31.96% | 18.56% | 97 | 3.42 |
| 7 | 12 | 29 | 31 | 18 | | |

5. Please rate your level of satisfaction with the multiuse path signage and identification.

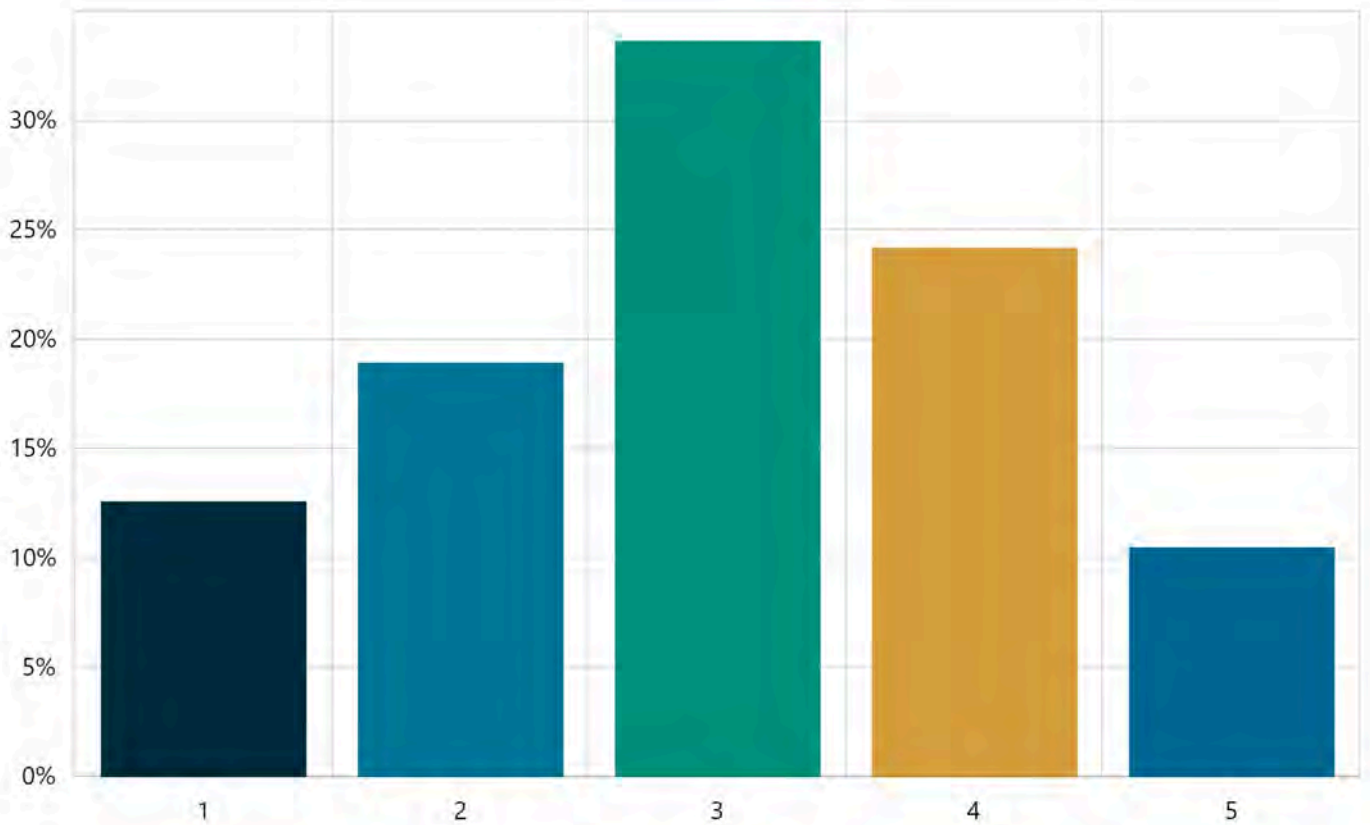
Rating | Skipped: 7 | Answered: 98 (93.3%)



| 1 | 2 | 3 | 4 | 5 | Count | Weighted average |
|-------|--------|--------|--------|--------|-------|------------------|
| 7.14% | 14.29% | 35.71% | 30.61% | 12.24% | 98 | 3.27 |
| 7 | 14 | 35 | 30 | 12 | | |

6. Please rate your level of satisfaction with the adequacy of lighting along multi-use paths.

Rating | Skipped: 10 | Answered: 95 (90.5%)



| 1 | 2 | 3 | 4 | 5 | Count | Weighted average |
|--------|--------|--------|--------|--------|-------|------------------|
| 12.63% | 18.95% | 33.68% | 24.21% | 10.53% | 95 | 3.01 |
| 12 | 18 | 32 | 23 | 10 | | |

7. Would you be willing to participate in future surveys or focus groups for the City of Star? If so, please provide your contact information below. Your information will be kept confidential.

Short Text | Skipped: 68 | Answered: 37 (35.2%)

Sentiment

No sentiment data

Tags

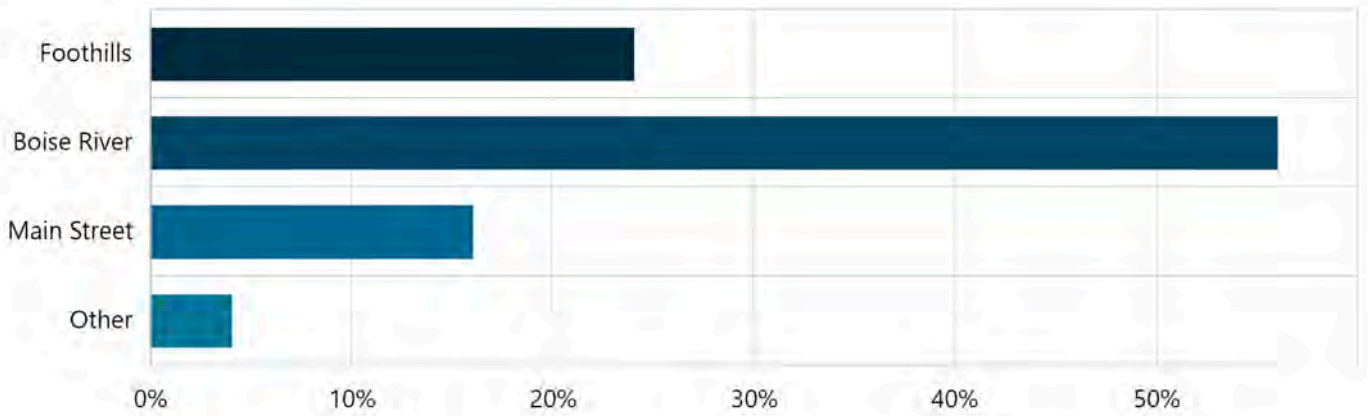
No tag data

Featured Contributions

No featured contributions

8. Which areas of the City should be prioritized for new trails projects and connections?

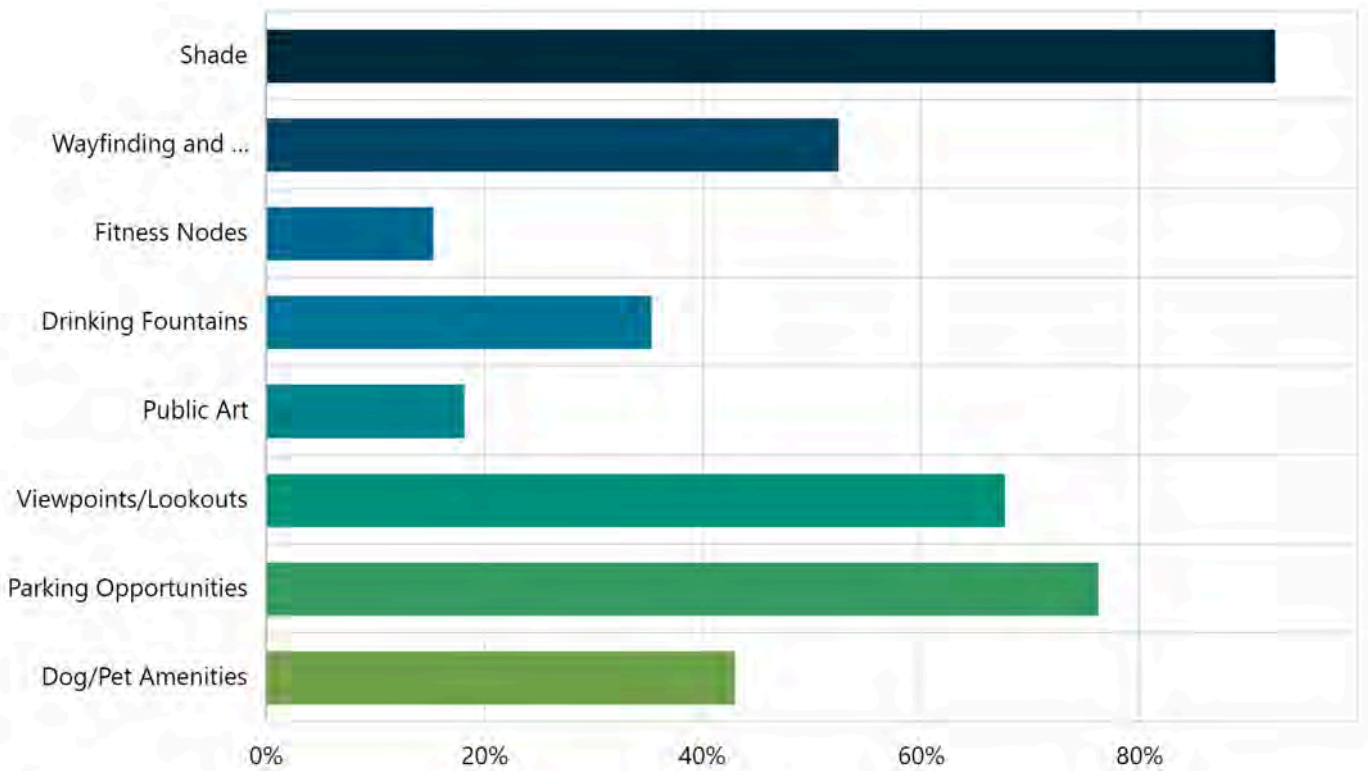
Multi Choice | Skipped: 5 | Answered: 100 (95.2%)



| Answer choices | Percent | Count |
|----------------|----------------|------------|
| Foothills | 24.00% | 24 |
| Boise River | 56.00% | 56 |
| Main Street | 16.00% | 16 |
| Other | 4.00% | 4 |
| Total | 100.00% | 100 |

9. Which FOUR trail features are the most important to you? (select four)

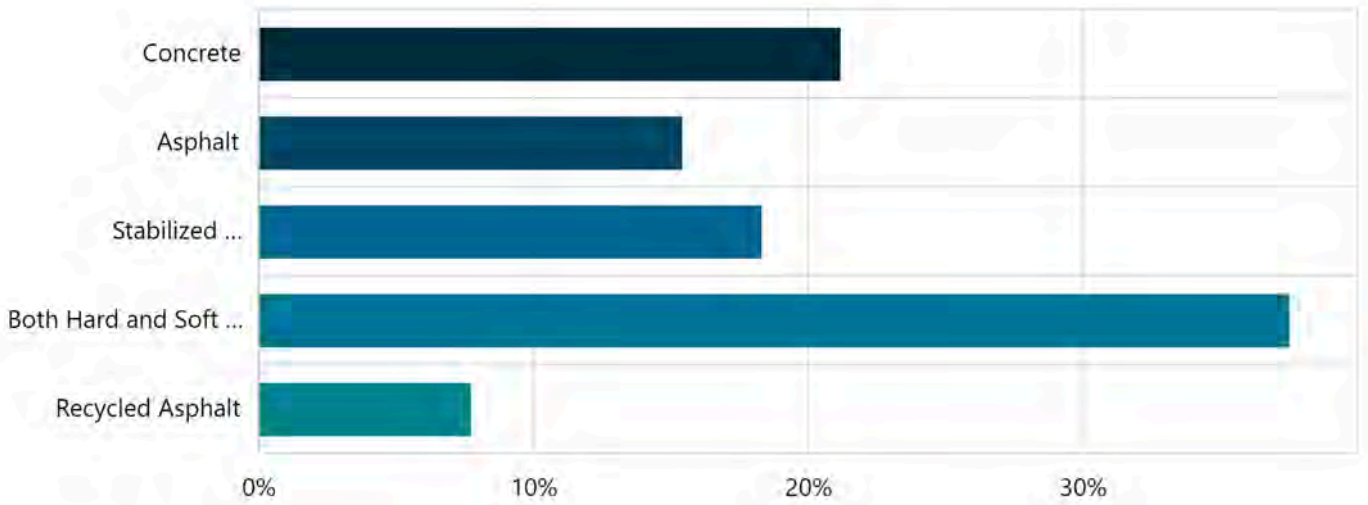
Multi Choice | Skipped: 0 | Answered: 105 (100%)



| Answer choices | Percent | Count |
|-------------------------------------|---------|-------|
| Shade | 92.38% | 97 |
| Wayfinding and Interpretive Signage | 52.38% | 55 |
| Fitness Nodes | 15.24% | 16 |
| Drinking Fountains | 35.24% | 37 |
| Public Art | 18.10% | 19 |
| Viewpoints/Lookouts | 67.62% | 71 |
| Parking Opportunities | 76.19% | 80 |
| Dog/Pet Amenities | 42.86% | 45 |

10. What is your preference for the multi-use path and trail surface?

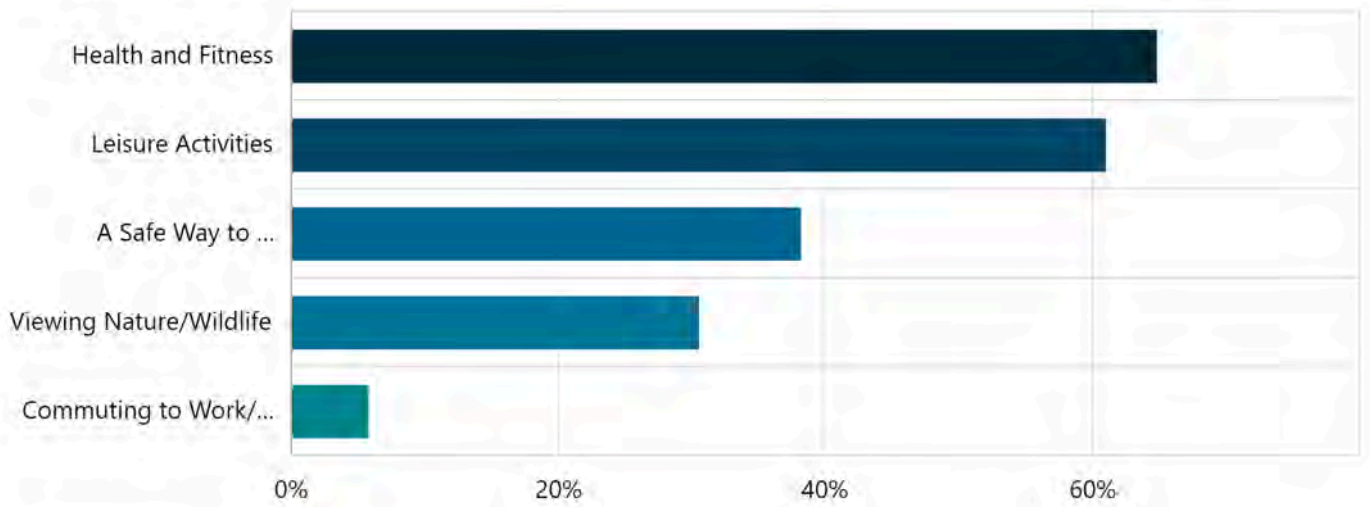
Multi Choice | Skipped: 1 | Answered: 104 (99%)



| Answer choices | Percent | Count |
|--|----------------|------------|
| Concrete | 21.15% | 22 |
| Asphalt | 15.38% | 16 |
| Stabilized Decomposed Granite/Millings | 18.27% | 19 |
| Both Hard and Soft Surfaces | 37.50% | 39 |
| Recycled Asphalt | 7.69% | 8 |
| Total | 100.00% | 104 |

11. What are the TWO most important reasons you will use the multi-use paths and trails?

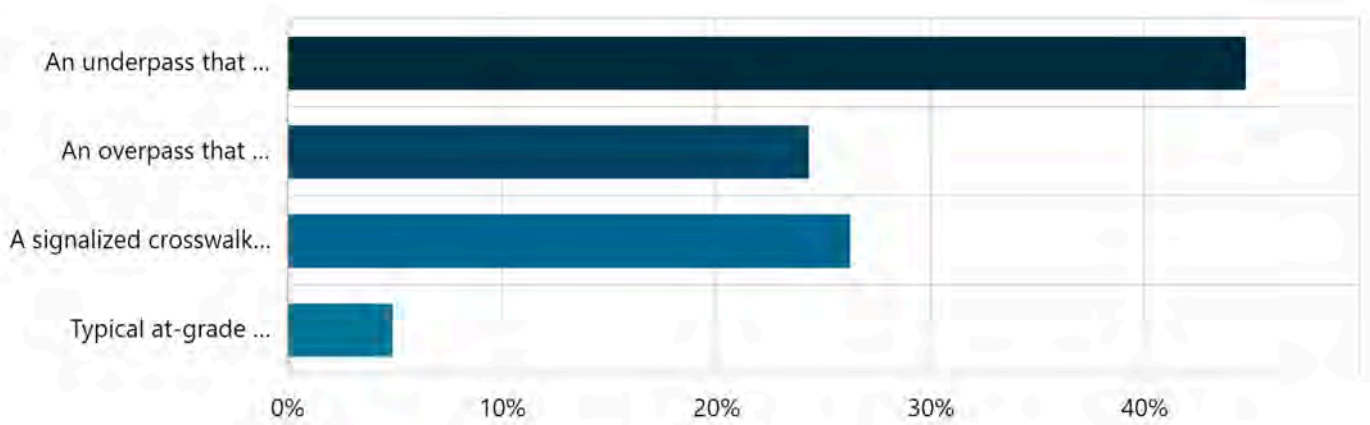
Multi Choice | Skipped: 0 | Answered: 105 (100%)



| Answer choices | Percent | Count |
|--|---------|-------|
| Health and Fitness | 64.76% | 68 |
| Leisure Activities | 60.95% | 64 |
| A Safe Way to Connect to Surrounding Areas | 38.10% | 40 |
| Viewing Nature/Wildlife | 30.48% | 32 |
| Commuting to Work/School/Other Specific Location | 5.71% | 6 |

12. What is your preference for multi-use path/trail and street crossings?

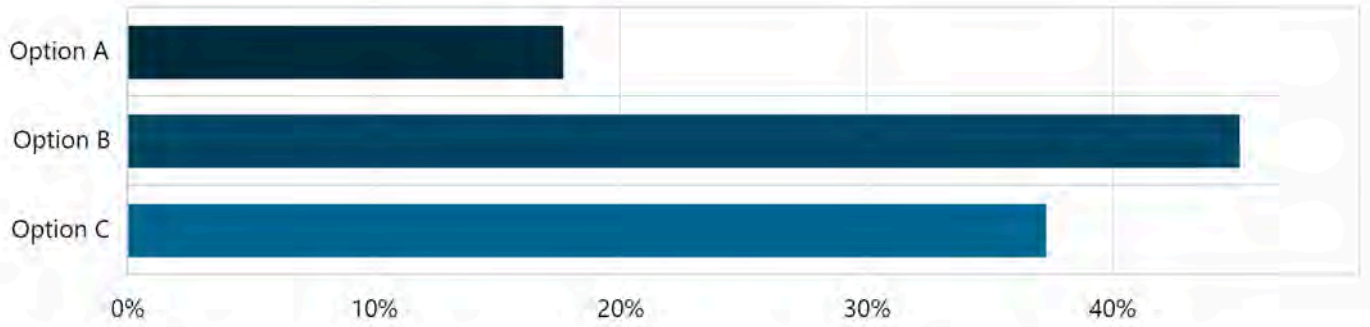
Multi Choice | Skipped: 2 | Answered: 103 (98.1%)



| Answer choices | Percent | Count |
|--|----------------|------------|
| An underpass that goes under the main roadway | 44.66% | 46 |
| An overpass that goes over the main roadway | 24.27% | 25 |
| A signalized crosswalk specifically for path/trail users | 26.21% | 27 |
| Typical at-grade crossing | 4.85% | 5 |
| Total | 100.00% | 103 |

13. As we look to finalize the branding for the City of Star Path Master Plan, which logo is your preference?

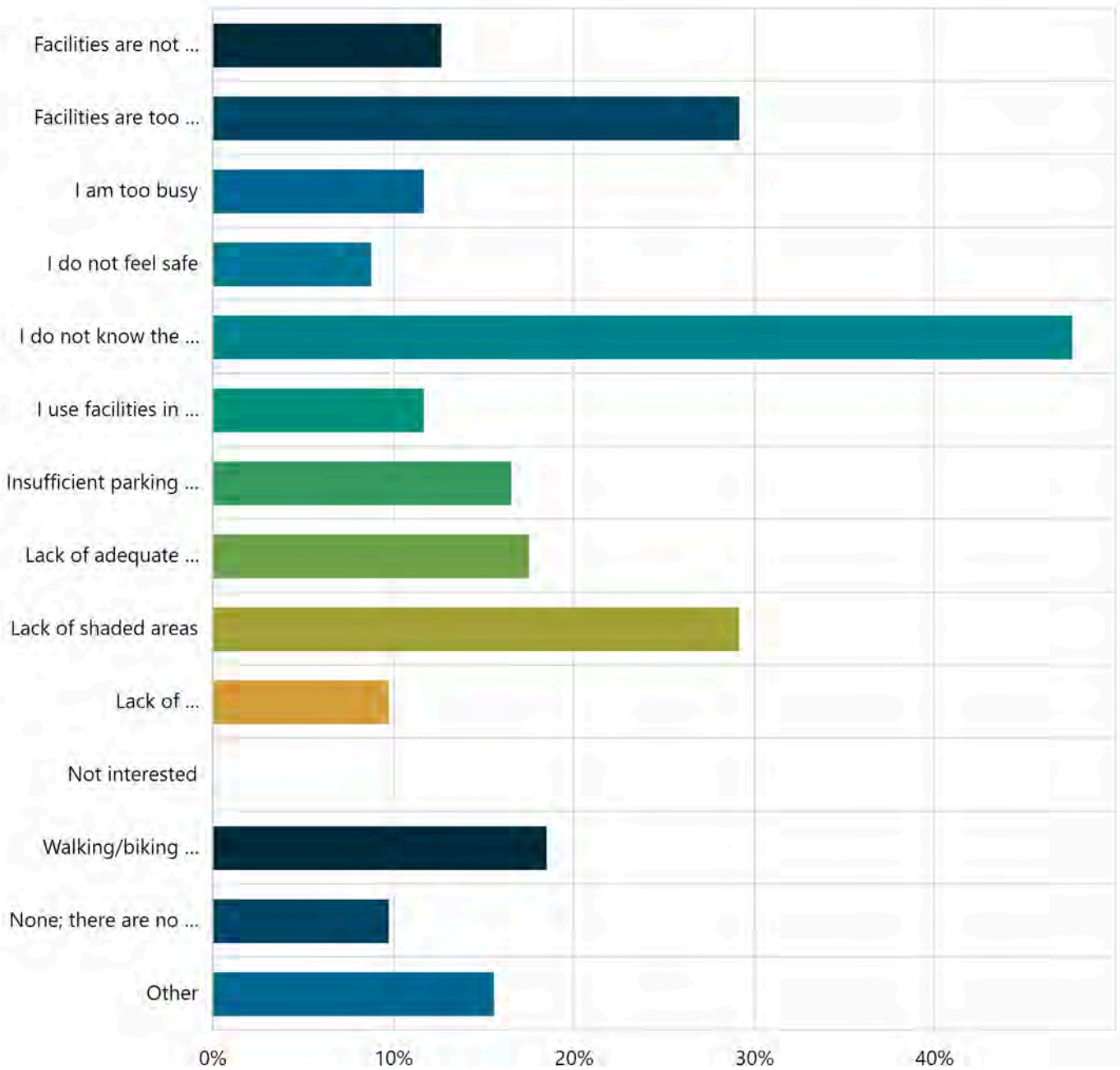
Multi Choice | Skipped: 3 | Answered: 102 (97.1%)



| Answer choices | Percent | Count |
|----------------|----------------|------------|
| Option A | 17.65% | 18 |
| Option B | 45.10% | 46 |
| Option C | 37.25% | 38 |
| Total | 100.00% | 102 |

14. What are the reasons you have not utilized or have not utilized the local paths/trails more often? (Check ALL that apply)

Multi Choice | Skipped: 2 | Answered: 103 (98.1%)

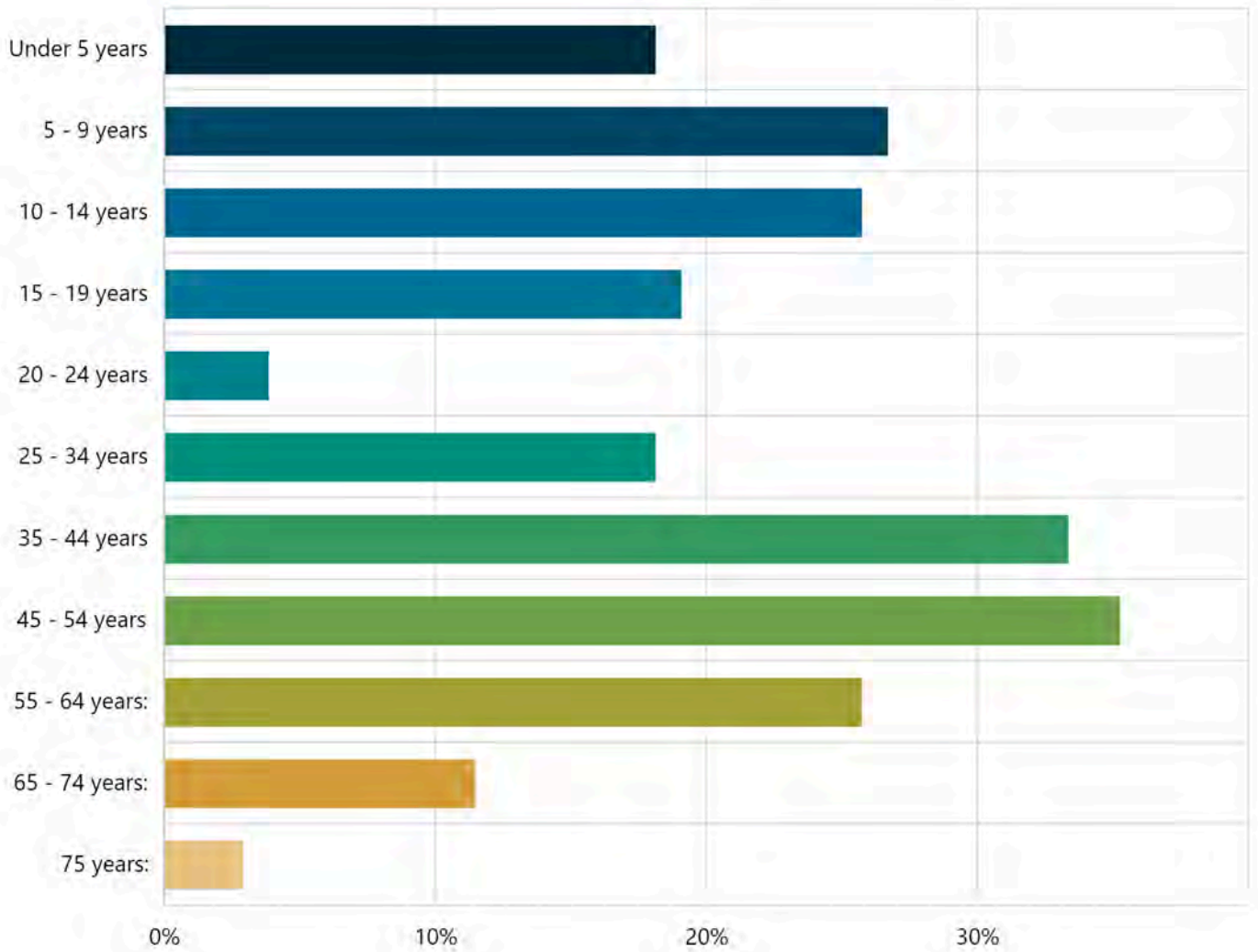


| Answer choices | Percent | Count |
|-------------------------------------|---------|-------|
| Facilities are not well maintained | 12.62% | 13 |
| Facilities are too far from my home | 29.13% | 30 |
| I am too busy | 11.65% | 12 |
| I do not feel safe | 8.74% | 9 |
| I do not know the locations | 47.57% | 49 |

| | | |
|---|--------|----|
| I use facilities in other communities | 11.65% | 12 |
| Insufficient parking opportunities for access | 16.50% | 17 |
| Lack of adequate amenities that meet my needs | 17.48% | 18 |
| Lack of shaded areas | 29.13% | 30 |
| Lack of transportation options to get to multi-use paths/trails | 9.71% | 10 |
| Not interested | 0% | 0 |
| Walking/biking routes are not safe | 18.45% | 19 |
| None; there are no barriers | 9.71% | 10 |
| Other | 15.53% | 16 |

15. Counting yourself, check the age ranges of people in your household: (Check ALL that apply)

Multi Choice | Skipped: 0 | Answered: 105 (100%)

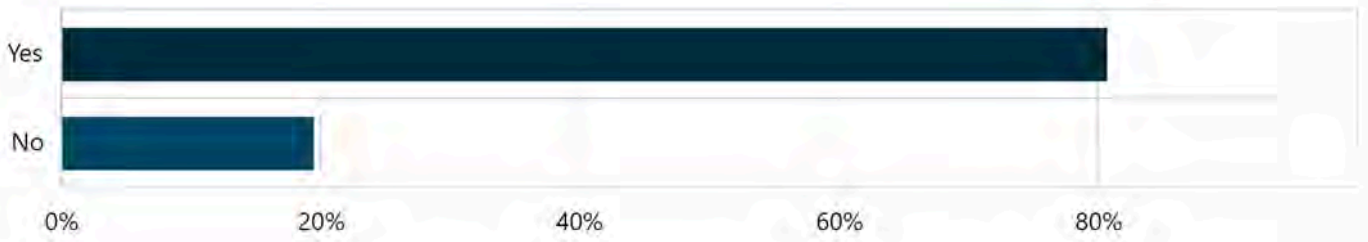


| Answer choices | Percent | Count |
|----------------|---------|-------|
| Under 5 years | 18.10% | 19 |
| 5 - 9 years | 26.67% | 28 |
| 10 - 14 years | 25.71% | 27 |
| 15 - 19 years | 19.05% | 20 |
| 20 - 24 years | 3.81% | 4 |
| 25 - 34 years | 18.10% | 19 |
| 35 - 44 years | 33.33% | 35 |
| 45 - 54 years | 35.24% | 37 |
| 55 - 64 years: | 25.71% | 27 |
| 65 - 74 years: | | |
| 75 years: | | |

| | | |
|----------------|--------|----|
| 65 - 74 years: | 11.43% | 12 |
| 75 years: | 2.86% | 3 |

16. Would you support creating a Local Improvement District to help fund construction of new pathways?

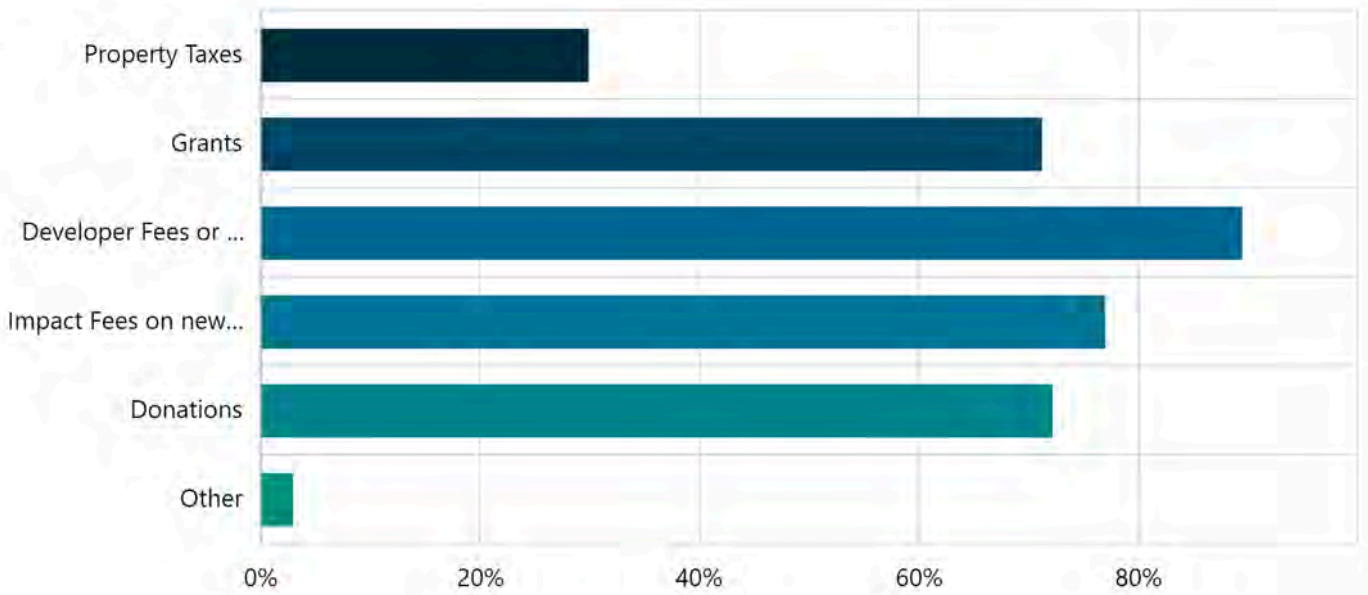
Select Box | Skipped: 7 | Answered: 98 (93.3%)



| Answer choices | Percent | Count |
|----------------|----------------|-----------|
| Yes | 80.61% | 79 |
| No | 19.39% | 19 |
| Total | 100.00% | 98 |

17. Which of the following funding sources do you support using for pathway construction? (select all that apply)

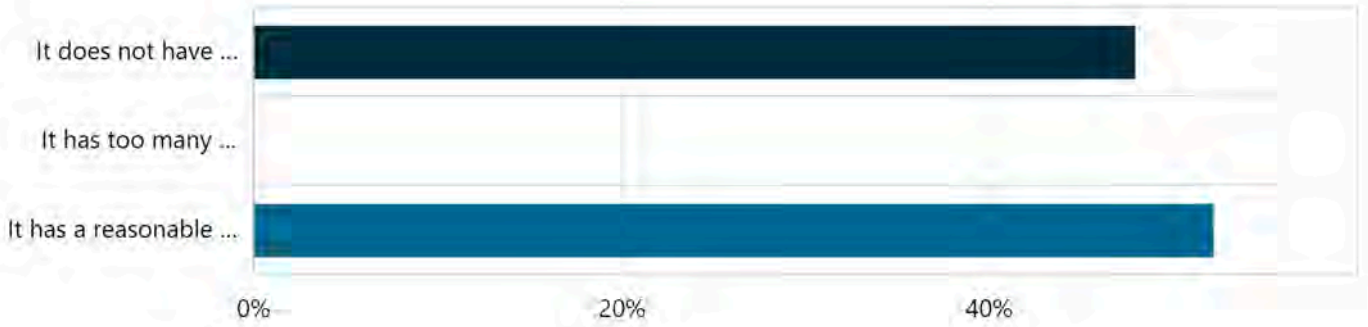
Multi Choice | Skipped: 1 | Answered: 104 (99%)



| Answer choices | Percent | Count |
|--------------------------------|---------|-------|
| Property Taxes | 29.81% | 31 |
| Grants | 71.15% | 74 |
| Developer Fees or construction | 89.42% | 93 |
| Impact Fees on new development | 76.92% | 80 |
| Donations | 72.12% | 75 |
| Other | 2.88% | 3 |

18. When looking at the project map depicting proposed pathways which of the following do you most agree with?

Multi Choice | Skipped: 11 | Answered: 94 (89.5%)



| Answer choices | Percent | Count |
|--|----------------|-----------|
| It does not have enough pathways | 47.87% | 45 |
| It has too many pathways | 0% | 0 |
| It has a reasonable amount of pathways | 52.13% | 49 |
| Total | 100.00% | 94 |

Kimley-Horn Social Pinpoint

Report Type: Fund It Results Summary

Date Range: 26-03-2024 - 05-08-2024

Exported: 22-08-2024 22:56:16

Closed

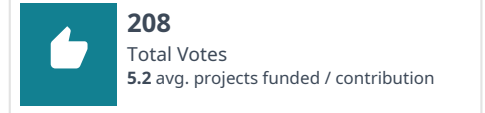
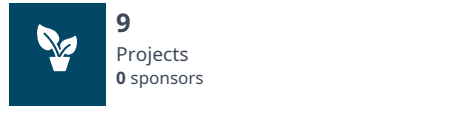
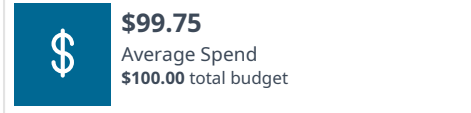
Help Us Determine Parks Priorities
City of Star Pathway Master Plan

39
Contributors

40
Contributions

Key Statistics

Top-level information about the activity.



Contribution Summary

Summary of the activity including details of the included projects, voting results and more.

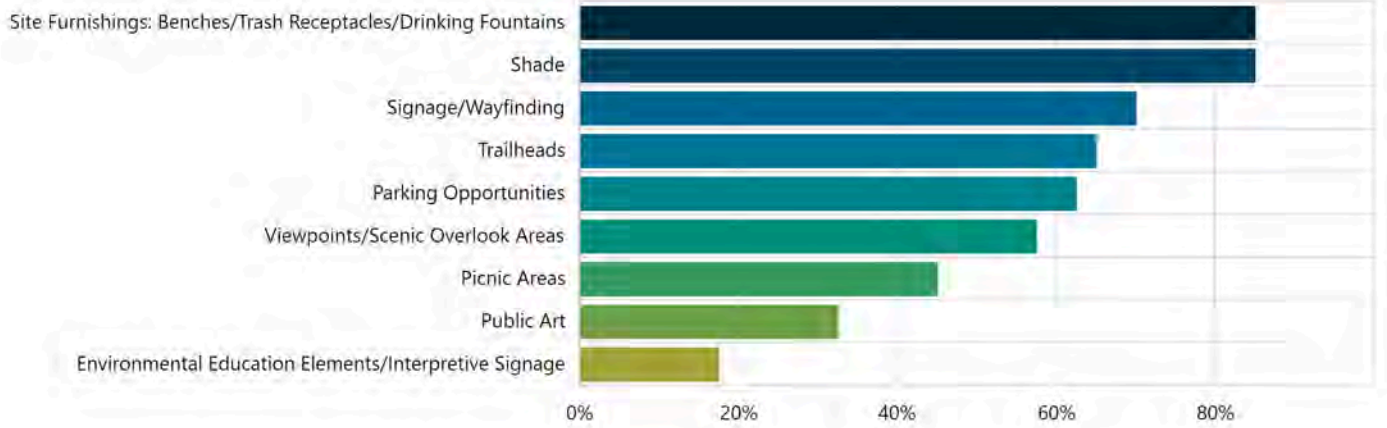
Project Details

Information on the projects included for potential funding including the name, cost, voting and other details.

| Project Name | Cost | Total Votes | % |
|--|---------|-------------|--------|
| Site Furnishings: Benches/Trash Receptacles/Drinking Fountains | \$10.00 | 34 | 16.35% |
| Shade | \$20.00 | 34 | 16.35% |
| Signage/Wayfinding | \$10.00 | 28 | 13.46% |
| Trailheads | \$40.00 | 26 | 12.5% |
| Parking Opportunities | \$20.00 | 25 | 12.02% |
| Viewpoints/Scenic Overlook Areas | \$20.00 | 23 | 11.06% |
| Picnic Areas | \$20.00 | 18 | 8.65% |
| Public Art | \$20.00 | 13 | 6.25% |
| Environmental Education Elements/Interpretive Signage | \$10.00 | 7 | 3.37% |

Voting Results

Results of participant voting showing which projects were most and least funded (calculated as project votes / total contributions).



Votes by Project Tag

Comparison showing the number of times a project tag was included on a funded project. Vote totals may exceed the total number of project votes.

No Data Available


Votes by Project Sponsor

Comparison showing the number of times a project sponsor was included on a funded project. Vote totals may exceed the total number of project votes.


No Data Available

Suggested Priorities

A prioritised list of projects based on the voting results that maximises the value of the defined budget.

 **\$100.00**
Total budget for allocated projects

 **100%**
Contributions that include at least one suggested project

 **97.5%**
Contributions that include at least half (50%) of all suggested projects

 **12.5%**
Contributions that include all (100%) of suggested projects



Site Furnishings: Benches/Trash Receptacles/Drinking Fountains

Cost: \$10.00

34 votes (16.35%)



Shade

Cost: \$20.00

34 votes (16.35%)



Signage/Wayfinding

Cost: \$10.00

28 votes (13.46%)



Trailheads

Cost: \$40.00

26 votes (12.5%)



Parking Opportunities

Cost: \$20.00

25 votes (12.02%)

Project Map

Title/Question: Interactive Map
 Tool Type: Social Map
 Activity ID: 5
 Report Date Range: 3 Jul 2024 - 5 Aug 2024
 Date Exported: 22 Aug 2024 11:01 pm
 Exported By: AAiello

| Contribution ID | Date Submitted | Your comment | Screen name | Email address | Category | | | Address | Latitude | Longitude | Downvote | Upvote | Total Votes | Average Score | IP Address | Moderation Status |
|-----------------|------------------------|---|-----------------|---------------------------|----------------|------------------|-------------------|-----------------|-------------|--------------|----------|--------|-------------|---------------|---------------------|-------------------|
| | | | | | Make a Comment | Something I Like | Ideas/Suggestions | | | | | | | | | |
| 3475 | Jul 30, 2024, 10:31 PM | Bent Lane really needs safe access into Star. The shoulder of the highway doesn't cut it currently. | Evan | elm4486@gmail.com | | | 1 | 22003 Bent L | 43.692207 | -116.5173679 | 0 | 0 | 0 | 0 | 0F6602cee699d7a9 | Approved |
| 3474 | Jul 30, 2024, 10:26 PM | Is an easement through this area even possible? If not possible in the foreseeable, any connection from these neighborhoods into Star would be really helpful. | Evan | elm4486@gmail.com | 1 | | | Middleton Ri | 43.68319479 | -116.5261692 | 0 | 0 | 0 | 0 | 0F6602cee699d7a9 | Approved |
| 3408 | Jul 28, 2024, 05:27 PM | An overpass somewhere over State Street would help seniors and all pedestrians and those with bikes to get across more safely. The traffic is just too scary! | Karen | | | | | 1 10717 West S | 43.6916413 | -116.4872556 | 0 | 0 | 0 | 0 | 0D6c02c94a7855bc | Approved |
| 3402 | Jul 27, 2024, 12:16 PM | In order to conserve the quiet neighborhood feeling of the areas on each side of Wing Rd., I would suggest that there are many paths into the park for access by foot and bikes. | Janeen | janeen5311@outlook.com | | | | 1 10200 West S | 43.73029279 | -116.4858547 | 0 | 1 | 1 | 1 | 1 0db802d66858c0e31 | Approved |
| 3340 | Jul 25, 2024, 12:34 PM | I would love to see connectivity between Pavilion Park and Hunters Creek, with a flashing beaoned crosswalk across Star Rd. | GuahanTriton | steve.abiador@gmail.com | | | | 1 1375 North S | 43.70360184 | -116.4932558 | 0 | 0 | 0 | 0 | 0Fcd02efca64886f | Approved |
| 3336 | Jul 25, 2024, 09:46 AM | We need pathways in the downtown area. More green space and pathways. That's the way desirable cities manage their growth. | John Pendergast | jpenderg1@yahoo.com | | | | 1 11500 West I | 43.69296896 | -116.497452 | 0 | 2 | 2 | 2 | 2 0c8b02a221bacf56 | Approved |
| 3335 | Jul 25, 2024, 09:44 AM | Deerhaven should be identified as a pathway. It is used quite frequently as such and the current plan include no pathways in this area. | John Pendergast | jpenderg1@yahoo.com | | | | 1 West Hidden | 43.70097553 | -116.5047751 | 0 | 0 | 0 | 0 | 0 0c8b02a221bacf56 | Approved |
| 3330 | Jul 24, 2024, 10:06 PM | This would bring way too much traffic to Wing & cause congestion in what is currently a 100% residential neighborhood. | T | tiffmuller69@gmail.com | 1 | | | 4075 North P | 43.73052151 | -116.4863484 | 1 | 2 | 3 | 1 | 1 117e0358458cb6b2 | Approved |
| 3290 | Jul 24, 2024, 01:35 AM | Side walk all the way along Beacon Light. No breaks where you have to go out to the edge of the street to continue walking. | Paul | paul.schaff@yahoo.com | 1 | | | 9701 West Br | 43.72081551 | -116.4743147 | 0 | 3 | 3 | 3 | 3 10550324d7d5e5e6 | Approved |
| | | Please consider a complete pathway starting at the beginning of Brandon Road going all the way to the end. Multiple walkers, runners and people biking that do not have access to a safe pathway on this stretch. Thank you for your consideration! | Erin | erinsummers418@gmail.com | | | | 1 2370-2798 N | 43.71561776 | -116.4881497 | 0 | 2 | 2 | 2 | 2 12590356b6ff3e79 | Approved |
| 3094 | Jul 17, 2024, 06:33 PM | Can you install an all weather surface like some of the Ridge to Rivers system trails? It would allow for usage year round and is friendly for the elderly too. It also means less maintenance year round for the city. | Debbie | debbiefugate@yahoo.com | | | | 1 1000 South Iv | 43.68165282 | -116.4909692 | 0 | 1 | 1 | 1 | 1 0d4902c5a4e36709 | Approved |
| | | These BLM trails are great to have but hardly considered "paths" for walking/biking. They are rutted up and if their is any moisture the trails turn to peanut butter. I suggest a designated walking/biking all weather trail loop through the foothills. | Brandon Bohl | Brandanbohl@outlook.com | | | | 1 5975 North H | 43.7529369 | -116.4877631 | 0 | 4 | 4 | 4 | 4 0d7602d2a64b338b | Approved |
| 3079 | Jul 17, 2024, 03:08 PM | I suggest this section of N Can Ada Rd have a designated path. I've read this road is getting redeveloped in the near future so we should incorporate a robust path then. This area could be the most beautiful part of Star. | Brandon Bohl | Brandanbohl@outlook.com | | | | 1 North Can Ad | 43.72559839 | -116.5121936 | 0 | 3 | 3 | 3 | 3 0d7602d2a64b338b | Approved |
| 3077 | Jul 17, 2024, 02:59 PM | To not have a path here connecting to the foothills would be a mistake in my opinion. I suggest a robust bike/walking path with landscape island/median. The landscape median will help protect bikers/pedestrians from traffic and add beauty and shade for the path. | Brandon Bohl | Brandanbohl@outlook.com | | | | 1 10334 West S | 43.69168847 | -116.4825462 | 0 | 3 | 3 | 3 | 3 0d7602d2a64b338b | Approved |
| 3074 | Jul 17, 2024, 02:26 PM | This is priority as their is no safe way to bike/walk down State street... the heartbeat of our town. | Brandon Bohl | Brandanbohl@outlook.com | | | | 1 1000 South Iv | 43.68144905 | -116.4892858 | 0 | 2 | 2 | 2 | 2 0d7602d2a64b338b | Approved |
| 3073 | Jul 17, 2024, 02:11 PM | I suggest we start with improving the star river walk. Create an Asphalt wide path (wider the better) as far as possible. Asphalt will attract more of the community including the elderly. | Dina | dinathed@gmail.com | | | | 1 22153 North | 43.69395294 | -116.5126593 | 0 | 6 | 6 | 6 | 6 0ec602fdbcc03704 | Approved |
| 3048 | Jul 17, 2024, 08:23 AM | We need a signal light at N Can Ada with new businesses and housing developments coming to this part of town. | Dina | dinathed@gmail.com | | | | 1 South Rippler | 43.69272802 | -116.5086206 | 0 | 2 | 2 | 2 | 2 0ec602fdbcc03704 | Approved |
| 3047 | Jul 17, 2024, 08:16 AM | We need a walking path on the corner of State and Ripplerock in front of Christian's Brothers. We also need more trees lining that side of the street. | Dina | dinathed@gmail.com | | | | | | | | | | | | |
| | | Are these pathways shown on the correct side of the canals? Or is this just diagrammatic? Because you are showing a path through property that is NOT within the city boundary! | | | | | | | | | | | | | | |
| | | The city needs to take all of their previous building approvals into consideration with the location of these paths. There are multiple houses throughout the city that were approved to be built to all set backs. Meaning the house is really too big for the lot so the back of the house is 15' from the back fence that in many cases are required to be transparent! When these houses back onto a proposed public path you are placing peoples limited private space against an open public space and it makes their homes very uncomfortable and vulnerable to crime! The city of Star is supposed to be a small town, but you have been building it out to dense urban standards for years. Now you want to put public paths through the small areas of private space your voters have. This will likely upset quite a number of your voters when they find out! | MRG | m_r_blish@yahoo.com | 1 | | | 11900 West T | 43.71391634 | -116.5017977 | 0 | 3 | 3 | 3 | 3 0be00270e90572eb | Approved |
| 2788 | Jul 16, 2024, 09:35 AM | Access to the river trail at the south end of Canada would be great for the population living on the west end of star, preventing having to travel through town to access the river, reducing traffic. | Debbie | debbiefugate@yahoo.com | 1 | | | Middleton Ri | 43.68213391 | -116.5126685 | 0 | 5 | 5 | 5 | 5 0d4902c5a4e36709 | Approved |
| 2562 | Jul 13, 2024, 04:29 PM | Being able to cross to the South side of the river would add miles to the trail system, which would be great. | Debbie | debbiefugate@yahoo.com | 1 | | | Central Valley | 43.68261039 | -116.4627682 | 0 | 3 | 3 | 3 | 3 0d4902c5a4e36709 | Approved |
| 2560 | Jul 13, 2024, 04:25 PM | Please develop a path as far east as possible on the river. Star is missing out on a huge recreation asset by not utilizing this prime riverfront land. | Debbie | debbiefugate@yahoo.com | 1 | | | 976 South Hic | 43.68349564 | -116.4404253 | 0 | 3 | 3 | 3 | 3 0d4902c5a4e36709 | Approved |
| 2559 | Jul 13, 2024, 11:30 AM | A paved pathway along Middleton Canal to connect to Hunter's Creek park would be appreciated. | Garlick | gorjarlick@gmail.com | | | | 1 11624 West I | 43.70270925 | -116.4984422 | 0 | 2 | 2 | 2 | 2 0df302cb05010308 | Approved |
| 2558 | Jul 12, 2024, 09:11 PM | This would be a vert nice loop. | JMP | julpip24@gmail.com | | 1 | | 1162 North K | 43.70239944 | -116.4890653 | 0 | 0 | 0 | 0 | 0 0e6902d3ecb9fd84 | Approved |
| 2557 | Jul 12, 2024, 09:07 PM | This will be a great pathway! | JMP | julpip24@gmail.com | | 1 | | 1890 North Ju | 43.70947686 | -116.4830561 | 0 | 0 | 0 | 0 | 0 0e6902d3ecb9fd84 | Approved |
| 2555 | Jul 12, 2024, 09:02 PM | I agree. We need more walking pathways. This spot would be ideal. | Jer B | jdbmgt@gmail.com | | 1 | | 10220 West \ | 43.70841201 | -116.4811829 | 0 | 0 | 0 | 0 | 0 0e6902d3ecb9fd84 | Approved |
| 2501 | Jul 10, 2024, 11:37 PM | A walking path/sidewalk to connect Can Ada and New Hope would be great for kids and families. Currently the sidewalk stops suddenly and doesn't connect to this intersection | BR | benjrose1214@gmail.com | | | | 1 12576 West \ | 43.7174613 | -116.512428 | 0 | 9 | 9 | 9 | 9 12d3038b2501ebf9 | Approved |
| | | Cleaning and organizing Foothill ditch walkway to become a real trail and walkway. Currently dirt and trash. No bridge across the creek (have to go around). Would love to see a fully developed and cleaned trail way for locals and possibly connect to a park nearby. | BR | benjrose1214@gmail.com | | | | 1 12524 West L | 43.71668406 | -116.5094759 | 0 | 7 | 7 | 7 | 7 12d3038b2501ebf9 | Approved |
| 2500 | Jul 10, 2024, 11:32 PM | Absolutely need more pathways near Colt Place. | James | | 1 | | | 10183 West \ | 43.70868006 | -116.4804628 | 0 | 1 | 1 | 1 | 1 0e6902d3ecb9fd84 | Approved |
| 2478 | Jul 10, 2024, 09:19 PM | Yes, we need a park on north side! Playground with little kid access would be great | Kim | Kimhoagland.208@gmail.com | 1 | | | 11304 West \ | 43.71857667 | -116.4944363 | 0 | 1 | 1 | 1 | 1 0d1902cbf6915508 | Approved |
| 2470 | Jul 10, 2024, 08:26 PM | I like the idea of connecting BLM to Star city limits. | MK | Kimhoagland.208@gmail.com | | 1 | | 4543 North H | 43.7321163 | -116.4856251 | 0 | 1 | 1 | 1 | 1 0d1902cbf6915508 | Approved |
| 2469 | Jul 10, 2024, 08:22 PM | Need A safer way to ride a bike or walk down Can Ada road | Kim | Kimhoagland.208@gmail.com | 1 | | | 24005 North | 43.7283025 | -116.5125222 | 0 | 10 | 10 | 10 | 10 0d1902cbf6915508 | Approved |
| 2468 | Jul 10, 2024, 08:21 PM | Really like the idea of greenbelt to Eagle for commuting | Kim | Kimhoagland.208@gmail.com | 1 | | | 976 South Hic | 43.68317093 | -116.4382941 | 0 | 7 | 7 | 7 | 7 0d1902cbf6915508 | Approved |
| 2467 | Jul 10, 2024, 08:19 PM | This should be listed as "Existing Pathway". | Mk | michael.w.keyes@gmail.com | 1 | | | Star Element: | 43.69906049 | -116.492049 | 0 | 1 | 1 | 1 | 1 0f1302dbfb365f56 | Approved |
| 2422 | Jul 10, 2024, 04:07 PM | This should be listed ad "Existing Pathway". | Mk | michael.w.keyes@gmail.com | 1 | | | 12025 West C | 43.68791698 | -116.5037531 | 0 | 1 | 1 | 1 | 1 0f1302dbfb365f56 | Approved |
| 2421 | Jul 10, 2024, 04:06 PM | We enjoy this pathway and would like to see the rest of it completed through the neighborhood. | Garlick | gorjarlick@gmail.com | | 1 | | 11672 West E | 43.69915836 | -116.4979662 | 0 | 2 | 2 | 2 | 2 12770355459435d2 | Approved |
| 2419 | Jul 10, 2024, 03:56 PM | It would be wonderful if this path connected Mira and Taurus as an alternate, and safer, route for bikers to get across town. It would also be beneficial for schoolchildren. | K. Nellis | KN58@protonmail.com | | | | 1 10554 West S | 43.69435932 | -116.4862203 | 0 | 2 | 2 | 2 | 2 126d03885eba9596 | Approved |
| 2246 | Jul 03, 2024, 11:03 PM | I would like to see sidewalks on both sides of State Street through the main part of Star. The area with the two lane expansion going west is especially dangerous for bikers and pedestrians. | Kathy Nellis | KN58@protonmail.com | | | | 1 10580 West S | 43.69194346 | -116.485612 | 0 | 11 | 11 | 11 | 11 126d03885eba9596 | Approved |



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Forum Topic

City of Star Pathway Master Plan (<https://engagekh.mysocialpinpoint.com/StarPathwayMP>) / Share Your Big Idea (<https://engagekh.mysocialpinpoint.com/StarPathwayMP/forum>)

We appreciate your participation.

Please provide your input for the future of the City of Star Parks, Recreation, Open Space, and Pathways in the comment box below.

Add Comment

Adding new posts is disabled for this conversation.

12 Comments

Most Recent First



Evan | Posted on Jul 30, 2024

A connection from Bent Ln into Star is crucial. We are part of the city, but are on an island with no safe way to access town besides driving. As for parks, shaded play areas for the kids would be a very nice addition.

|

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KC | Posted on Jul 27, 2024

I would love to see a livelier, more walkable downtown in Star, with pedestrian friendly pathways, a plaza for gatherings with shade cover, and more businesses with outdoor dining.

|

✕ (<https://twitter.com/intent/tweet?url=https%3A%2F%2Fengagekh.mysocialpinpoint.com%2FStarPathwayMP%2Fforum%2Fwe-appreciate-your-participation-1%23cnv3Message11>)

| Respondent ID | Collector ID | Start Date | End Date | IP Address | Email Address | First Name | Last Name | Custom Data 1 | After viewing the prioritized trail segments, do you agree with the prioritized trail segments shown on map (pg 37-40)? | Are there any segments missing, you would like to see included? | Are there any particular connections to points of interest you'd like to see added? | Are there any other recommendations you'd like to see included that aren't currently shown? | |
|---------------|--------------|------------|----------|-----------------|---------------|------------|-----------|---------------|---|--|---|--|--|
| | | | | | | | | | Open-Ended Response | Open-Ended Response | Open-Ended Response | Open-Ended Response | |
| 1.19E+11 | 4.58E+08 | ##### | ##### | 104.234.190.53 | | | | | I can't open the map. I guess I'm too late. | Along the Farmer's Union canal above the Trapper Ridge subdivision (and other subdivisions built at the lower part of the foothills off New Hope Rd | | | |
| 1.19E+11 | 4.58E+08 | ##### | ##### | 172.56.149.53 | | | | | Yes!!!! | I don't think so? | | Adding lunch spots and coffee shops to go to while walking!!! A place to hang out would be amazing | |
| 1.19E+11 | 4.58E+08 | ##### | ##### | 154.27.163.73 | | | | | Yes. I would consider connecting trails and pathways a priority. | Not that I can see. | No if what is proposed would be implemented that would be wonderful. | No, I would be most interested in being able to use the trail system to safely run / walk through the city and connect to other cities through the greenbelt. | |
| 1.19E+11 | 4.58E+08 | ##### | ##### | 160.3.201.179 | | | | | Yes | No | No | Love the idea of a trail system in the north part of Star. This will encourage walking and hiking and an active lifestyle. I believe this will contribute to higher property value and make these areas more desirable to live. As a resident of the Collina Vista community, I would love to see paths to use in the foothills. | |
| 1.19E+11 | 4.58E+08 | ##### | ##### | 24.117.185.150 | | | | | I would like to see more of the foothill development pathways as a priority. That would be north of beacon light Road up by the farmers union canal. We have lots going on down low and by the river but none that we can walk and enjoy Looking out over our beautiful town and Valley. There is much development going on up toward the hills with many people who would appreciate getting those trails in sooner rather than later! | Throughout the treasure Valley, there are many pathways directly adjacent canals. There is a wide road directly next to the farmers union canal as you work your way into the foothills above Star. Is there no way that we can partner with the canal district to allow walking along the canal. All it would take would be signage. The infrastructure would be minimal. | | Again, prioritizing some of the trails as you start into the foothills. That would be behind Trapper Ridge and the subdivisions east of there. We have lots of trails happening in the flats and I love Freedom Park. I would like to see some other options up higher. This is such a beautiful town and valley to look out over. | |
| 1.19E+11 | 4.58E+08 | ##### | ##### | 159.118.202.174 | | | | | No | | | Proposed pathways appear to cross private property on the Southside of the river and at this time the landowners are not agreeing to allow any pathway system on their property. What is the plan to protect trespassing to private landowners along the Southside of the river? We have already seen an increase in folks trying to access the river across private property a pathway. A bridge from the North to the Southside will only exacerbate the issue. | |
| 1.19E+11 | 4.58E+08 | ##### | ##### | 173.207.119.228 | | | | | I really like he overall plan | Pedestrian bridges over major intersections to minimize vehicle and pedestrian accidents | No | Pedestrian bridges over major streets like State Street and Star Road to minimize accidents | |
| 1.19E+11 | 4.58E+08 | ##### | ##### | 174.247.151.18 | | | | | | | | Bbq pits for families and several restrooms | |
| 1.19E+11 | 4.58E+08 | ##### | ##### | 174.201.37.83 | | | | | Yes | I would like a nonstop path all the way through | | | |
| 1.19E+11 | 4.58E+08 | ##### | ##### | 154.27.166.16 | | | | | | | unclear on how the ITD plan to SH-16 at SH-44 Construct grade- separated interchange works with proposed alternate route for State Highway 44, a main east-west highway passing through the center of downtown Star. (I LOVE the idea of an alternate route around downtown Sta.) | | Single-story use buildings should be discouraged within the Riverfront Center, in favor of two- to three-story mixed use buildings. A new City Civic Center could be accommodated as a single-story building - RIVER FRONT CENTER SHOULD NOT BE 2-3 STORIES! THIS WILL RUIN THE FEEL OF THE RIVER AND MAKE IT FEEL MORE LIKE A DOWNTOWN CENTER! SINGLE STORY USE BUILDINGS SHOULD BE ENCOURAGED!!!! For Community Design for Residential, single family homes- lot lines should be a MINIMUM of 10 feet from edge of house to property line. Current 5 feet allowance does not give the "open space" feel and contributes to the claustrophobic skyscraper effect that we want to avoid in STAR. |
| 1.19E+11 | 4.58E+08 | ##### | ##### | 154.27.166.242 | | | | | | | | How about concentrating on the traffic issue first! There was a bypass the Transportation Dept was looking at 20 years ago, but the mayor at the time nixed it. now look at the mess we have! | |
| 1.19E+11 | 4.58E+08 | ##### | ##### | 67.60.113.239 | | | | | | | | What I loved about the Riverwalk was how wild it was. I don't want the whole thing paved and to become a mini Boise. Can we keep lots of trees and nature and wildlife and not pave everything? Thanks! | |
| 1.19E+11 | 4.58E+08 | ##### | ##### | 159.118.23.119 | | | | | Yes | | | | |
| 1.19E+11 | 4.58E+08 | ##### | ##### | 96.19.76.243 | | | | | Yes | No | 1) Greater clarity on Hwy 44 crossings types - i.e. bridge, underpass, road. 2) Water fountains - they should be all season. As an aside, I relocated from Virginia where there trails system is converting water fountains to all weather to encourage year round usage and it has been well-received. | | |
| 1.19E+11 | 4.58E+08 | ##### | ##### | 173.47.1934 | | | | | Yes. | Continue West across Star River Road behind Pinewood Lakes Reserve to Bent Road! | | Please do not plant trees that have fruit/seeds that will dump this debris onto the paths. One example is Honey Locust(old cultivars) that still have large seed pods, use a newer cultivar. Children and dogs can try to eat these pods. Plant more Class III trees, i.e. Oaks, Ginkgo, London Planetree, Kentucky Coffee tree. More conifers, i.e. Limber pine, Bald Cypress, Concolor Fir, Dawn Redwood. Get away from planting Blue Spruce! Be aware that all trees drop stuff and plant them far enough away from paths so we won't be stepping on this debris. Also, plant in groves, i.e. 3-7 trees spaced accordingly. Thanks. | |
| 1.19E+11 | 4.58E+08 | ##### | ##### | 173.47.214.222 | | | | | The proposed plan has a pathway drawn to follow the Lawrence Kennedy canal, that cuts directly through my back yard. We would love to get further details on this, and discuss moving the path from the south side of the canal to the north side of the canal. My address is 11300 W Bridgetown Ln. I love the idea of connecting the community, but I don't love the idea of losing privacy, half of my back yard, and private access to the canal itself. Please contact me at raquelelizabeth77@gmail.com | No, it looks great! | No, looks great! | No. Just want details on the path drawn through my backyard. Thank you. | |
| 1.19E+11 | 4.58E+08 | ##### | ##### | 174.27.192.152 | | | | | Yes, love them! Can't wait!! | No | it would be awesome for a connection point from one side of the highway (north) to the other (south) that connects to the greenbelt trail. | Dog stations would be great | |

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Mary Jane Marlow | Posted on Jul 26, 2024

I'm not sure but maybe all paths need to be ADA accessible. In your signage have a spot for a phone # in case of emergency in addition to 911. Going under Hwy 16 overpass would be cheaper than going over it. We need to connect the path from Star Road to Bent lane asap!

|

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Mary Jane Marlow | Posted on Jul 26, 2024

Having signage about the flora, fauna and birds would be very helpful.

|

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starmomma | Posted on Jul 26, 2024

Coming from a state out East where we had few places to safely ride bikes as a family and NO parks within bike riding distance, we are so grateful to enjoy being outdoors again! Thank you, so much, for planning great outdoor spaces to further encourage this for families. We would definitely benefit from more shade structures at play areas - either trees or canopies. Also, picnic tables are a great way for mommas with kiddos to get outside. Kids love to go on picnics! I also love the idea of harder pathways near the river (maybe recycles asphalt?), as it is really difficult for young kids, wheelchairs, or moms with strollers to enjoy a riverwalk. As the kids get older, it would be great to be able to access the Greenbelt from here. What a fun family ride and day out that would be!! Thanks for all you do!

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Jeff | Posted on Jul 25, 2024

I think we could really benefit from an under or overpass to cross HWY 16 @ Floating Feather. This would connect Star and Eagle in a really awesome way. Better for biking and pedestrians

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Costa | Posted on Jul 25, 2024

The new park additions have been great but we desperately need shade at Hunter's Creek over and around the playground. Also, more picnic tables at our parks would be great

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Matt | Posted on Jul 25, 2024

*picnic areas with built in bbq,s under shade structures
*water features with music similar to Villag

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Pamm Vuoso | Posted on Jul 25, 2024

I am disappointed in the lack of public transportation in the city of Star. Even Eagle has transportation for public use, both for the disabled and seniors citizens

|

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Debbie | Posted on Jul 17, 2024

We really need more shade! Can you partner with Treasure Valley Canopy Network to put some more trees in areas of high recreation usage

|

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Sue Speer | Posted on Jul 14, 2024

Are sand volleyball courts planned for Freedom Park?

|

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CJ Gibbons | Posted on Jul 11, 2024

I think we need to add an area dedicated to Archery. Then you can use it for summer camps too.

|

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