

Foundation for Ada/Canyon Trail Systems (F.A.C.T.S.)  
(Recorded) Minutes of December 3, 2025  
Meeting called for 3:00 PM

In attendance:

Officers: Bill Gigray, President, Bill Mullane, Vice President and Sharon Hubler, Secretary

Directors: Mark Eubank, Paul Mann, Will Anderson, Gary Segers, Gary Payne, Wava Kaufman and Bob Hay

Agency "ex officio": Scott Koberg, Director, Ada County Parks & Waterways; Robin Camp, Program & Education Specialist, Ada County Parks & Waterways; Cody Swander, Director city of Nampa Parks & Recreation and Jimmy Hallyburton, Boise City Council and Founder, Boise Bicycle Project

Guest: Brent Jennings, formerly ITD Office of Highway & Traffic Safety, now Jennings Consulting, LLC

Call to Order

President Bill Gigray

The meeting was called to order at 3:03 MST by President Bill Gigray.

Question arose regarding paving the bike trail on Alta Harris Park? Phase 1 construction (frontage improvements along Eckert Road) expected to be completed by March 2026.

Approve Agenda – Move to Approve, Additions/Reorder

*It was moved by Bill Mullane, seconded by Will Anderson to approve the Agenda.*

*All voted in favor. Motion carried.*

#### ANNUAL MEETING

a) Nomination and Election of Directors

*It was moved by Bill Gigray, seconded by Will Anderson to nominate and elect Mark Eubank, Bob Hay, Paul Mann, Robert Minch, Gary Payne, Will Anderson, Wava Kaufman and Gary Segers as Directors serving through October 2026. All voted in favor. Motion carried.*

b) Nomination and Election ex officio Agency Members

*It was moved by Sharon Hubler, seconded by Paul Mann to nominate and elect Scott Koberg, Robin Camp, Ada County; Austin Miller, Gus Loeffelholz, COMPASS; Jimmy Hallyburton, new Pathways-Program-Manager, temporarily Chad Rietz [crietz@cityofboise.org](mailto:crietz@cityofboise.org); Cody Swander, city of Nampa; Jennifer Salmonsens, city of Star and Mark Wasdahl, Idaho Transportation Department, Region 3 and Chris Regli [cregli@kunaaid.gov](mailto:cregli@kunaaid.gov), new Kuna Parks Director as "ex-officio" agency members with others to be appointed when they attend future FACTS Board meetings. All voted in favor. Motion carried.*

c) Nomination and Election of Officers

Currently serving are Wm. F. (Bill) Gigray, President, Bill Mullane, Vice President, Phil Peterson, Treasurer and Sharon Hubler, Secretary. *It was moved by Gary Segers, seconded by Bob Hay to cast a unanimous ballot in favor of re-electing the current officers who will also be added as Directors. All voted in favor. Motion carried.*

#### Officers' Reports

1. Secretary's Report

Secretary Sharon Hubler

*It was moved by Paul Mann, seconded by Bill Gigray to approve the Minutes of October 22, 2025. All voted in favor. Motion carried.*

2. Treasurer's Report

Treasurer Phil Peterson

As of December 3, 2025, the Bank Balance is \$11,633.78 at D.L. Evans Bank with a Bill for yearly web hosting ~\$12 per month from Elementor presented. *It was moved by Sharon Hubler, seconded by Will Anderson to accept the Treasurer's Report. All voted in favor. Motion carried.*

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3. President's Report

President Bill Gigray

- a) Amended Bylaws in which Annual Meeting was changed to October have no record of approval. These will be placed on the January 28, 2026 Agenda.
- b) Bill has made a call into Jay Gibbons, Development Services Director for Canyon County to ask if he would agree to be an *ex officio* agency member of the board.
- c) Bill had a Zoom meeting with Nichole Solberg, Ada County Prosecutor's Office on November 5 to discuss the 52<sup>nd</sup> Street Bridge Project and the County's commitment to it along with having a draft agreement preceding FACTS fundraising obligation. At first it seemed Ada County wanted ready-to-go with construction facet and the design through Transportation Alternative Grant is available FY 2028. Bil asked to draft up the MOU closer in time and Nichole was agreeable. The over-all \$155,000 match has a commitment from Garden City for \$30,000, so FACTS needs to raise \$125,000. Treasurer Peterson has received a \$300 gift specifically for this project...so that means \$124,700 on FACTS part. Paul Mann sat in at that meeting so Steve Rutherford plans to talk with the Clean Cities Coalition board on 12/15/25, which has a decision pending on \$10,000 grant. However, with the federal situation, that may still be indeterminate.
- d) Pathway Classification and Standards – Bill emailed Gus Loeffelholz, COMPASS, with regards to the ACTIVE Transportation Work Group, which had met in November. Gary Segers, Paul Mann and Gary Payne attended. Gary S. asked Gary P. to elaborate on that work group discussion. Essentially, the committee was asked to take a leadership role in the broader Ada/Canyon area, paying particular attention to the new cities to have consistent and compatible standards among both private and public contractors. The ACTIVE Transportation Work Group was amenable to this request, identified as its responsibility as a committee-of-the whole.

*It was moved by Gary Payne, seconded by Bill Gigray that Gary Segers be the FACTS representative to the committee and give guidance. All voted in favor. Motion carried.*

Gary S.'s not totally sure what the construction and maintenance standards are at this point but the whole thing about having some sort of Joint Powers Cooperative agreement that Bill G. has recommended for some time is the gist of the effort. Follow-up ZOOM meeting suggested 12/11/25 at 11 MST. Scott Koberg had a question or two? To this point, Scott thinks it's every agency or department that has fee ownership, or a license agreement, or a management agreement, some of those are subject to other influences. Fee title to the property, and the width is sufficient to be able to put in an 11-foot path or 12-foot path and still have available shoulder it is possible to accommodate that standard. When it comes to, like, surface-type asphalt or concrete, it's quite common now for Boise City to implement primarily concrete. Ada County and others may continue to implement asphalt where needed. Scott pointed out Ada County shares with Boise City and vice versa, or Eagle City and vice versa, as to the pathway standard along with what's the

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base material you're using? What's your shouldering material? What's your depth? What is FACTS over-all interest? Bill G. responded that of course this cannot be forced upon the various jurisdictions but there are in-between cities and another county so there is a governing body; and it decides what best practices are going to be. The idea was to try to coordinate this, and the idea that all the agencies, in my mind, are not just looking at their own entity but being part of the entire valley system. People with electric bikes and others that are users of Pathways are now going to probably expect and experience traveling farther distances than they used to. Jimmy Hallyburton needs to leave in the next few minutes and added pathways have tremendous economic value, but, kind of thinking about what Scott's saying, even the city of Boise is trying to work toward what are the minimum standards? In higher congestion areas such as Julia Davis Park and Ann Morrison Park where people are getting out in tubes, likewise areas around Boise State where there is a higher volume of people who are on e-bikes and other types of users, pathways are going to be significantly wider even to the extent of separate pedestrian and bicyclist areas such as you see in larger cities. Then there are going to be other areas as we get closer to, for instance, Warm Springs Golf Course, you probably are not going to see the wider width requirement. Look toward something to be focused on as far as, like, what are our minimum guidelines, or what are the best practice guidelines, and try to get people to adopt the best practice guidelines. Knowing that maybe we won't always make it to those best practices, but, like, that's what we're aspiring to do. And in some cases, you know, we can't let perfect be the enemy of good if we can only get in an 8-foot path, you know, for some sort of reason, and we can't quite get in 10 feet, because we'd have to take down a historic tree, or whatever that may be. Boise is working on working on an updated e-bike and e-mobility ordinance that you'll probably see sometime in spring or late winter of 2026, just sort of recognizing all the different types of users that are on the Greenbelt. Right now, we only have an e-bike ordinance, and this would probably expand to an e-mobility ordinance, so it would encompass all different types of electric vehicles, your scooters your one-wheelers, all the different types of things that we're seeing, and trying to group them into your standard Class 1, Class 2, Class 3 e-bike things. It will be an extensive outreach project that the city will be doing with the community. Our new Pathways Plan Manager will be getting into their role soon and you'll recognize them once that name gets announced. I'll let them know that this would be a valuable group to be a part of. Excited about the Pathways Master Plan focusing on those canal pathways. Gary Segers felt this commentary helped crystallize the essence of Pathway Standards and Best Practices. Ultimately, sometime in the next 20 years, we're probably going to have an integrated pathway system of some sort. COMPASS is really the only public entity that has representation from the two counties. Scott K. referred to the fifth edition of the Association of State Highway and Transportation Officials Guide (ASHTO) for the Development of Bicycle Facilities was published. Ada County Parks & Waterways uses that even down to simple things like centerline skip striping, 3 feet long, 9 feet apart and why do we use yellow? That's because it's in that guide. Scott agreed that having a playbook for new communities is desirable particularly as it affects continuous segments of the Greenbelt, not necessarily spurs. Bill G. asked Jimmy H. to share the draft of the new ordinance e-bike and e-mobility. Jimmy said the new ordinance would have a community-wide roll-out survey for in-put, so "yes." Just a quick question from Bob Hay..."does the Eckert Road Bridge show an underpass"?

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Scott answered he would share that in his report. Current renderings show the underpass.

AGENCY REPORTS

• Nampa – Cody Swander – Pathways Standards and Classification discussion was informative and hopefully, with a re-do of our 2011 Bike and Ped Master Plan updated in 2020, it can incorporate some of the Pathways and Standards narrative just put forward. Nampa's Area of Impact had two hearings with the Canyon County Board of Commissioners Nampa's Area of Impact has been the same for quite a long time; however, the Board of Commissioners took a carving knife to it and carved off the four sides of the city; of interest to FACTS the north section of our area of impact touching the Boise River; city of Star voiced interest in having the area of the river be in its area of impact, Nampa pled its interest in having the area remain in its area of impact and Star's mayor did the same. The Commissioners instead gave the area to neither city while leaving it indeterminate until whichever city is the first to provide services to that area. It's such flux to planning efforts, but the Commissioners did leave a small section less than a half mile wide, or maybe a half mile wide, on the far western edge along Franklin Boulevard. Nampa has a period of time to ask for reconsideration of their decision. But if the recession stands it would definitely impact any future investment from the city of Nampa north of 20/26 and its funding for bridges, roads and infrastructure. New Mayor Rick Hogaboam January 5, 2026 and one new council member so not known if they will want to pursue reconsideration. The concern here is that it effectively cuts Nampa off from the Boise River Greenbelt project, putting the land that Nampa had on its master plan since 2011 for the Greenbelt extension. Cody doesn't believe the Greenbelt extension will be in jeopardy with whichever city--Star or Nampa. Bill Gigray stated that In this situation, Cody, what happens when they're not in an impact area, they just remain totally under the jurisdiction of the county because it's an unincorporated area in the county. So that means, from a FACTS standpoint there's a point person such as Ada County's in Canyon County to support the standards and a map could apply with what Jay Gibbons will be doing in having a Master Plan in progress. Gary Payne has a question? When he was preparing for his presentation to the ACTIVE Transportation sub-committee hosted by COMPASS he looked at a number of other states and it's quite common to have these standards enumerated so it will be possible to find some other good models. Bill G. explained that this may be driven by legislative changes to the [Land Use Planning Act \(LUPA\)](#) that counties needed to make sure that impact areas were areas identified in which there could be annexation in a reasonably foreseeable future. Shrinking areas of impact are affecting a number of smaller cities as well.

4. Vice President's Report Vice President Bill Mullane
  - a) Brent Jennings introduction - a professional in the transportation industry for many, many years, worked for Idaho Transportation Department and retired about 10 years ago, forming his own company and now doing consulting work. It dawned on Bill one day to ask Brent to bring his expertise and connections, to help FACTS with our endeavors. Brent took up the conversation and said he's a professional engineer by background, civil engineer who spent 31 years at the Idaho Transportation Department, focusing on the latter part of his career in traffic engineering. He was the chief traffic engineer, and then I retired as the director of the Office of Highway Safety. He's a bicyclist himself and is interested in not only bicycle, but all modes of travel, which includes, of course, automobiles. Moreover, he has a special interest in vulnerable road users, which are bicyclists, pedestrians, and those with disabilities.

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Bill M. brought up the 52<sup>nd</sup> Street Bridge Project and Brent is familiar with the federal aid process after working all those years and familiar with LTAC, which for full disclosure, is one of his clients. Brent took a look at FACTS and he really likes it and its mission. Along with business clients he also volunteers at not-for-profits where he currently serves as the chairman of the board of Idaho Operation Lifesaver, which is a railroad highway grade crossing safety entity. It's a volunteer organization, much like... much like FACTS, and we get together, and we look at ways that we can eliminate death and serious injury in all roadways. He liked the discussion on standards. It can be a bit of a difficult hill to climb when you have all these entities involved to come up with design standards, construction standards, maintenance standards, and planning standards. Sometimes some of the smaller communities as Treasure Valley continues to grow have a big question...where do we start? He's here to listen and be helpful. He sees that the 52<sup>nd</sup> Street Bridge is part of the Transportation Improvement Program (TIP) and they have preliminary engineering dedicated for FY '28 and the actual construction called a category of preliminary does not have a year set for it yet.

*Awaiting Brent's reaction Gary Segers and Bill Gigray offered the motion that Brent become a Director of FACTS. Discussion ensued; Gary S. would like to have Brent proceed with meeting with COMPASS and, for now, Brent will give it some thought as to becoming a Director of FACTS. Bill who seconded the motion asked for Gary S.' okay to bifurcate the motion, and for now, proceed with Brent being on the sub-committee meeting with COMPASS on the standards and best practices subject. All voted in favor. Motion carried.*

### TOPICAL

- I. Hear from members, both directors and ex officio as to what do they want to work on and what do they want FACTS to represent? Bill G. mentioned the obvious 52<sup>nd</sup> Street Bridge and Pathways Classification sub-committee. Mark Eubank plans to continue with the Trail Information Booth, mainly in the Boise area, as there absolutely nothing for hand-outs west of Eagle and Eagle, itself. Bill G. thinks a master map is needed but right now, Mark says nothing seems to fit. Wava can talk with Doug Hanson for Kuna's Master Plan, Cody, for Nampa's, Kim, for Meridian's, Paul and Will, for Caldwell's. Wava announced that Kuna has just hired a new parks director.

### AGENCY REPORTS

• Ada County Parks & Waterways – Scott Koberg – Three things to report on: EXPO Idaho. Recent articles highlight the major redevelopment of Expo Idaho, focusing on the creation of "The Park at Expo Idaho," a new 50+ acre park with trails, skateparks, and play areas, funded by federal ARPA funds and set to open in phases through 2026, alongside new facilities like a professional soccer stadium on the former racetrack grounds. These developments aim to transform the site into a year-round community hub, integrating sports, recreation, and entertainment with the Boise River Greenbelt. There's a backwater flow through and, also, a supplemental water flow out at this location and access into and out of the river, kind of in the middle of the park, which will raise the ecological value and wetlands preservation of the site. Community partners and contractors including Franz Witte Landscaping and Rivhab that does river restoration, are our subcontractors on this component. The bridge over the backwater flow will be placed tomorrow, December 4 but not complete until the concrete is poured onto the decking. Ada County will pay to replace the planking on the west Plantation bridge starting next week. The ultimate goal is to have the pathway itself opened in January, date not certain yet. The EXPO Idaho park will not be opened so there will be fencing along



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both sides of the Greenbelt. Bill M. asked if the information on the replacement boards could be shared so that there would be some idea on what the West Plantation bridge timber decking will cost. Scott said yes because it requires a specific over-water planking. Next subject was the Eckert Bridge and Scott shared this link:

<https://storymaps.arcgis.com/stories/6710ecc712654983833043afce517945>

This is not an Ada County project; this is an ACHD project but Ada County was asked to consult on the design of the Eckert Road Bridge and the Boise Avenue intersection. This report just went live today. Looking at a new Eckert Bridge alignment, as well as a roundabout at Boise Avenue intersection, where it comes together with Eckert Road, and before it goes up toward Healy Road at Amity. Upstream from the bridge, is the current Ridenbaugh Canal headworks diversion, which is going to change significantly. Slider graphics are fun to work with; formerly, there were nine bridge piers, now there are two; formerly, there were two lanes, now there will be two lanes with turn lanes in both directions. The multi-use path on the bridge is 16-foot width with vegetative buffers probably. The anticipated underpass will permit the Greenbelt bike/ped traffic to go under the bridge and transit to the future Alta Harris Park. The construction start date is scheduled for Fall 2026. Ada County has been told there will always be access into and out of Barber Park so the expectation is having the Eckert Road Bridge worked on first, Ridenbaugh Diversion second and Roundabout, third. The collaboration on the temporary emergency closure on the Eckert Bridge this year caught the eye of COMPASS and Scott//Ada County, ITD and ACHD are going to attend the 'Leadership in Motion' award ceremony this coming Monday to receive the award. Austin Miller COMPASS has mentioned that some of the permanent bike and pedestrian counters that are installed are kind of reaching the end of their useful life. He has asked Ada County if it had any sites that might need pedestrian counters, to try to collect data. Scott responded with four Ada County sites so it's in the air right now if COMPASS is looking to have some counters installed for these sites.

- Comprehensive Plans – Will Anderson was charged with examining the comprehensive plans of both cities and the two counties. A line drawn on the map to identify where we would like to have pathways in the future would be of immense help, starting at Eagle and working westward. Star has subdivisional pathways and Middleton has city property, which would be an ideal set-up for three or four miles along the river, quite a portion of which has already been built by a subdivision owner. Getting to the edge of Middleton, not Middleton's area of impact, would cover quite a distance to Caldwell. There are but two landowners before getting to Curtis Park and that's the most eastern portion of Caldwell's property. These two landowners have a sizeable piece of land along the Boise River and putting a line there does not necessarily equate to an easement, but it's a step in the right direction. Middleton could be the ideal candidate for discussing the future of pathways in that segment or section. Bill G. offered a comment the LUPA (Land Use Planning Act of the State of Idaho) alluding to the transportation component of a Comprehensive Plan means having a unified plan, at least of the major pathways that would be in the two counties as they go through cities and the county...housing often already owned by developers can predicate a sudden development in this vigorous economy. Getting into a discussion with landowners about pathways we'd want to find out if they'd be inclined or at least sympathetic to the program. Bill G. has spoken with the mayor and the P&Z Director of the city of Middleton. The P&Z Director was adamant that Middleton is planning a pathway along the river. Paul Mann serves on the Caldwell Parks & Rec Commission and his term comes due at the end of December. At the last Parks & Rec Commission meeting they tabled the discussion on Approval of Changes to a new Parks & Rec ordinance. Paul would like to suggest other models are available. He will decide whether he wants to send a letter of interest for another two-year term on the P&R Commission.

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- Note: if Mark Wasdahl gets to the January meeting we'd like to hear from him regarding the Highway 55 underpass/bike-ped crossing as part of the five lane expansion to let us know if the tunnel/underpass has been written out of the project.

- Kuna – Wava Kaufman – in touch with Doug Hanson who says they are getting pathways constructed in partnership with developers. Kuna has a new Parks Chris Reglie; Wava has worked with him on several projects and thinks he's well suited for the position and getting a Master Plan in place.

ADJOURNMENT

*It was moved by Will Anderson, seconded by Bob Hay that the meeting be adjourned at 5:12 MST. All voted in favor. Motion carried.*

With all due respect,

Sharon Hubler, Secretary